

COUNCIL MEETING AGENDA

April 21, 2026

10:45 am

COUNCIL CHAMBERS

400 Main Street SE

Pages

1. CALL TO ORDER

2. APPROVAL OF AGENDA

3. PUBLIC HEARINGS

There are no items.

4. PUBLIC INPUT SESSIONS

There are no items

5. PUBLIC AGENDA - 10:45 AM

6. CONFIRMATION OF MINUTES

6.1 Minutes of the regular meeting of April 7, 2026

1

7. CONSENT AGENDA

7.1 Proclamation Requests (Charlotte Satink, City Clerk)

6

Mayor Spearman has approved the following proclamations:

- **April 19 to April 25, 2026** as National Volunteer Week in Airdrie, to recognize and encourage volunteerism within our community; and
- **May 2026** as Guillain-Barré Syndrome (GBS) and Chronic Inflammatory Demyelinating Polyneuropathy (CIDP) Awareness Month.

8. BYLAWS (not requiring public hearing)

- 8.1 Bylaw B-08/2026 - Off-site Levy Bylaw Amendment (Rick Wiljamaa, Manager of Capital Projects and Infrastructure) 10

Council is being asked to give three readings to Bylaw B-08/2026, being a bylaw to amend Off-site Levy Bylaw B-11/2019, to update water, wastewater, stormwater and transportation levy rates.

- 8.2 Bylaw B-09/2026 - Community Facilities Off-site Levy Amendment (Brad Anderson, Director of Community Services) 18

Council is being asked to give three readings to Bylaw B-09/2026, being a bylaw to amend Community Recreation and Fire Hall Facilities Off-site Levy B-24/2025, by updating off-site levy rates for community recreation and fire station facilities.

9. AGENDA REPORTS - 1:00 PM Consultant Presentations

- 9.1 2025 Annual Report and Audited Consolidated Financial Statements (Jenelle Weisgarber, Team Leader (Term) Accounting Services) 34

Council is being asked to approve the 2025 Financial Information Return and the 2025 Audited Consolidated Financial Statements included in the Annual Report, for information.

- 9.2 Airdrie Transit Master Plan (Billie-Jo Arnott, Team Leader Transit and Active Transportation) 130

Council is being asked to endorse the proposed Airdrie Transit Master Plan (2026–2035) to guide the planning, development and delivery of transit services and infrastructure over the next ten years.

10. BYLAWS - Continued

- 10.1 Bylaw B-10/2026 - User Fees and Charges Bylaw Amendment (Etinah Murumbi, Team Leader Budget and Financial Planning) 216

Council is being asked to give three readings to Bylaw B-10/2026, being a bylaw to amend Schedule “A” of User Fees and Charges Bylaw B-41/2023, with updated and new user fees and charges effective September 1, 2026 and January 1, 2027.

11. AGENDA REPORTS - Continued

- 11.1 City of Airdrie-RVC Intermunicipal Collaboration Framework Agreement (Mike Korman, Manager of Advocacy and Investment) 243

Council is being asked to approve the City of Airdrie–Rocky View County Intermunicipal Collaboration Framework Agreement, which establishes a formal framework governing existing and future shared services between the two municipalities in accordance with the *Municipal Government Act*.

- 11.2 Intermunicipal Development Plan Terms of Reference (Matthew Konowalchuk, Regional Planner)

262

Council is being asked to approve the proposed Terms of Reference for a comprehensive update to the City of Airdrie - Rocky View County Intermunicipal Development Plan.

- 11.3 Airdrie Public Library Council Appointments - No Report (Charlotte Satink, City Clerk)

Council will discuss Council appointments to the Airdrie Public Library Board.

- 11.4 Marigold Library System Appointment - No Report (Charlotte Satink, City Clerk)

Council will discuss the Airdrie Public Library Board representative for the Marigold Library System Board.

12. BUSINESS ARISING FROM COUNCIL COMMITTEES

- 12.1 Community Safety and Social Services

12.1.1 Chair Update (Verbal)

12.1.2 Items referred from Standing Committee

- 12.2 Community and Corporate Services

12.2.1 Chair Update (Verbal)

12.2.2 Items referred from Standing Committee

- 12.3 Community Infrastructure and Strategic Growth

12.3.1 Chair Update (Verbal)

12.3.2 Items referred from Standing Committee

13. NOTICES OF MOTION

14. COUNCIL MEMBERS REPORTS

15. UPDATE ON COUNCIL RESOLUTIONS

- 15.1 Council follow-up to April 21, 2026

280

16. CLOSED SESSION - 1:00 PM

16.1 2025 KPMG Audit Findings Report - Confidential Attachment for Item 9.1 - Section 30
(Disclosure harmful to economic and other interests of a public body) Access to
Information Act

16.2 Notes

17. MOTIONS ARISING FROM CLOSED SESSION

18. ADJOURNMENT

COUNCIL MEETING

MINUTES

April 7, 2026
COUNCIL CHAMBERS
400 Main Street SE

PRESENT

Deputy Mayor C. Kolson (*Chair*)
Councillor R. Chapman
Councillor C. Glass
Councillor K. Shima
Mayor H. Spearman (*via Teams*)
Councillor C. Stewart

STAFF

H. Galanti, City Manager
C. Satink, Manager Legislative Services & IGM/City Clerk
K. Jiang, Legislative Officer II/Assistant City Clerk
N. Karbani, Project Lead Legislative Projects
C. Phillips, Legislative Officer I/Council Technician
K. Rushford, Recording Technician

ABSENT WITH REGRETS

Councillor S. Obasan

1. CALL TO ORDER

Deputy Mayor Kolson called the meeting to order at 1:00 p.m.

2. APPROVAL OF AGENDA

2026-C-078

Moved By Councillor Glass

That Council approves the April 7, 2026 Council meeting agenda, as presented.

Carried

3. PUBLIC HEARINGS

There are no items.

4. PUBLIC INPUT SESSIONS

There are no items.

5. PUBLIC AGENDA - 1:00 PM

6. CONFIRMATION OF MINUTES

1. Minutes of the regular meeting of March 3, 2026

2026-C-079

Moved By Councillor Shima

That Council adopts the Minutes of the regular meeting of March 17, 2026, as presented.

Carried

7. CONSENT AGENDA

2026-C-080

Moved By Councillor Glass

That Council moves the 2025 Municipal General Election - Campaign Disclosure Filing Non-Compliance Report from the consent agenda to the regular agenda.

Carried

1. 2025 Municipal General Election - Campaign Disclosure Filing Non-Compliance (Noshy Karbani, Project Lead Legislative Projects)

2026-C-081

Moved By Councillor Glass

That Council accepts the 2025 Municipal General Election - Campaign Disclosure Filing Non-Compliance Report included on the consent agenda, for information.

Carried

8. BYLAWS (not requiring public hearing)

There are no items.

9. AGENDA REPORTS

1. City Manager Performance Evaluation Council Policy (Karen Jiang, Acting Team Leader Legislative Services)

2026-C-082

Moved By Councillor Chapman

That Council approves the City Manager Performance Evaluation Policy, as presented.

Carried

10. BUSINESS ARISING FROM COUNCIL COMMITTEES

1. Community Safety and Social Services

1. Chair Update (Verbal)

There are no items to report.

2. Community and Corporate Services

1. Chair Update (Verbal)

Councillor Stewart advised that the Community and Corporate Services Standing Committee received an update from Airdrie Pride on their program what they are doing with their community.

At the meeting, an item was moved from the consent agenda to the regular agenda regarding the Clean Energy Improvement Program (CEIP). It is a great program for those who want to reduce their carbon footprint and save money on upgrades to their home. Fifty homeowners have signed up for the CEIP program to purchase things such as solar panels, high efficiency furnaces, and heat pumps for their home. Financing agreements are worked out with the City and payments come off the tax bill each month. \$2.15M in total projected value has been committed and \$1.2M in financing has been approved through the program. The average project value is about \$24,000. The Airdrie program is funded through \$4.3M of low interest Federation of Canadian Municipalities funds and \$1.69M from City reserves. The reserves will be built back up as payments are made.

3. Community Infrastructure and Strategic Growth

1. Chair Update (Verbal)

There are no items to report.

11. **NOTICES OF MOTION**

There are no items.

12. **COUNCIL MEMBERS REPORTS**

2026-C-083

Moved By Councillor Shima

That Council excuses Councillor Obasan from the meeting.

Carried

14. **CLOSED SESSION - Immediately following public agenda**

2026-C-084

Moved By Councillor Stewart

That Council enters the Closed Meeting at 1:23 p.m. to discuss the following items:

1. Budget Amendment Genesis Place - Section 30 (Disclosure harmful to economic and other interests of a public body) *Access to Information Act*

With the following:

PRESENT

Deputy Mayor C. Kolson (*Chair*)

Councillor R. Chapman

Councillor C. Glass
Councillor K. Shima
Mayor H. Spearman
Councillor C. Stewart

The following staff members were present to provide advice to officials:

H. Galanti, City Manager,
S. Utz, Director Strategic Growth and Investment,
K. Wilkin, Director Community Infrastructure,
C. Aragon, Manager Culture, Heritage and Event Services,
A. Johnston, Manager Recreation,
C. Satink, Manager Legislative Services & IGM/City Clerk,
K. Jiang, Legislative Officer II/Assistant City Clerk,
C. Phillips, Legislative Officer I/Council Technician, and
K. Rushford, who recorded the meeting.

ABSENT WITH REGRETS

Councillor S. Obasan

Carried

2026-C-085

Moved By Councillor Shima

That Council leaves the Closed Session at 2:01 p.m.

Carried

13. UPDATE ON COUNCIL RESOLUTIONS

1. Council follow-up to April 7, 2026

H. Galanti advised that there are nine items on the follow-up list. They are all progressing well for the targeted timelines. At the next Council meeting, we will be discussing the Offsite Levy Bylaw (Community Amenities). An additional four items are scheduled for completion in the next few months and they are all tracking well.

15. MOTIONS ARISING FROM CLOSED SESSION

2026-C-086

Moved By Councillor Stewart

That Council:

1. advances capital project #001138 to 2026 within the 10-year capital plan; and
2. approves a budget amendment of \$329,520 to be funded with the General Recreation Reserve.

Carried

16. ADJOURNMENT

Mayor Spearman advised that today, April 7th, is Green Shirt Day. It is the day that we remember the loss and tragedy of the Humboldt Broncos and honour the legacy of Humboldt Broncos defenseman Logan Boulet. People wear green on this day to encourage organ donor registration

across Canada and to support the “Logan Boulet Effect”. Logan saved six lives through his gift after the 2018 bus tragedy. Hopefully, we can all observe and recognize the importance of this day.

Deputy Mayor Kolson adjourned the meeting at 2:05 p.m.

Mayor

City Clerk

DRAFT

From: [Volunteer Airdrie](#)
To: [LegislativeServices](#)
Cc: [Heather Spearman](#)
Subject: [EXTERNAL] Request for Proclamation of National Volunteer Week April 19-April 25th
Date: April 8, 2026 8:39:12 AM
Attachments: [Outlook-etuacbrd.png](#)

CAUTION: This email originated from outside the organization. Do NOT click on links or open attachments you do not trust.

Dear Mayor Spearman and Members of City Council,

On behalf of Volunteer Airdrie, I am pleased to submit this request for the proclamation of National Volunteer Week (April 19 – April 25th, 2026) in the City of Airdrie. Volunteer Airdrie is a non-profit organization dedicated to promoting volunteerism, fostering community engagement, and recognizing the invaluable contributions of volunteers in Airdrie.

National Volunteer Week is a time to celebrate and appreciate the dedication of volunteers who make a meaningful difference in our community. This annual event aligns with the City of Airdrie's commitment to civic engagement and community development by recognizing the thousands of hours contributed by volunteers to support local initiatives, programs, and services.

To acknowledge and honor the significant impact of volunteers, we respectfully request:

1. A formal proclamation by the City of Airdrie declaring April 19 – April 25, 2026, as National Volunteer Week to recognize and encourage volunteerism within our community.
2. Illumination of City Hall in blue on April 24, 2026, to symbolize appreciation for volunteers and their contributions. Blue is commonly associated with trust, dedication, and community spirit, values that reflect the heart of volunteerism. This color is also recognized nationally by Volunteer Canada in its branding for National Volunteer Week, representing the selfless efforts of volunteers who strengthen our communities.

Below is the proposed wording for the proclamation:

National Volunteer Week Proclamation

WHEREAS, volunteers are the heart of our community, giving generously of their time, skills, and passion to improve the lives of others and strengthen the social fabric of Airdrie; and

WHEREAS, volunteerism fosters community spirit, supports vital programs and services, and enhances the overall quality of life in Airdrie; and

WHEREAS, the City of Airdrie recognizes the outstanding contributions of volunteers in supporting social, cultural, environmental, and economic initiatives that benefit all residents; and

WHEREAS, National Volunteer Week provides an opportunity to celebrate and express gratitude to those who dedicate their time to making Airdrie a vibrant, inclusive, and compassionate community;

NOW, THEREFORE, I, Heather Spearman, Mayor of the City of Airdrie, do hereby proclaim April

19 – April 25, 2026, as National Volunteer Week in Airdrie and encourage all residents to recognize and support the efforts of volunteers who make a meaningful difference in our city.

Thank you for your consideration of this request. We appreciate the City of Airdrie's support in recognizing the essential role of volunteers in our community. Please let us know if any additional information is required.

Sincerely,

Naomi Slipp
Executive Director
Volunteer Airdrie
403-993-5034

info@volunteerairdrie.ca





GBS/CIDP Foundation of Canada

Guillain-Barré Syndrome/Chronic Inflammatory Demyelinating Polyneuropathy
Support, Education, Research, Advocacy

Honorary Board

Larry Brenneman (*deceased*)
Tom Feasby, MD
Angelika Hahn, MD
Susan Keast, *Founder*
Serge Payer
Kenneth Shonk, MD
Demetrios Strongolos

Executive Director

Donna Hartlen

Officers

Darryl Bedford
President
Pamela Stoikopoulos
Vice President
Treasurer
Alexandre Grant
Secretary

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Darryl Bedford
Alexandre Grant
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Holly Longstaff
Akash Purewal
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Katherine Beadon, MD
Timothy Benstead, MD
Pierre Bourque, MD
Vera Bril, MD
Colin Chalk, MD
Kristine Chapman, MD
Angela Genge, MD
Hans Katzberg, MD
Kurt Kimpinski, MD
Rami Massie, MD
Elizabeth Pringle, MD
Zaeem Siddiqi, MD
Jiri Vajsar, MD
Chris White, MD
Douglas Zochodne, MD

March 6, 2026

Office of the Mayor & City Council
The City of Airdrie
400 Main Street SE
Airdrie, AB
T4B 3C3

Dear Mayor Heather Spearman & City Council:

We are writing to respectfully request that the city of Airdrie proclaim May 2026 as GBS/CIDP Awareness Month. The Month of May, has been internationally designated as "GBS and CIDP Awareness Month" to educate the public and to focus attention on these rare conditions. The GBS/CIDP Foundation of Canada is a national, not for profit patient organization that supports patients and families afflicted with Guillain-Barré Syndrome, Chronic Inflammatory Demyelinating Polyneuropathy, and variants such as Multifocal Motor Neuropathy. We serve patients through support, education, research and advocacy.

GBS has a sudden onset of symptoms, which can cause complete paralysis within a day. Recovery can be unpredictable, patients and their families face an uncertain future, usually requiring months of hospital care without knowing if or when they will recover, or whether they will face long-term disabilities. Earlier diagnosis, treatment, and access to rehabilitation services can improve the chances of avoiding permanent lifelong residual damage of the nerves. The cause of these conditions is unknown, and can develop in any person, regardless of age, gender or ethnic background

We are working to raise awareness of these rare conditions so that future patients get help sooner and will know that our organization is here to provide hope. We provide support and information through trained volunteers, our website, materials provided to hospitals, and organize local and online peer-to-peer support group meetings. We provide patient educational events and build awareness within the medical community. We advocate for access to diagnosis and appropriate treatment, and also support Canadian research that aims to improve the quality of life of GBS, CIDP, and their variants.

While considered rare diseases, in Canada GBS affects 2 in 100,000, and in Zika outbreaks 9-24 in 100,000. CIDP affects 5-7 in 100,000. For more information: www.gbscidp.ca
Please let us know if there is anything further you require for our proclamation request to be approved for this year and for subsequent years.

Please see the attached email or application from Jaylene MacDonald. Jaylene is a GBS survivor and a liaison with the foundation. We are supporting patients in your community and surrounding area.

Thank you for your consideration.

Kim Brooks
Patient Advocate & Volunteer Coordinator
kbrooks@gbscidp.ca
1-403-510-3170
www.gbscidp.ca

Canadian charity registration number: 887327906RR0001

3100 Garden Street, PO Box 80060 RPO Rossland Garden, Whitby, Ontario, L1R 0H1
PH:1-647-560-6842 gbscidp.ca



Proclamation

WHEREAS, the Month of May, has been internationally designated as "GBS and CIDP Awareness Month" to educate the public and to focus attention on Guillain-Barré Syndrome (GBS) and Chronic Inflammatory Demyelinating Polyneuropathy (CIDP), rare, paralyzing and potentially catastrophic disorders of the peripheral nerves; and

WHEREAS, Guillain-Barré Syndrome (GBS) and its variants, are rare conditions which can be characterized by rapid onset of weakness and, often, paralysis of the legs, arms, breathing muscles and face, in some cases leading to complete paralysis requiring life-sustaining hospital care. Often accompanied with excruciating pain, and

WHEREAS, Chronic Inflammatory Demyelinating Polyneuropathy (CIDP) and its variants, are rare progressive conditions, which can be characterized by the onset of weakness, numbness and tingling, which can lead to the paralysis of the legs and arms and effect other areas of the body, and it is not uncommon for individuals to endure significant pain, and

WHEREAS, the cause of GBS and CIDP is unknown, and these conditions can develop in any person, regardless of age, gender or ethnic background, and

WHEREAS, GBS and CIDP have a slow and unpredictable recovery, patients and their families face an uncertain future, usually requiring months of hospital care without knowing if or when they will recover, or whether they will face long-term disabilities. Earlier diagnosis, treatment, and access to rehabilitation services can improve the chances of avoiding permanent lifelong residual damage of the nerves, and

WHEREAS, in 2003, GBS/CIDP Foundation of Canada a patient organization providing support, education, research, and advocacy, was founded so that no patient or family would go through GBS, CIDP, and variants such as MMN alone.





COUNCIL – AGENDA REPORT

Meeting Date: 21 April 2026
Subject: Bylaw B-08/2026 - Off-site Levy Bylaw Amendment
Directorate: Community Infrastructure

Issue:

Council is being asked to give three readings to Bylaw B-08/2026, being a bylaw to amend Off-Site Levy Bylaw B-11/2019, to update water, wastewater, stormwater and transportation levy rates.

Policy / Council Direction:

On June 17, 2025 Council gave three readings to Bylaw B-23/2025 to update off-site levy rates for water, wastewater, stormwater, and transportation infrastructure.

The amendment proposed through Bylaw B-08/2026 represents completion of the wastewater component of the phased approach to updating off-site levies as endorsed by Council in September 2021, by incorporating revised funding assumptions following confirmation of Provincial grant funding.

Background:

Off-site levies are financial contributions collected from developers to fund infrastructure required to support growth. The City currently collects levies for transportation, water, wastewater and stormwater infrastructure under Bylaw B-11/2019, and for community recreation and fire stations under Bylaw B-24/2025. Off-site infrastructure costs are shared among all developers in Airdrie.

The *Municipal Government Act* (MGA) governs the use of off-site levies and requires that levy bylaws clearly outline the purpose and calculation methodology for each levy. Levy rates must reflect the actual cost of growth-related infrastructure, net of any external funding.

During development of the June 2025 update to the City's Off-site Levy Bylaw B-11/2019, the City had a pending grant funding request to the Province to support wastewater infrastructure projects that would otherwise be funded through off-site levies. Should that funding be approved, it was anticipated that the wastewater levy rates could be meaningfully reduced. Administration committed to stakeholders at that time that an

expedited review and update of wastewater levy rates would occur if the grant application were successful.

The Provincial grant funding was subsequently approved and Administration began work in fall 2025 to update wastewater levy rates accordingly. This work included updating the City's Off-site Levy Report, which provides the technical basis for the bylaw, updated financial analysis, engagement with the land development community through BILD Calgary Region (BILD), and a public open house. The resulting levy rates have been reduced, mainly due to the application of grant funding for wastewater, but, they have also decreased for all categories due to reduced interest rates in the financial analysis and minor changes to wastewater projects in the Off-site Levy Report.

Public Engagement and Feedback: *What We Heard*

A public open house was held on March 26, 2026 in Council Chambers, with additional information available on the City's website. Written feedback was received from BILD on March 24, 2026, expressing general support for the infrastructure component of the City's off-site levy bylaws. The BILD Letter is attached to the report for Bylaw B-09/2026 and the update to the Community Recreation and Fire Hall Facilities off-site levy.

Attendance at the open house consisted exclusively of members of the development industry. Feedback provided during the open house was consistent with BILD's letter and supportive of the updated wastewater off-site levy rates.

Compliance with upcoming changes to the MGA

The Government of Alberta introduced Bill 28, the *Municipal Affairs and Housing Statutes Amendment Act, 2026*, on April 2, 2026. It includes amendments to section 648 of the *Municipal Government Act* clarifying permissible off-site levy expenditures. The Bill adds section 648(2.11), restricting off-site levies from being used for operational costs, non-permanently affixed items, or capital works constructed to a standard higher than that required under applicable building codes. These restrictions do not materially affect the City's off-site levy program, as the City funds only capital costs, excludes non-affixed items (if any), and constructs facilities in accordance with building code requirements. Bill 28 is expected to come into force upon proclamation following Royal Assent, with implementation anticipated later in 2026.

Council Committee Routed Through:

This report was not routed through a Council Committee.

Administration Recommendation:

That Council gives three readings to Bylaw B-08/2026, being a bylaw to amend Off-site Levy Bylaw B-11/2019, as presented.

Alternatives/Implications:

- 1) Council could choose to provide alternative direction to Administration in regards to Bylaw B-08/2026.

This would result in off-site levy rates for wastewater being applied based on the current rates established in Bylaw B-11/2019 and would not reflect the application of grant funding from the Province for wastewater infrastructure.

Budget Implications:

The proposed amendments to Off-site Levy Bylaw B-11/2019 will reduce the wastewater levy burden on future development while maintaining full funding for growth-related infrastructure projects. Off-site levies are fully funded by development and there is no financial impact to the tax base.

Future capital and operating budgets will be updated to reflect the revised levy rates, which will directly impact projected off-site levy revenues used in forecasting the City's debt limits and reserve balances for growth-related infrastructure.

Communications and Engagement:

This bylaw has been advertised in accordance to legislative requirements of the MGA.

If approved, the updated levy rates and development charges will be published on the City's website and incorporated into Subdivision Servicing Agreements. Administration will collaborate with Corporate Communications to ensure clear and timely communication of the updated rates to industry stakeholders.

Recommendation:

That Council gives three readings to Bylaw 08/2026, being a bylaw to amend Off-site Levy Bylaw B-11/2019, as presented.

Andrew Dormer P. Eng., Manager Roads and Parks Operations

Staff Presenter:	Rick Wiljamaa, Capital Projects and Infrastructure
External Presenter:	N/A
Department:	Engineering Services
Reviewed by:	Rick Wiljamaa, Capital Projects and Infrastructure Meghan Bigney, Finance Kyle Wilkin, P.Eng., Community Infrastructure
Attachments:	#1: Bylaw B-08/2026

**BYLAW B-08/2026
CITY OF AIRDRIE
PROVINCE OF ALBERTA**

Being a bylaw to amend the City of Airdrie's Off-site Levy Bylaw B-11/2019

WHEREAS the *Municipal Government Act*, RSA 2000, c M-26, allows Council to amend bylaws; and

WHEREAS Council deems it desirable to amend the City's Off-site Levy Bylaw B-11/2019 as amended by Bylaw B-39/2022 and B-23/2025;

WHEREAS the Off-site Levies imposed by City's Off-site Levy Bylaw B-11/2019 as amended by Bylaw B-39/2022 and B-23/2025 were determined in accordance with the ISL Report Off-site Levy Update Phase 2 dated June 9, 2025 (the "June 2025 ISL Report");

WHEREAS ISL provided an update to the June 2025 ISL Report on March 27, 2026 to reflect the approval of \$50 million in grant funding for the City and changes to the regional wastewater infrastructure projects.

WHEREAS Council may elect to review the calculation of the Off-site Levy and amend the City of Airdrie Off-site Levy Bylaw more frequently than every three years;

WHEREAS Council has elected to review the calculation of the Off-site Levy based on the update to the June 2025 ISL Report and amend the City of Airdrie Off-site Levy Bylaw;

NOW THEREFORE, the Council of the City of Airdrie in Council enacts as follows that Bylaw No. B-11/2019 as amended by Bylaw B-39/2022 and B-23/2025 be amended as follows:

1 That Section 3.10 be replaced by:

"ISL Report" means the Off-site Levy Update Phase 2 prepared by ISL Engineering dated March 27, 2026 and attached as Schedule "B" to this Bylaw;

- 2 That Section 5.1 be replaced by:

An Off-site Levy for the purposes as provided for in section 648(2)(a)-(d) of the Act is hereby imposed in respect of all Developable Land and at the rates provided in Schedule "A" on the basis of the applicable off-site levy report attached to this Bylaw and on the terms as specified in this Bylaw

- 3 That Section 11.1 be replaced by:

11.1 The City Manager shall report annually to Council regarding the Off-site Levy in a format acceptable to Council. The annual report shall include the following:

- a) the details of all Off-site Levies received by each contributor for each type of Infrastructure within each benefitting area,
- b) the uses for each type of Infrastructure within each benefitting area for each capital project, and
- c) the amount of each category of Off-site Levy collected.

- 4 Schedule A is deleted in its entirety and replaced with "Schedule A" attached to this bylaw.

- 5 Schedule B is deleted in its entirety and replaced with "Schedule B" attached to this bylaw.

Interpretation

- 6 Unless otherwise specified, the words used in this bylaw have the same meaning as defined in the *Municipal Government Act* and its regulations.

- 7 If any provision of this bylaw is declared invalid for any reason by a court of competent jurisdiction, all other provisions of this bylaw remain valid and enforceable.

- 8 Nothing in this bylaw relieves a person from complying with any provision of any federal or provincial law or regulation, other bylaw, or any requirement of any lawful permit, order, or licence.

- 9 Where this bylaw refers to another act, bylaw, regulation, or agency, it includes reference to any act, bylaw, regulation, or agency that may be substituted for it.

Read a first time this _____ day of _____, 2026.

Read a second time this _____ day of _____, 2026.

Read a third time this _____ day of _____, 2026.

This bylaw was executed as of the latest date evidenced by digital signature below.

Mayor

Date

City Clerk

Date

DRAFT

**SCHEDULE “A”
OFF-SITE LEVY RATES AND MAP OF DEVELOPABLE AREA SHOWING
BENEFITING AREAS**

Following is a link to the new Schedule “A” attached to Bylaw B-08/2026:

[Schedule A of B-08 2026 \(Amends B-11 2019\).pdf](#)

Note: Off-Site Levies are imposed under this bylaw are calculated based on the net area to be subdivided or developed being
Gross area of subdivision or development less lands for:
Environmental Reserve (ER)
Arterial road construction or widening
Public Utility Lots (PUL) purchased by the City for wastewater lift stations, potable water pump stations, and potable water reservoirs.
Land acquired by the City for regional parks
Land acquired by the City for snow storage
Land acquired for high schools

DRAFT

SCHEDULE “B”

ISL OFF-SITE LEVY UPDATE PHASE 2 – 2025 Update March 2026

Following is a link to the new Schedule “B” attached to Bylaw B-08/2026

[Schedule B of B-08 2026 \(Amends B-11 2019\).pdf](#)

DRAFT



COUNCIL – AGENDA REPORT

Meeting Date: 21 April 2026

Subject: Bylaw B-09/2026 - Community Recreation and Fire Hall Facilities Off-Site Levy Bylaw Amendment

Directorate: Community Services

Issue:

Council is being asked to give three readings to Bylaw B-09/2026, being a bylaw to amend Community Recreation and Fire Hall Facilities Off-Site Levy B-24/2025, by updating off-site levy rates for community recreation and fire station facilities.

Policy / Council Direction:

This report responds to Council's direction of June 17, 2025, when Council approved interim Community Facilities Off-Site Levy rates through Bylaw B-24/2025 and directed Administration to return to Council following additional engagement with BILD Calgary Region (BILD) to refine the levy methodology and rates.

This work concludes the community facilities component of the phased approach to updating off-site levies as endorsed by Council in September 2021.

Background:

In June 2025, Council approved interim community facilities and fire hall facilities off-site Levy rates to allow growth-related funding for the Highland Park Fire Station and the Southwest Recreation Centre, while enabling further engagement with the development industry. At that time, Administration acknowledged concerns raised by BILD related to housing affordability, market competitiveness, and the cumulative impact of off-site levies on development viability.

Council directed Administration to work collaboratively with BILD to review assumptions, benefit allocations and capital cost estimates and to return with an updated levy recommendation.

Work Undertaken Since June 2025

Following Council's direction, Administration established a bi-weekly working process with the Airdrie BILD Off-Site Levy Sub-Committee. Between July 2025 and February 2026, Administration and BILD met regularly to review the Community Facilities Off-Site Levy Study, test assumptions, and refine the levy model.

Key areas of work undertaken during this period included:

- Updating capital cost estimates for the Highland Park Fire Station and the Southwest Recreation Centre, including incorporating an updated Class D cost estimate for the recreation facility.
- Refining service level assumptions, benefit horizons, and benefiting area calculations to better align with current growth projections and infrastructure timing.
- Removing the Fire Training Centre component from the Community Facilities levy calculation, recognizing its broader municipal benefit and distinct functional role.
- Updating residual benefit allocations for recreation amenities to better reflect existing unmet demand and future growth requirements.
- Reviewing land absorption rates, population growth forecasts, and cost escalation assumptions used in levy modeling.
- Testing full growth pays for growth scenarios and alternative partial-recovery scenarios to assess affordability and competitiveness impacts.
- Confirmation of benefiting area adjustments and finalized grant funding assumptions for hard infrastructure facilities, completed by ISL Engineering following the conclusion of Phase 2 industry engagement.

This collaborative process informed the updated [Community Facilities Off-Site Levy Study](#) which replaces the version previously presented to Council.

Updated Levy Analysis and Recommended Rate

Updated modeling completed by HarGroup Management Consultants and Nichols Applied Management confirms that full recovery of eligible growth-related community facility costs would result in a Community Facilities Off-Site Levy rate of approximately \$294,000 per hectare on residential and mixed-use lands and \$21,085 per hectare on non-residential lands for the fire portion only.

Administration recognizes that implementing a full growth-pays-for-growth rate on residential and mixed-use lands at this time would represent a significant increase over the interim rate and could negatively impact development affordability and market competitiveness.

As a result, Administration is recommending a Community Facilities Off-site Levy rate of \$131,000 per hectare for residential and mixed-use lands, which represents partial recovery of eligible growth-related costs, while maintaining full recovery of growth-related fire station costs on non-residential development at \$21,085 per hectare.

At the time the recommendation was finalized, the anticipated decrease in hard infrastructure levies were approximately \$52,000 per hectare. Administration intentionally avoided increasing the Community Facilities Off-site Levy beyond the recommended rate to maintain levy stability and consistent messaging throughout the engagement process with industry. This recommended approach was formally communicated to BILD in February 2026 (attached to this report).

Subsequent to the completion of industry engagement, updated calculations confirmed that the actual reduction in hard infrastructure levies is approximately \$88,000 per hectare. While this

creates theoretical capacity to increase the Community Facilities Off-site Levy without increasing the overall weighted average levy burden, Administration is not revising its recommendation.

Maintaining the recommended rate reflects Administration's commitment to transparency, consistency, and good-faith engagement with industry, balances affordability and competitiveness considerations, and preserves flexibility for future Council review as market conditions and infrastructure timing evolve.

Levy rates will continue to vary by benefiting area, consistent with the Off-site Levy framework and differences in infrastructure needs and timing.

Engagement and Industry Input

The bi-weekly engagement process provided ongoing opportunities for industry input and refinement of the levy model. BILD consistently emphasized the importance of maintaining Airdrie's competitive position while recognizing the need to fund critical community infrastructure to support growth.

Feedback received at the conclusion of the engagement process (see Attachment # 2) and at the public open house held on March 26, 2026, generally supported maintaining overall levy levels comparable to 2025, while identifying ongoing concerns with the Community Facilities component. These concerns included:

- Population-based benefit allocation for the Southwest Recreation Centre
- Early-year facility utilization assumptions
- Financial risk associated with leading infrastructure
- Overall scale and cost of the recreation facility

Administration considered these concerns in developing the recommendation by:

- Applying benefit allocations consistent with established service standards, documented unmet demand, anticipated future demand, and defined benefit horizons under the MGA
- Recognizing that while early-year utilization may be lower, facility sizing and capital investment are driven by long-term population-based demand
- Allocating a portion of recreation costs as residual benefit for use by the existing population
- Recommending partial rather than full recovery of eligible growth-related costs for residential and mixed-use development
- Confirming that cost escalation and future scope changes remain subject to separate Council approvals through the capital budgeting process
- Only including non-residential development in the calculation off-site levies for fire facilities. Unlike fire services, which respond to both people and buildings, recreation facility demand is not materially influenced by non-residential floor area or employment density. Recreation facilities are planned, sized and programmed primarily around resident population, household formation and age cohort demand.

Administration believes the engagement process met and exceeded the good faith consultation requirements of the MGA. Stakeholder consent is not required to establish levy rates, and Council retains full discretion to set the rates it considers appropriate. The recommendation before Council

represents Administration's best professional judgment after extensive engagement, technical analysis, and consideration of stakeholder input, and seeks to balance growth funding, affordability, and long-term financial sustainability.

Impacts of Bill 28

On April 2, 2026, the Government of Alberta introduced Bill 28, the *Municipal Affairs and Housing Statutes Amendment Act, 2026*, which includes amendments to section 648 of the *Municipal Government Act* clarifying permissible off-site levy expenditures. The amendments add section 648(2.11), which restricts the use of off-site levies for operational costs, items not permanently affixed to a facility, commercial retail spaces not required for a facility's core service delivery; and capital works constructed to a standard higher than that required under applicable building codes. The City already limits levy funding to eligible capital costs, excludes non-permanently affixed items where applicable, and designs and constructs facilities in compliance with building code requirements. The Southwest Recreation Centre will include commercial retail spaces, for which developers will be credited the construction value of those spaces. Bill 28 is expected to come into force upon proclamation following Royal Assent, with implementation anticipated later in 2026.

Council Committee Routed Through:

This report was not routed through a Council Committee.

Administration Recommendation:

That Council gives three readings to Bylaw B-09/2026, being a bylaw to amend the Community Recreation and Fire Hall Facilities Off-site Levy Bylaw B-24/2025 to update the community recreation and fire hall facilities off-site levy rates.

Alternatives/Implications:

Alternative 1: Council could increase the Community Recreation and Fire Hall Facilities Off-site Levy above the Recommended Rate Using Available Levy Capacity

Council could choose to direct Administration to increase the recreation portion within the Community Facilities Off-Site Levy above the recommendation to a total of \$167,000 per hectare by utilizing the additional capacity created by larger than anticipated reductions in hard infrastructure levies. Based on current calculations, this could be achieved without increasing the overall weighted average levy relative to current levels.

This alternative would increase growth-based funding for recreation facilities to approximately 53% and further reduce reliance on municipal debt and general taxation. However, it was not advanced as the Administration recommendation as the additional levy capacity was confirmed only after completion of industry engagement and communication of the recommended rate. Council may wish to consider this option in light of improved funding capacity and long-term financial sustainability objectives.

This alternative would not impact non-residential development.

Alternative 2: Council could maintain the Existing Community Recreation and Fire Hall Facilities Off-site Levy Rate

Council could choose to maintain the current interim rates approved in 2025. Under this alternative, a greater portion of community facilities costs would be funded through municipal debt and general taxation. While this approach would minimize near-term cost pressures on development, it would further defer progress toward a growth-pays-for-growth funding model and increase long-term fiscal pressure on the tax base.

Alternative 3: Council could increase the Community Recreation and Fire Hall Facilities Off-site Levy Beyond Available Levy Capacity

Council could choose to direct Administration to implement a levy rate higher than both the recommended rate and Alternative 1. This approach would increase growth-based funding but could materially impact development viability and competitiveness when considered alongside housing affordability pressures and cumulative levy impacts.

The potential market impacts of this approach are difficult to quantify given current economic conditions.

Budget Implications:

Approval of Bylaw B-09/2026 will increase growth-related funding available to support delivery of the Highland Park Fire Station and the Southwest Recreation Centre, while maintaining balanced consideration of affordability and market competitiveness.

The recommended levy rates provide partial recovery of eligible growth-related community facility costs, reducing reliance on municipal debt financing and general taxation compared to maintaining interim rates, while avoiding the development impacts associated with full cost recovery.

The approved budget currently assumes levy revenues based on interim Community Recreation and Fire Hall Facilities Off-site Levy rates. Adoption of the updated rates will require adjustments to the proportion of levy-funded versus tax-supported debt, which will be addressed through updated financing strategies within the approved capital plan.

Communications and Engagement:

Bylaw B-09/2026 has been advertised in accordance with the requirements of the *Municipal Government Act*. If approved, the updated levy rates and development charges will be published on the City's website and incorporated into Subdivision Servicing Agreements. Administration will collaborate with Corporate Communications to ensure clear and timely communication to stakeholders.

Recommendation:

That Council gives three readings to Bylaw B-09/2026, being a bylaw to amend Community Recreation and Fire Hall Facilities Off-site Levy Bylaw B-24/2025, as presented.

Brad Anderson | Director, Community Services

Staff Presenter:	Brad Anderson, Community Services
External Presenter:	NA
Department:	Community Services
Reviewed by:	Rick Wiljamaa, Capital Projects and Infrastructure Brad Anderson, Community Services Mike Pirie, Fire Chief Meghan Bigney, Finance Kyle Wilkins, Community Infrastructure
Attachments:	#1: Bylaw B-09/2026 #2: March 24, 2026, Letter from BILD #3: February 19, 2026, Letter to BILD

**BYLAW B-09/2026
CITY OF AIRDRIE
PROVINCE OF ALBERTA**

Being a bylaw to amend the City of Airdrie's Community Recreation
and Fire Hall Facilities Off-site Levy Bylaw B-24/2025

WHEREAS the *Municipal Government Act*, RSA 2000, c M-26, allows Council to amend bylaws; and

WHEREAS Council deems it desirable to amend the City's Community Recreation and Fire Hall Facilities Off-site Levy Bylaw B-24/2025

NOW THEREFORE, the Council of the City of Airdrie in Council enacts as follows that B-24/2025 be amended as follows:

1 That Section 3(6) be replaced by:

“Developable Land” means

- (a) In respect of the fire hall facilities off-site levy, all land contained within the geographical boundaries of the City
 - i. on which development takes place after the passage of this bylaw;
or
 - ii. for which subdivision approval is obtained after the dated of the passing of this bylaw
- (b) In respect of community recreation facilities off-site levy, all Residential and Mixed-Use Land Use land contained within the geographic boundaries of the City
 - i. on which development takes place after the passage of this bylaw;
or
 - ii. for which subdivision approval is obtained after the dated of the passing of this bylaw;

2 That Section 3(8) be replaced by:

“HarGroup Report” means the Community Facilities Off-Site Levy Study updated as of March 2026 prepared by HarGroup Management Consultants Inc. and attached as Schedule “B” to this bylaw;

3 That Section 3(11) be deleted.

4 That a new Section 3(11) be added:

“Mixed Land Use” means land in a mixed use district in the Land Use Bylaw;

5 That a new Section 3(12) be added:

“Off-site Levy” means either individually or collectively the community recreation facilities off-site levy and fire hall facilities off-site levy imposed and created by this Bylaw

6 That a new Section 3(13) be added:

“Residential Land Use” means land in a residential district in the Land Use Bylaw;

7 Schedule A is deleted in its entirety and replaced with “Schedule A” attached to this bylaw.

8 Schedule B is deleted in its entirety and replaced with “Schedule B” attached to this bylaw.

Interpretation

9 Unless otherwise specified, the words used in this bylaw have the same meaning as defined in the *Municipal Government Act* and its regulations.

10 If any provision of this bylaw is declared invalid for any reason by a court of competent jurisdiction, all other provisions of this bylaw remain valid and enforceable.

11 Nothing in this bylaw relieves a person from complying with any provision of any federal or provincial law or regulation, other bylaw, or any requirement of any lawful permit, order, or licence.

- 12 Where this bylaw refers to another act, bylaw, regulation, or agency, it includes reference to any act, bylaw, regulation, or agency that may be substituted for it.

Read a first time this _____ day of _____, 2026.

Read a second time this _____ day of _____, 2026.

Read a third time this _____ day of _____, 2026.

This bylaw was executed as of the latest date evidenced by digital signature below.

Mayor

Date

City Clerk

Date

SCHEDULE “A”
Off-Site Levy Rates

The City has established the fire hall facilities and community recreation facilities off-site levy rates using the methodology and calculations contained in the HarGroup Report. The off-site levy rate for fire hall facilities reflects full recovery of the growth-related fire portion as calculated in the HarGroup Report and applies uniformly across all benefiting lands. The off-site levy rate for community recreation facilities has been reduced from the rate calculated in the HarGroup Report. This reduction is intended to promote a competitive investment environment for development in the City and to recognize the importance of supporting housing affordability, while continuing to fund essential community infrastructure.

	Fire Hall Facilities		Community Recreation Facilities	
	\$/ha	\$/ac	\$/ha	\$/ac
Residential and Mixed Use Lands	\$21,084.50	\$8,532.61	\$109,915.50	\$44,481.29
All other Land in the City	\$21,084.50	\$8,532.61	NA	NA

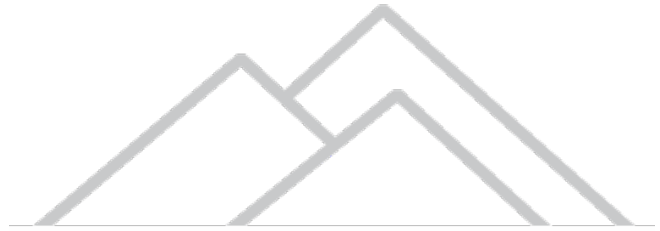
Note: Fire Hall Facilities Off-Site Levies and Community Recreation Facilities Off-Site Levies are imposed under this bylaw are calculated based on the gross area to be subdivided or developed.

SCHEDULE “B”

**HarGroup Management Consultants Inc.
Community Facilities Off-site Levy Study**

Following is a link to the new Schedule B attached to Bylaw B-09/2026
[Schedule B of B-09 2026 \(Amends B-24 2025\).pdf](#)

DRAFT



March 24, 2026

The City of Airdrie
400 Main Street SE
Airdrie, AB T1S 1K1

Attention: Brad Anderson, Director, Community Services

**RE: Recommended Airdrie Community Facilities Off-site Levy Bylaw – Response to Letter
Dated February 19th from Mr. Brad Anderson**

Dear Brad,

On behalf of BILD Calgary Region, thank you for the opportunity to collaborate and provide input throughout the Community Facilities Off-Site Levy (OSL) review process. The City of Airdrie is a leader amongst regional municipalities with an emphasis on collaborating with industry and providing transparency of infrastructure costs as required by the MGA. We appreciate Administration's ongoing collaboration with industry and the substantial progress made on the broader off-site levy framework.

BILD supports the non-Community Facilities component of the proposed OSL Bylaw and acknowledges the great work to investigate cost saving opportunities to right size and stage infrastructure. However, we have significant concerns with the Community Facilities component which we feel requires ongoing efforts to address home affordability for all Airdrie residents:

1. The current proposed levy rate is 69% higher than the current highest comparable levy in Alberta.
2. The Community Facilities Off-site Levy Study establishes the benefit allocation of the recreation center based solely on population estimates (with % share varying by amenity). The proposed benefit allocation places a greater percentage of the cost on future residents (80%). However, the benefit allocation would imply that in the initial years following the facility opening, the utilization rate of the facility would be less than 20% until the growth area builds out and the utilization of the facility gradually increases. What projections have been completed to determine utilization rates in the initial years to better determine what percentage of the existing tax base would use this facility as opposed to staying within East Lake? That allocation approach does not seem to appropriately align costs with their benefit within the benefit calculation. A 50/50 benefit split seems more equitable and based on actual proportional benefit and utilization of the new facility and considers that new homeowners then become taxpayers (i.e., new homeowners will pay twice).

3. Treating this as leading infrastructure places financing burden on the existing payer. Has the City run sensitivity analysis on the pace of growth to determine the impact to the existing taxpayer if levy collections are slower than forecasted? Despite the 20% utilization the existing tax base would be responsible for 100% of the facility operation.
4. There are numerous studies that provide evidence of how development charges raise the cost of home ownership. As proposed, we believe the cost of the recreation facility will create foreseeable financial challenges for both new homebuyers and the existing tax base. A recent example being Edmonton's Lewis Farms Centre, which despite being significantly scaled back is still over budget. The proposed facility is over 300,000 square feet and estimated to cost \$284.3 million dollars. How will Airdrie deal with cost overruns?

The proposed recreation facility, as currently scoped, represents a significant investment that would place Airdrie at the high end of service levels and cost relative to the region. The potential implications—including reduced affordability, slower growth, and broader financial pressures—are material. Sustained growth is critical to the City's long-term financial health, and any approach that risks undermining that growth warrants careful reconsideration.

While the process with Administration has been constructive, our core concerns regarding the Community Facilities OSL remain. We believe further work is needed to refine benefit allocation and establish a disciplined project scope and budget. Without these adjustments, there is a clear risk of disproportionate impacts on new homebuyers today and financial pressures for the broader tax base over time.

Finally, BILD believes non-residential development should be included in the calculation of community facility funding to ensure the cost burden is not born solely by new homebuyers. These amenities support employees, businesses, and the City's broader economic vitality. While the City may choose to incentivize non-residential development through levy exemptions, any resulting shortfall should be funded by both the broader tax base and the new homebuyers, better reflecting the community-wide benefits these facilities provide.

BILD generally supports Administration's recommendation to maintain the current overall levy rates with 2025 which will support home affordability and regional competitiveness; however it is essential to revisit the rec center's benefit allocation as identified in the Community Facilities OSL Study. BILD Calgary Region remains committed to working collaboratively with the City of Airdrie to support the delivery of essential community infrastructure while protecting housing affordability and competitiveness. We look forward to continued dialogue as this bylaw proceeds through public engagement and Council consideration.

Sincerely,



Brian Hahn, CEO
BILD Calgary Region

Cc: Horacio Galanti, Chief Administrative Officer, City of Airdrie

Appendix A: Evidence – Impact of Development Charges on Housing Affordability

To provide evidence supporting the position that development charges (including off-site levies) are ultimately borne by new homebuyers and have a direct impact on housing affordability.

Key Findings:

- Development charges are largely passed through to new homebuyers via higher home prices.
- These charges represent a significant share of total housing costs.
- Higher charges reduce housing affordability and may constrain housing supply and growth which is required to fund financed infrastructure and reduce tax base burden
- Research consistently shows these costs are capitalized into both new and existing home prices over time.

Supporting Evidence:

CBC Edmonton Article (2026)

The Edmonton Lewis Farms Recreation Centre is over budget, despite being significantly scaled back – building mega rec centres is risky.

<https://www.cbc.ca/news/canada/edmonton/edmonton-lewis-farms-recreation-centre-over-budget-9.7131221>

Canada Mortgage and Housing Corporation (CMHC)

Development Charges: Who Bears the Cost? (2025)

CMHC finds that development charges are primarily transferred to homebuyers and can increase home prices—sometimes by more than the value of the charge itself.

<https://www.cmhc-schl.gc.ca/professionals/housing-markets-data-and-research/housing-research/research-reports/accelerate-supply/development-charges-who-bears-cost>

CMHC – National Market Analysis (2025)

CMHC analysis indicates development charges can account for approximately 8–16% of the price of a new home, depending on housing type and municipality.

<https://globalnews.ca/news/11559713/development-charges-home-prices-canada-cmhc/>

Canadian Home Builders' Association (CHBA)

Municipal Benchmarking Study (2024)

Identifies rising municipal fees and development charges as key drivers of declining housing affordability and constraints on housing supply.

<https://www.chba.ca/2025/03/04/chbas-municipal-benchmarking-study-shows-housing-affordability-has-worsened-due-to-municipal-development-charges-and-delays/>

Academic Research – Journal of Housing Research

Evans-Cowley et al.

Peer-reviewed research demonstrates that development charges are capitalized into housing prices, increasing costs for both new and existing homes.

<https://www.jstor.org/stable/24861478>

February 19, 2026

Dear Airdrie BILD Off-Site Levy Sub-Committee Members,

Over the past eight months, City Administration has appreciated the opportunity to work closely with the Airdrie BILD Off-Site Levy Sub-Committee as we advanced the development of Airdrie's Community Facilities Off-Site Levy. Your sustained bi-weekly engagement since Council's adoption of an interim rate on June 17, 2025 has strengthened the review process and supported Administration's commitment to return to Council with a well-informed and balanced rate recommendation.

Our joint review covered the updated capital cost estimates for the Highland Park Fire Station and the SW Recreation Facility, as well as refinements to service levels, benefit allocations, and assumptions relating to land absorption, population growth, and cost escalation. These discussions informed an updated Community Facilities Off-Site Levy Study (February 2026), which incorporated the removal of the Fire Training Centre from the levy calculation, adjustments to residual benefits for recreation amenities, and updated financial modeling to reflect current cost estimates and market conditions.

A consistent theme throughout our engagement was the importance of balancing affordability and competitiveness with the need to secure adequate funding for essential new public facilities. BILD consistently emphasized the impact of levy changes on Airdrie's market position, particularly as housing affordability remains a key driver of local demand. Administration acknowledges these challenges and has sought to develop a recommendation that provides stability for industry while recognizing the City's obligation to ensure new growth contributes fairly toward the amenities required to support it.

Updated modeling developed alongside the engagement by Hargroup Management Consultants and Nichols Applied Management confirmed that the full growth-pays-for-growth rate for community facilities would be approximately \$296,000 per hectare. This figure reflects the true cost of delivering the fire hall and recreation facility if all eligible costs were recovered directly through the levy. Administration recognizes that applying the full rate would create a significant upward shift in development costs and could affect the pace of new construction. After considering BILD's feedback and Council's direction, Administration is recommending a Community Facilities Off-Site Levy rate of \$131,000 per hectare.

This recommended rate does not represent full cost recovery. Instead, it reflects a balanced approach that recovers approximately 45% of growth-related costs, allowing development to proceed with manageable financial impacts while supporting key community infrastructure. The recommended rate also aligns with changes in the infrastructure levy as a Provincial grant secured for wastewater infrastructure has resulted in the weighted average decreasing by approximately \$52,000/ha. As a result, the average

combined levy impact is expected to remain generally stable compared to the June 2025 interim rate, although rates will continue to vary by benefiting area, reflecting differences in infrastructure needs and timing.

Administration believes this approach represents a practical middle ground that responds to industry concerns, supports necessary facilities, and provides Council with a responsible and transparent funding strategy. The intent is to maintain Airdrie's competitive position while ensuring foundational community assets move forward. It is important to note that this recommended rate is not intended to be fixed indefinitely. Administration anticipates that Council may revisit the Community Facilities levy rate as part of future off-site levy reviews, with the potential to move closer to a growth-pays-for-growth model over time, subject to market conditions and infrastructure timing.

With the engagement with this sub-committee coming to an end, the next phase of this process includes broader public engagement and Council consideration. Administration will host a public open house in March 2026, where residents and stakeholders (including BILD) can review the updated study, the methodology behind the levy calculations, and the recommended rate. Following this engagement, Administration will present the final recommendation to Council in April 2026. As part of this step, we welcome a formal position from BILD regarding whether the group is supportive or opposed to the recommended rate.

On behalf of the City of Airdrie, I would like to thank the Airdrie BILD Off-Site Levy Sub-Committee for the considerable time, expertise, and dedication you have contributed throughout this process. The depth of collaboration has meaningfully shaped the final recommendation and strengthened the City's ability to present Council with a balanced, transparent, and defensible approach.

We look forward to continuing this work with you through the engagement and Council review phases.

Sincerely,

Brad Anderson

Brad Anderson
Director, Community Services
City of Airdrie
403-948-8826 | brad.anderson@airdrie.ca



COUNCIL – AGENDA REPORT

Meeting Date: 21 April 2026

Subject: 2025 Annual Report and Audited Consolidated Financial Statements

Directorate: Corporate Services and CFO

Issue:

Council is being asked to approve the 2025 Financial Information Return and the 2025 Audited Consolidated Financial Statements included in the Annual Report, and to accept KPMG's Audit Findings Report for information.

Policy / Council Direction:

The preparation and publishing of the annual financial statements and auditor's report is a requirement of the Municipal Government Act.

Background:

The City of Airdrie's 2025 annual financial audit is complete. The 2025 Annual Report, which includes the Audited Consolidated Financial Statements, and the 2025 Financial Information Return (FIR) are presented to Council for review and approval. Representatives from KPMG LLP will be in attendance to present their Audit Findings Report.

Audit fieldwork for the 2025 yearend was conducted from March 2 to March 27, 2026. The audit included the City's full reporting entity, including the City of Airdrie Library Board and Airdrie Housing Limited.

During 2025, Airdrie Mainstreet Square Real Estate Inc. (AMSQ) was dissolved, and its assets and liabilities were transferred to the City at carrying value. As AMSQ was already fully consolidated in previous years, this restructuring had no impact on the City's consolidated financial position, annual surplus, or accumulated surplus.

All required audit procedures have been completed, and subject to Council approval, KPMG LLP will issue an unmodified (clean) audit opinion confirming that the financial statements are presented fairly in accordance with Canadian Public Sector Accounting Standards.

Financial Position and Financial Health

The Annual Report supports transparency, accountability, and strong financial governance. Administration is responsible for preparing financial statements that are accurate, objective, and compliant with Canadian Public Sector Accounting Standards. Together, the statements provide

a clear picture of the City's financial position, results of operations, and how public funds were managed over the year.

A detailed analysis of the City's financial condition is included in the Management's Discussion and Analysis section of the 2025 Annual Report (Attachment #1). Key highlights are summarized below.

Where the City Stands Financially

Net Financial Assets

What this means: the City's ability to meet future obligations and continue providing services.

At December 31, 2025, the City reported net financial assets of \$190.1 million, an increase of \$23.0 million (13.7%) from the prior year. This improvement reflects strong operating results and higher investment balances, partially offset by lower yearend cash levels.

Accumulated Surplus

What this means: the total value of assets the City has built up over time.

At December 31, 2025, the City reported an accumulated surplus of \$1.3 billion, an increase of \$108 million from 2024.

It is important to note that accumulated surplus is not cash on hand. Approximately:

- \$1.0 billion (about 80%) represents tangible capital assets such as roads, facilities, underground utilities, and other infrastructure already in service.
- The remaining \$242 million consists primarily of reserve balances and other amounts available to support future operations and capital needs.

How the City Used its Money in 2025

Cash Flow

The City generated \$102.8 million in cash from operating activities in 2025. These funds were primarily used to invest \$93.0 million in tangible capital assets, and support net investing activities of \$18.9 million, mainly within the City's investment portfolio.

Financing activities resulted in a net inflow of \$1.6 million due to new long-term debt issuance partially offset by scheduled repayments. Overall, cash decreased by \$7.5 million, with an ending balance of \$21.8 million at yearend.

Capital Assets

The value of the City's tangible capital assets increased by \$84.8 million in 2025 to a total of \$1.1 billion. This growth reflects continued investment in transportation infrastructure, buildings, engineered structures, and growth-related assets.

Preparing for the Future

Long-Term Debt

The City continues to manage debt conservatively. At December 31, 2025, long-term debt totaled \$61.3 million, representing approximately 16% of the City's authorized debt limit of \$377.9 million.

Debt servicing costs remain well below provincial limits, providing flexibility to support future infrastructure as needed.

Reserves

At December 31, 2025, total reserve balances were \$242.0 million, an increase of \$15.6 million over 2024.

These balances include:

- Operating reserves of \$81.3 million
- Capital reserves of \$42.2 million
- Off-site levy reserves of \$68.5 million
- Utility reserves of \$46.7 million
- Other reserves (including subsidiaries) of \$3.3 million

Reserves provide stability, help manage financial risk, and support long-term planning as the City grows.

Consolidated Statement of Operations

For the year ended December 31, 2025, the City reported an annual surplus of \$99.6 million. This surplus includes the City's operating and capital activity as well as financial operations related to the City's subsidiaries.

Revenue

Total consolidated revenue for 2025 was \$318.3 million, an increase of \$8.7 million (2.8%) from 2024. This increase was mainly driven by growth in municipal property tax revenue, increased user fees from service utilization, and higher investment income.

The City also recognized \$32.7 million in contributed assets, representing developer-constructed infrastructure transferred to the City during the year.

Expenses

Total consolidated expenses in 2025 were \$218.7 million, up \$12.2 million (5.9%) from the prior year. This increase reflects population growth, expanded service delivery, and lifecycle impacts associated with a growing asset base, including staffing, maintenance, and amortization.

Despite these pressures, expenditures remained aligned with Council-approved budgets and long-term priorities.

Council Committee Routed Through:

As Administration is requesting Council approval of the 2025 Audited Consolidated Financial Statements and Financial Information Return, this report was not routed through a committee.

Administration Recommendation:

That Council approves:

1. the 2025 Financial Information Return; and
2. the 2025 Audited Consolidated Financial Statements included in the Annual Report, as presented.

Alternatives/Implications:

Council could choose not to approve the Financial Information Return or Audited Consolidated Financial Statements and direct Administration to return with additional information. This would impact Administration's ability to meet Provincial filing deadlines and could require requesting an extension.

Budget Implications:

The 2025 Annual Report and Audited Consolidated Financial Statements reflect the City's actual financial position for the year ended December 31, 2025. There are no future budget impacts associated with approval of these documents.

Communications and Engagement:

Following Council approval, the 2025 Annual Report, including the Audited Consolidated Financial Statements, will be posted on the City's website.

Recommendation:

That Council approves:

1. the 2025 Financial Information Return; and
2. the 2025 Audited Consolidated Financial Statements included in the Annual Report, as presented.

Jenelle Weisgarber, CPA, CA
Team Leader (Term), Accounting Services

Staff Presenter:	Jenelle Weisgarber
External Presenter:	Samuel Straka, KPMG & Colin Mitchell, KPMG
Department:	Corporate Services
Reviewed by:	Shannon Schindler, Meghan Bigney
Attachments:	#1: 2025 Annual Report #2: 2025 Financial Information Return #3: KPMG LLP 2025 Audit Findings Report - (Confidential Attachment Closed Session Agenda)



2025

ANNUAL REPORT

For the year ended
December 31, 2025

City of Airdrie
Alberta, Canada

Oki, Âba wathtech, Danit'ada, Tânsi, Tawnshi and Hello!

The City of Airdrie is located on Treaty 7 territory. We acknowledge this land as the traditional home of the Blackfoot Confederacy, including the Siksika, Piikani, and Kainai, the Tsuut'ina Nation and Stoney Nakoda Nations, comprising of the Goodstoney, Chiniki, and Bearspaw Nations. We also recognize that this land is home to the Métis Nation of Alberta, located within Rocky View Métis District 4.

Airdrie is at the start of a very long and continuous journey towards solidifying relationships with the Indigenous community and we're taking small but significant steps towards achieving those co-created goals.



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This Annual Report has been prepared
and compiled by the City of Airdrie
Accounting Services department with
support from other civic departments.

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City of Airdrie
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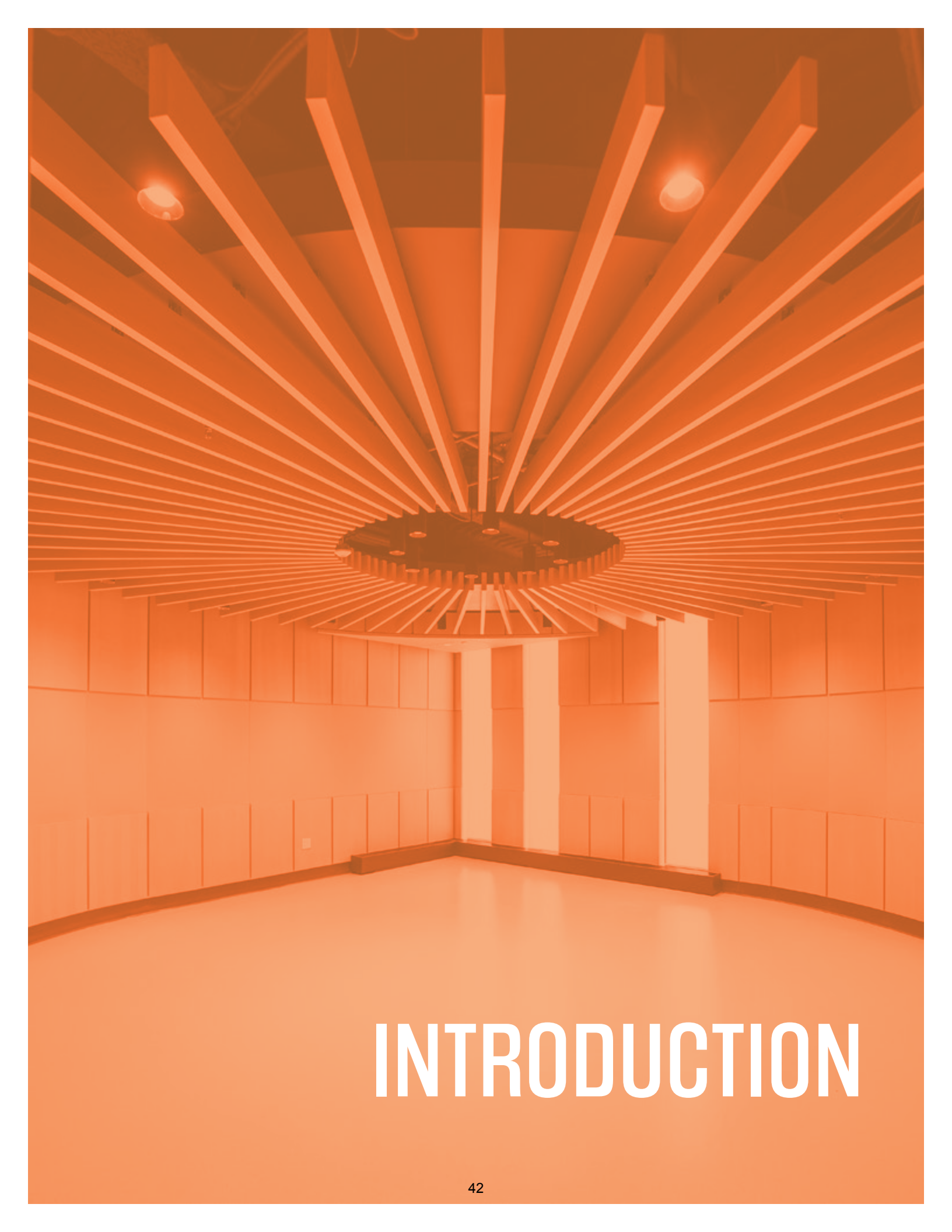
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INTRODUCTION

MESSAGE FROM THE MAYOR

On behalf of City Council, I am pleased to present the City of Airdrie's 2025 Annual Report. This report outlines how our Council for 2023-2026 term and Administration invested taxpayer dollars in 2025, highlights the accomplishments achieved throughout the year and reflects the progress made within our identified focus areas.

The previous City Council, that I was part of as a Councillor, had established six focus areas to guide our decision making from 2023-2026: leisure, recreation and culture advocacy, caring community, economic prosperity, environmental protection, informed and engaged community and transportation. Identifying priorities help ensure we direct our efforts and resources toward initiatives that best serve Airdrie residents.

In 2025, Airdrie's population surpassed 90,000 residents, reflecting nearly 5 per cent annual growth and continuing to position our city as one of Alberta's fastest-growing communities. We also advanced important initiatives that strengthened our community, including ongoing investments in infrastructure, housing and environmental sustainability. Public safety remains a top priority, with Airdrie maintaining one of the lowest Crime Severity Index scores in Alberta and achieving a 91.7 per cent fire response rate within 8 minutes.

Council passed a \$500 million municipal budget in October that focused on maintaining core services while investing in the future.

We opened two key recreation and public spaces that support recreation, culture and connection. The Northeast Regional Park experienced its first full year of activity following its initial opening in fall 2024, offering residents new outdoor opportunities through its walking trails and seasonal skating loop. Airdrie's bold new multi-use facility and library, Inspire, also opened in October 2025, creating a vibrant hub in our downtown for learning, creativity and community gatherings. We also saw continued planning for the SW Recreation Centre, with design work underway and the first phase anticipated to open in 2029.

We strengthened our local business community by issuing 110 new commercial and industrial business licences.

Advocating for Airdrie has been and will continue to be a top priority for Council and Administration. We met with the Government of Alberta reinforcing important relationships and advocating for infrastructure needs such as water and wastewater systems resulting in a \$50 million towards the Sanitary Trunk Main to Calgary and the \$29 million towards the 40 Avenue Interchange.

We also partnered with the Province to support our downtown with a Community Revitalization Levy that redirects the provincial education tax from increased assessment in the downtown back into downtown projects.



Looking ahead, Council recently completed our Strategic Priority Workshop to set direction for 2026-2030. Those priorities will be shared publicly in March 2026 and shape the direction of work for City Council and Administration over the next four years.

We are working on updating Airdrie's Municipal Development Plan that will guide us toward a population of 180,000, expanding both Yankee Valley Boulevard, Veterans Boulevard to be six lanes and 24th Street to four lanes. And we will continue to work towards affordable housing options for our residents by increasing contributions of land, cash and certainty – which are the components required for affordable housing.

Later in 2026, will be opening our fourth fire hall and hiring 24 new firefighters, advancing the new southwest recreation facility that will be built over the next several years, and investing in critical infrastructure such as a new wastewater line to support growth.

We have also added four new policing positions and begun rolling out the black cart program, which more than 75 per cent of surveyed residents supported to help reduce windblown waste and keep neighbourhoods clean.

I would like to extend my sincere appreciation to Airdrie residents, businesses, staff and Council. Your continued collaboration and commitment help ensure Airdrie remains an exceptional place to live and work.

Mayor Heather Spearman
City of Airdrie

MESSAGE FROM THE CHIEF FINANCIAL OFFICER

I am pleased to present the City of Airdrie's 2025 Annual Financial Report. The completion and publication of the annual report plays an important role in demonstrating compliance and governance and provides information to all members of the public about the City's 2025 financial performance. Administration is responsible for the preparation of financial statements that are objective, accurate and in compliance with Canadian Public Sector Accounting Standards. The Municipal Government Act of the Province of Alberta identifies requirements for the preparation and audit of the annual statements and City Council is responsible for approving these statements. As a key part of maintaining public confidence through transparency, these statements show the City's financial health, provide information on changes in financial position, report on performance and demonstrate how tax dollars and government funds are used.

KPMG LLP have been appointed by City Council to audit the consolidated financial statements and have provided the accompanying Independent Auditor's Report outlining their professional opinion on the statements. The management's discussion and analysis that follows should be read in conjunction with the accompanying financial statements.

This report describes some of the City's major financial policies, assesses its general economic condition and highlights some of our accomplishments. Airdrie remained one of Alberta's fastest growing cities, reaching a population of 90,044 in 2025 (a 4.9 per cent increase), which drove strong construction activity and growth in building-permit and property-tax revenues. Utility revenues remained stable, supported by ongoing population growth, and Recreation Centre services continued to operate at or near capacity as demand for programs and facilities remained high.

The City remains committed to the highest standards of financial reporting, and we are confident that the 2025 Annual Report continues to meet those standards.



Shannon Schindeler, BBA, CPA, CGA
Director of Corporate Services and CFO

CITY COUNCIL



Councillor
Ron Chapman

Councillor
Simisola Obasan

Councillor
Chad Stewart

Mayor
Heather Spearman



Councillor
Candice Kolson

Councillor
Chris Glass

Councillor
Kristen Shima

ORGANIZATIONAL STRUCTURE



COUNCIL FOCUS AREAS

Council established Focus Areas at the start of their term for 2023 – 2026. For our City to grow into a well-planned, welcoming, safe and healthy City with its own identity, a focused strategy is essential. Council's focus areas guide Council when weighing decisions, direct Administration on where to focus energy and resources and inform the community on what Council plans to achieve on their behalf.

Advocacy

A focus on advocacy means that residents will be able to see the actions that Council and Administration are taking to advocate for Airdrie on a variety of issues and the results that follow. Healthcare infrastructure and mental health supports are of high importance under advocacy.

Key objectives:

- Airdrie has effective partnerships with other levels of government to address the issues affecting quality of life for our residents and businesses
- Citizens understand what services the City provides and how they can advocate for services provided by other levels of government
- Citizens will be able to see what actions Council and Administration are taking to advocate for Airdrie on a variety of issues



2025 Update

Increased advocacy efforts, communications and awareness

Operationalized in 2025, the following were continued efforts completed during Q1 to Q4 2025:

- Advocacy efforts focused on obtaining a \$50M provincial contribution to Airdrie's wastewater infrastructure upgrade.
- Efforts resulted in a public funding announcement with Minister Dreeschen on July 31, 2025.
- In Q2 & Q3, Government Relations & Grants hosted Council advocacy booths at both the Home & Lifestyle Show and AirdrieFEST. These booths provided opportunities to educate residents on the responsibilities of various government levels and provided Council members with an opportunity to engage directly with the community.
- Continuous efforts were made to advance Council's key advocacy priorities for Airdrie through meetings with ministers and senior government officials.
- Extensive staff support was also dedicated to participating in the Mid-sized Cities Mayors Caucus, the Alberta Municipalities policy resolution process and attendance at the Convention to support new Council members.

Strengthen intergovernmental relationships

Operationalized in 2025, the following were continued efforts completed during Q1 to Q4 2025:

- The Administration held a total of 29 meetings with Ministers & 49 meetings with senior government officials.
- Advocacy for Airdrie's priorities included meetings with key ministers in Health, Advanced Education, Education, Infrastructure, Transportation, Housing, Children & Family Services, Municipal Affairs as well as Treasury Board members.
- Efforts focused on supporting the new wastewater pipeline and accompanying infrastructure, involving meetings with Cabinet Ministers, Airdrie MLA Angela Pitt, and Calgary region elected officials.
- The Government Relations & Grants department continued support for provincial engagement opportunities, winding down of the Calgary Metropolitan Region Board (CMRB), standing up of the Regional Municipal Collaboration group and a wide variety of other inter-municipal initiatives.

Caring Community

A focus on caring community is one where all residents feel a sense of belonging in Airdrie. This focus will ensure there is support and care for residents who experience social vulnerability to enhance social well-being and access to resources here in Airdrie so people can stay in our community.

Key objectives:

- All residents feel a sense of belonging in our community
- Advocate for enhanced social well-being
- Create an environment where all residents can access housing based on their income and accessibility needs
- All residents can access opportunities and participate in activities
- Stronger community connections with all multinational residents and cultures, including Indigenous connections



2025 Update

Enhanced social well-being

- The Social Needs Assessment is complete and a final “What We Heard” report will be presented to the Community Safety & Social Services committee on February 10, 2026.
- **Family and Community Support Services (FCSS) Funding Strategy:**
 - In Feb/March of 2026, CSSS will be presented with an overview of the three grant streams (Youth Engagement Fund, Community Engagement Fund, and Capacity Building).
- **Equity, Diversity and Inclusion (EDI) Path Forward:**
 - Social Planning wrapped up a successful 2025 year by approving seven Building Belonging Microgrants in the community. 2026 will be a continuation of the EDI path forward’s next steps and continuation of the microgrants.
- **Increase civic engagement for youth:**
 - The 2025 youth grant saw four successful youth projects implemented in the community. The youth grant will continue in 2026.

Stronger community connections with all multinational residents and cultures, including Indigenous connections

- **Municipal Indigenous Relations Action Plan**
 - Following Council’s review of the draft Indigenous Relations Framework and Action Plan in Q3 2025, the City advanced reconciliation through increased Indigenous participation in civic, cultural, and planning initiatives.
 - Outcomes include Elder involvement in major City events, Indigenous engagement in the NE Regional Park and Social Needs Assessment, cultural representation at Bert Church Theatre, and City support for National Indigenous Peoples Day and the National Day for Truth and Reconciliation.

Access to housing, affordable housing update

- In 2025, the City successfully completed the requirements of the Airdrie Housing Accelerator Fund (HAF) Action Plan, resulting in the second installment of the federal HAF contribution aimed at supporting housing initiatives.
 - To date, the City has received \$12.4M of \$24.M in HAF funds.
 - The City is on track to receive the third installment in March of 2026.
- A priority on transparency is guiding efforts for increased public awareness of Airdrie’s affordable housing program, including clarifying the purpose of engagement and how feedback informs plans and actions (example – Homelessness 101 Workshop in 2025). A public reporting dashboard is in progress and will be available in Q1.
- The Airdrie Affordable Housing Investment Plan (CIP) was released and endorsed by the Airdrie Housing Limited Board in 2025. The CIP lays out a roadmap for targeting local investment in affordable housing towards a financially sustainable program that opens new non-market homes over 10 years. The CIP remains available for Council review and comment.

- The Affordable Housing department drives collaboration on housing initiatives through connection with affordable housing providers (Airdrie Housing Limited and Rocky View Foundation), coordination with City departments, and sectoral counterparts at the regional, provincial, and federal level.
 - Efforts are directed to align and refine municipal tools and expand impact as outlined in Airdrie's 2024 - 2030 Affordable Housing Principled Action Plan. The plan includes a target of 300 new affordable homes opened or planned by 2030 (both market delivered and non-market).
 - In 2025, market-based policy tools included the new Multi-Unit Incentive Policy.
 - Non-market tools included the new Non-Market Land Disposition Policy, a one-time allocation to the Affordable Housing Reserve Fund (AHRF), and use of the AHRF to support the Habitat for Humanity Bayview project. The Habitat project also benefited from Airdrie's Housing Incentive Program.

Economic Prosperity



A focus on economic prosperity will allow us to shift the tax base away from reliance on residential taxation. This will also help keep jobs in the community and foster a place where residents can work, live and play right here in Airdrie, supporting residents' needs both financially and socially.

Key objectives:

- Improve the non-residential to residential assessment ratio
- Create opportunities for owners to revitalize Downtown
- Attract, retain and grow business
- Grow Airdrie's visitor economy
- Investment Readiness

2025 Update

Attract, retain and grow business

- Recorded \$589 million in investment in 2024 (construction values), including \$86 million in non-residential development.
- Secured \$262,950 in grant funding from the Northern & Regional Economic Development (Provincial) and CanExport (Federal) programs for project execution between 2025-2028.
- 110 new commercial/industrial business licenses issued (includes sub-leases).
- Business Retention and Expansion
 - Economic Development hosted 50 events and workshops for local businesses attended by 900 companies/entrepreneurs and exhibited at four events.
 - Sponsored four local business events including the Amazing Airdrie Women entrepreneur award and Airdrie Regional Chamber of Commerce leadership conference.
 - Launched project to develop a Shop Local Strategy to be completed in 2026 Q2.
 - Initiated work on a business retention and expansion action plan.

Tourism

- Completed a Sport Tourism Strategy including engagement with 33 local sport organizations (presentation to Council in 2026 Q1).
- Sponsored and/or supported several sports events including The Grizzly Classic (gymnastics international event), March Madness Jamboree (basketball), and Airdrie Disc Golf inaugural tournament, drawing thousands of athletes, spectators and officials.
- Executed summer and winter destination marketing campaigns focused on family experiences, hidden gems, arts and culture, and festivals.
- Supported local and international film makers and continued work on Film Friendly policies.

Business and investment attraction

- Signed a Memorandum of Understanding with 7 regional municipalities to form Invest Greater Calgary. The group's mandate is to work collaboratively on regionally significant investment opportunities.
- Executed marketing strategy including promoting Airdrie at industry shows such as International Council of Shopping Centres, World Agri-tech Conference, Vancouver and Edmonton Real Estate Forums, and site selector events.
- Completed Retail Demand Analysis & Commercial Forecast Report which included an extensive Consumer Survey. Engaged a retail recruitment firm to attract new retail.
- Finalized a target sector identification and investment attraction action plan.
- New investments included FortisAlberta's Operations Centre, Global Citrus Group distribution centre, Blue Bird Storage, South Point Village Commercial (phase one), and a five-bay commercial building in Kingsview Market.

Revitalize downtown

- In 2025, downtown revitalization focused on strengthening experiences, public spaces and collaboration to support a vibrant and prosperous city centre.
- The Downtown Incentive Program continued to support businesses, property owners and local organizations, while the launch of a banner program added colour and visual interest to downtown streets.
- Progress was made in policy and planning through the creation of a Brownfield Development Guide to support redevelopment of underused land, the drafting of a policy to guide growth along the CPKC rail line, and the completion of a downtown parking study to better understand current and future needs.
- Work advanced to plan improvements to pathways, landscaping and public spaces along the Nose Creek corridor.
- A downtown marketing plan was created to guide future promotion of downtown, alongside early efforts to support the formation of a downtown business association focused on strengthening collaboration.
- Continued efforts to engage businesses and create more activity downtown:
 - Organized four activations to generate foot traffic downtown: Cocoa Trail, Open for Canada Day, Trick-or-Treat Downtown, and Countdown to Santa. 84 businesses participated, drawing hundreds of people downtown.
 - Celebrated the opening of Inspire with a business preview event.
 - Hosted lunch and learns and meetings with business owners to share information and gather their feedback.
 - 120+ downtown business owners and managers engaged through business walks and visits.

Environmental Protection

A focus on environmental protection will ensure that through necessary infrastructure, water conservation measures, alternative energy solutions and energy-efficient transportation options we reduce harmful environmental impacts in our City.

Key objectives:

- Implement sustainable environmental practices
- Explore infrastructure opportunities that support the transition of the City's operations towards increased use of renewable energy

2025 Update

Implement sustainable environmental practices

- Water Conservation, Efficiency and Productivity Plan has been updated.
- The average monthly per capita daily usage of potable water was significantly below the normal range for the months of January through June. As at end of the year, the average usage was 237.1 liters. The overall reduction in water consumption is likely attributable to higher levels of rainfall and adoption of water conservation best practices during 2025.



Explore infrastructure opportunities that support the transition of the City's operations towards increased use of renewable energy

- Endorsed in late 2023, the City's Energy and GHG Reduction Strategy exceeded its inaugural goals of a 5% reduction by achieving in 2024 a 7% reduction in corporate emissions through facility upgrades and operational improvements.
 - This commitment to efficiency includes a new policy to build facilities, such as the Southwest Recreation Centre, to National Energy Code of Canada for Buildings (NECB) Tier 2 standards to ensure a 25% reduction in energy use compared to minimum building code requirements.
- Additionally, the City launched the Clean Energy Improvement Program in 2025 with over \$6.4 million in funding, already supporting 15 completed residential projects with 250 more anticipated over four years.
- The Green Fleet Strategy was formally endorsed in 2025. With this endorsement, Administration will now focus on delivering the short, medium, and long-term goals outlined in the plan. Implementation efforts will be guided by our commitment to continuous improvement.

Informed and Engaged Community

A focus on an informed and engaged community will ensure a wide scope of representation from residents with varying interests, backgrounds and demographics are represented in the City's citizen engagement processes. In addition to this, residents will have access to valuable information to get involved in and be informed of City activities and projects.



Key objectives:

- Increased public participation in engagement opportunities
- Community stakeholders feel heard and that their input has been considered in decision-making
- Citizens will have access to information about civic events, service updates, City advocacy efforts and opportunities to get involved

2025 Update

Increased public participation in engagement opportunities

- Involve Airdrie had its first full year in 2025 and saw 52,839 views on the platform with 30,501 visitors.
- Large engagement projects in 2025 included the SW Recreation Centre, Parking Study, Winter Maintenance, RCMP Community Survey, Airdrie Transit Master Plan, Resident Satisfaction survey and Budget Engagement. 68.3% of visitors were first time visitors in 2025.
- The language translation tool was used to translate into French, Filipino and Spanish.

Community stakeholders feel heard and that their input has been considered in decision making

- "What We Heard" reports, such as those for the SW Rec Centre were viewed more in 2025 than in 2024 with 717 people downloading the SW Rec Centre "What we Heard" Report and 1,648 people downloading the Indoor and Outdoor Recreation Needs Assessment Study. 518 people downloaded the Accessory Suites "What We Heard" Report as well.

Citizens will have access to information about civic events, service updates, City advocacy efforts and opportunities to get involved

- This objective was completed in 2023 with additional information streams created and all are continually updated.

Leisure, Recreation and Culture

A focus on leisure, recreation and culture will meet the demands of Airdrie's growing population with four-season opportunities for recreation and social connection through events and arts & culture, all of which are highly valued by our community and enhance residents' quality of life.

Key objectives:

- 4-season opportunities for recreation and social connection
- Community facilities and amenities meet the needs as Airdrie grows

2025 Update

Inspire Multi-Use Facility and Library

- The Inspire facility reached substantial completion on August 15, 2025, and officially opened to the public on September 24, 2025.
- The project was delivered \$4.5M under budget. Deficiency corrections are underway and lessons from the project will help inform future capital projects.



Southwest Recreation Facility

- Design is underway following selection of the prime consultant team in October 2025, with the Concept Design Report scheduled for Council endorsement in March 2026.
- Early benchmarking and consultant engagement are supporting informed design and cost control, and the project remains on schedule and within budget.

Northeast Regional Park

- Phase 1 implementation continues, with Phase 1A complete, Phase 1B is scheduled to start construction in the spring of 2026, and Phase 2 design is in progress.
- A long term, seven phase development plan allows the park to expand in alignment with servicing availability.

FrancoSud School Expanded Gymnasium for Community Use

- Early planning is underway, with internal departmental interviews scheduled to begin identifying operational requirements and cross department dependencies.

Artificial Turf Field

- The artificial turf field opened to the public in September 2024, increasing field capacity by an estimated 615 additional prime time hours annually.

DID YOU KNOW?

Airdrie was named after a village northeast of Glasgow, Scotland. The name means "The King's Height".





Transportation

A focus on transportation will meet our residents' desire to move around Airdrie safely in a variety of ways. By removing barriers in transportation, more businesses will be enabled to set up in Airdrie; this will generate more non-residential taxes and revenue for municipal services to our community.

Key objectives:

- Enhance mobility and economic growth through improved transportation infrastructure

2025 Update

Enhance mobility and economic growth through improved transportation infrastructure

- The audible crosswalks along Main Street were installed in June 2025 and are fully operational. The remaining 18 intersections will be upgraded over the next two years.
- Yankee Valley improvements design and modelling work is ongoing. Construction of grade separation under the CPKC rail line has now been moved to 2029 as per the 10-year capital plan. Staff continues to evaluate the timing of scheduled improvements as part of an overall approach to upgrades on major arterials.
- The Transportation Master Plan is complete and was presented to the Community Infrastructure & Strategic Growth Stand Committee (CISG) for information in June 2025. Suggested improvements are also included in the Off-Site Levy for major roadways.
- 40th Avenue interchange has been completed and was opened in the fall of 2023.
- Intersection safety audit for high collision intersections has been completed. Recommendations are being reviewed for potential inclusion into future programs and/or budget requests.



AIRDRIE AT A GLANCE

A City Defined by Growth and Opportunity

2025 POPULATION



90,044

total population



4.90%

population growth



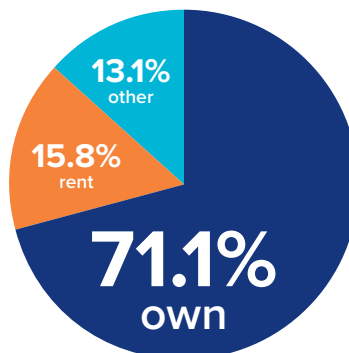
2.83

average residents
per dwelling



31,848

total dwellings
in Airdrie

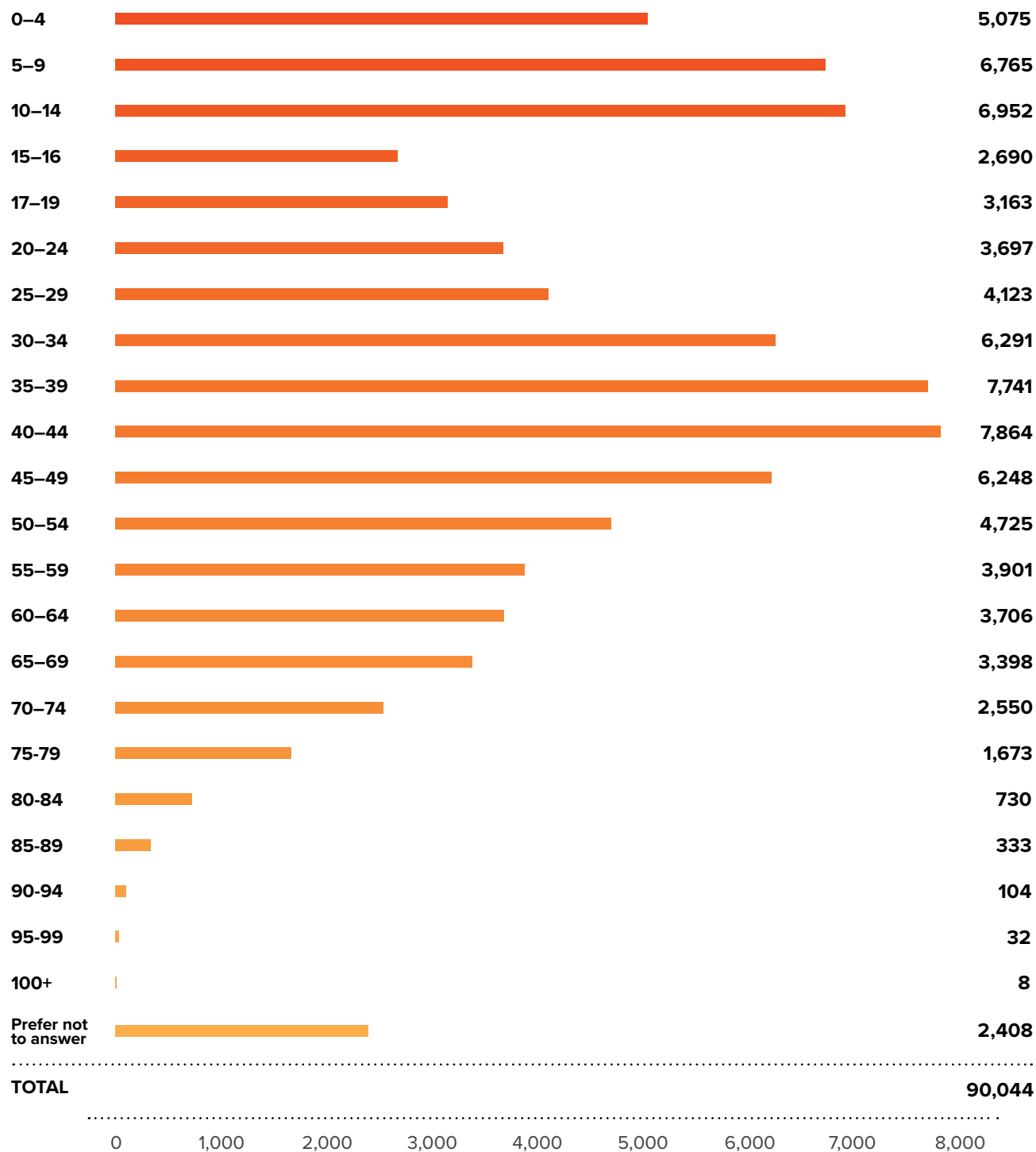


Residence owned vs rented

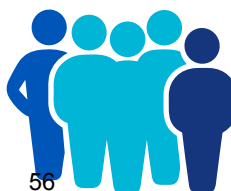
Source: 2025 City of
Airdrie Census Results

Airdrie's Growing Community

POPULATION BY AGE



Source: 2025 City of
Airdrie Census Results



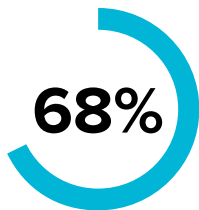
DID YOU KNOW?

Airdrie welcomed over 4,200 new residents in 2025, the equivalent of adding a small town in a single year.

RESIDENT SATISFACTION SURVEY

In support of the City’s commitment to ensuring a positive quality of life and dedication to resident satisfaction with municipal services, the City conducts a resident satisfaction survey every two years. The most recent survey was completed in 2025, with input from 400 randomly selected residents and an additional 806 participants in an open online survey.

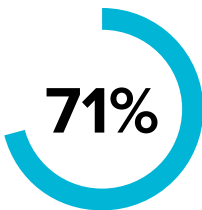
QUALITY OF LIFE



RATED **QUALITY OF LIFE** IN AIRDRIE AS A 4 OR 5 OUT OF 5



RATED THE **VALUE** THEY RECEIVE FROM THEIR **PROPERTY TAX** AS GOOD OR VERY GOOD.



CONSIDER AIRDRIE A **SAFE PLACE TO LIVE.**

HIGH QUALITY OF LIFE IS ATTRIBUTED TO:

- THE OVERALL AVAILABILITY OF SERVICES AND AMENITIES
- PARKS, GREEN SPACES, WALKING TRAILS
- SAFETY



NEARLY

5 OUT OF 10

WOULD RECOMMEND AIRDRIE AS A **PLACE TO LIVE**

CITY SERVICES WITH THE HIGHEST SATISFACTION RATINGS INCLUDED:



AIRDRIE FIRE (91%)



RECYCLE DEPOT PROGRAMS (75%)



BERT CHURCH THEATRE (72%)



CURBSIDE RECYCLING COLLECTION (76%)



CURBSIDE ORGANICS COLLECTION (77%)



RESIDENTIAL GARBAGE COLLECTION (70%)

DID YOU KNOW?

Utility-supported services include curbside recycling and organics programs, which have diverted over 63,000 metric tons of waste from landfills – enough to fill 55 Olympic-sized swimming pools.



ECONOMIC PROSPERITY

Alberta is known for its entrepreneurial spirit, and Airdrie continues to be one of the province's strongest centers for small business growth. In 2025, Airdrie's business community expanded alongside rapid population growth and sustained development activity.

Airdrie's diverse business ecosystem includes a significant home-based sector, reflecting both the city's strong entrepreneurial culture and its supportive regulatory environment. In 2025, 5,087 businesses held an active license in Airdrie, an increase from the prior year.

2025 Airdrie Business Licenses by Category

Category	Number of business licenses	Percentage of all businesses	Percentage of all Airdrie-based businesses
Commercial or industrial business	1,312	25.8%	38.2%
Home-based business	2,122	41.7%	61.8%
Non-resident (out-of-town) business	1,653	32.5%	N/A
Total	5,087		

(Source: City of Airdrie – Economic Development, 2025)

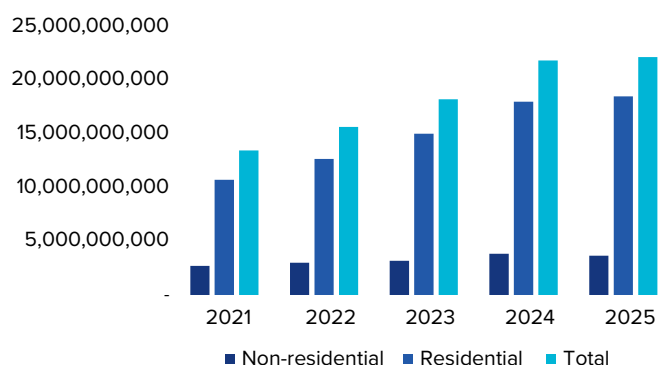
PROPERTY ASSESSMENT & TAXATION

Assessment growth continued for residential properties in 2025 but slowed for non-residential properties. Residential properties contributed 83.4% of the total taxable assessment base while non-residential properties contributed 16.6%. In 2025, there were a total of 35,701 taxable properties.

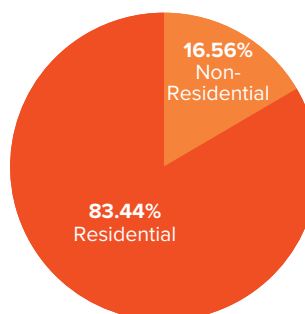
Overall Assessment Value

Tax Year	2025	2024	YoY Change
Non-Residential	\$ 3,670,904,590	\$ 3,834,836,950	\$ (163,932,360)
Residential	\$ 18,491,878,270	\$ 18,004,470,350	\$ 487,407,920
TOTAL	\$ 22,162,782,860	\$ 21,839,307,300	\$ 323,475,560

Taxable Assessment Growth



Proportion of Residential and Non-residential Assessed Value in 2025



CORPORATE SUCCESSES

COMMUNITY SERVICES



OPENED **INSPIRE:**
AIRDRIE'S NEW
MULTI-USE FACILITY AND
LIBRARY (SEPT 2025)

COMPLETED THE
SOUTHWEST
RECREATION
FACILITY
MASTER
PLAN AND
FUNCTIONAL PROGRAM
(Q2 2025)



COMPLETED
THE
VETERAN'S
MEMORIAL
PROJECT
(SEPT 2025)



DEVELOPED AN **EXECUTIVE LEADERSHIP TEAM OPERATIONAL PLAN TO ALIGN SENIOR LEADERSHIP PRIORITIES AND IMPROVE ORGANIZATIONAL FOCUS**

CITY COUNCIL & CITY MANAGER'S OFFICE

INTRODUCED A **MORE**
EFFICIENT
GOVERNANCE
STRUCTURE WITH
NEW STANDING
COMMITTEES AND
MORE FOCUSED
COUNCIL MEETINGS



CONSOLIDATED
36 BYLAWS
AND POLICIES
INTO A SINGLE
UPDATED
FRAMEWORK,
MAKING
AIRDRIE'S FEE
STRUCTURE
CLEARER, MORE
TRANSPARENT
AND EASIER TO
NAVIGATE



UPDATED THE
ORGANIZATIONAL
STRUCTURE
TO **IMPROVE**
COLLABORATION
AND **SPEED UP**
DECISION-MAKING
ACROSS CITY
SERVICES

CONDUCTED A
LEGISLATIVELY
COMPLIANT
2025 MUNICIPAL
ELECTION



99.9%

CENSUS
COLLECTION
RATE



TRANSITIONED **LEGAL COUNSEL** SERVICES TO AN **IN-HOUSE MODEL**

STRATEGIC GROWTH
& INVESTMENT



SECURED **\$50M**
IN PROVINCIAL
FUNDING FOR
THE REGIONAL
SANITARY
WASTEWATER LINE



ADOPTED STATUTORY PLANS
FOR **~5,500 ACRES OF**
FUTURE GROWTH AREAS

DOWNTOWN
REDEVELOPMENT AND CRL
INITIATIVES
HELPED
INCREASE
DOWNTOWN
PROPERTY
VALUES BY
~\$65M



ENVIRONMENTAL SERVICES

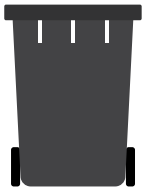


UPDATED THE **MASTER SERVICING AGREEMENT** (2023–2026) TO SUPPORT RELIABLE REGIONAL WATER AND WASTEWATER SERVICES

COMPLETED THE **ASSESSMENT OF THE MAIN WATER SUPPLY LINE** BETWEEN AIRDRIE AND CALGARY



COUNCIL APPROVED CHANGES TO THE BLACK CART PROGRAM TO MODERNIZE WASTE SERVICES AND BETTER ALIGN COSTS AND CAPACITY



COMMUNITY SAFETY & SOCIAL SERVICES



SECURED \$24.8M CMHC HOUSING ACCELERATOR FUND (HAF) TO **ACCELERATE AFFORDABLE HOUSING DELIVERY**



COMPLETED THE **2025 SOCIAL NEEDS ASSESSMENT**, BUILDING ON THE 2023 SOCIAL WELL-BEING SURVEY



CONSTRUCTION STARTED ON **HIGHLAND PARK FIRE STATION** IN NORTHEAST AIRDRIE

COMMUNITY INFRASTRUCTURE



UPDATED THE **TRANSPORTATION MASTER PLAN** (2025) FOR A FUTURE POPULATION OF 265,000 RESIDENTS



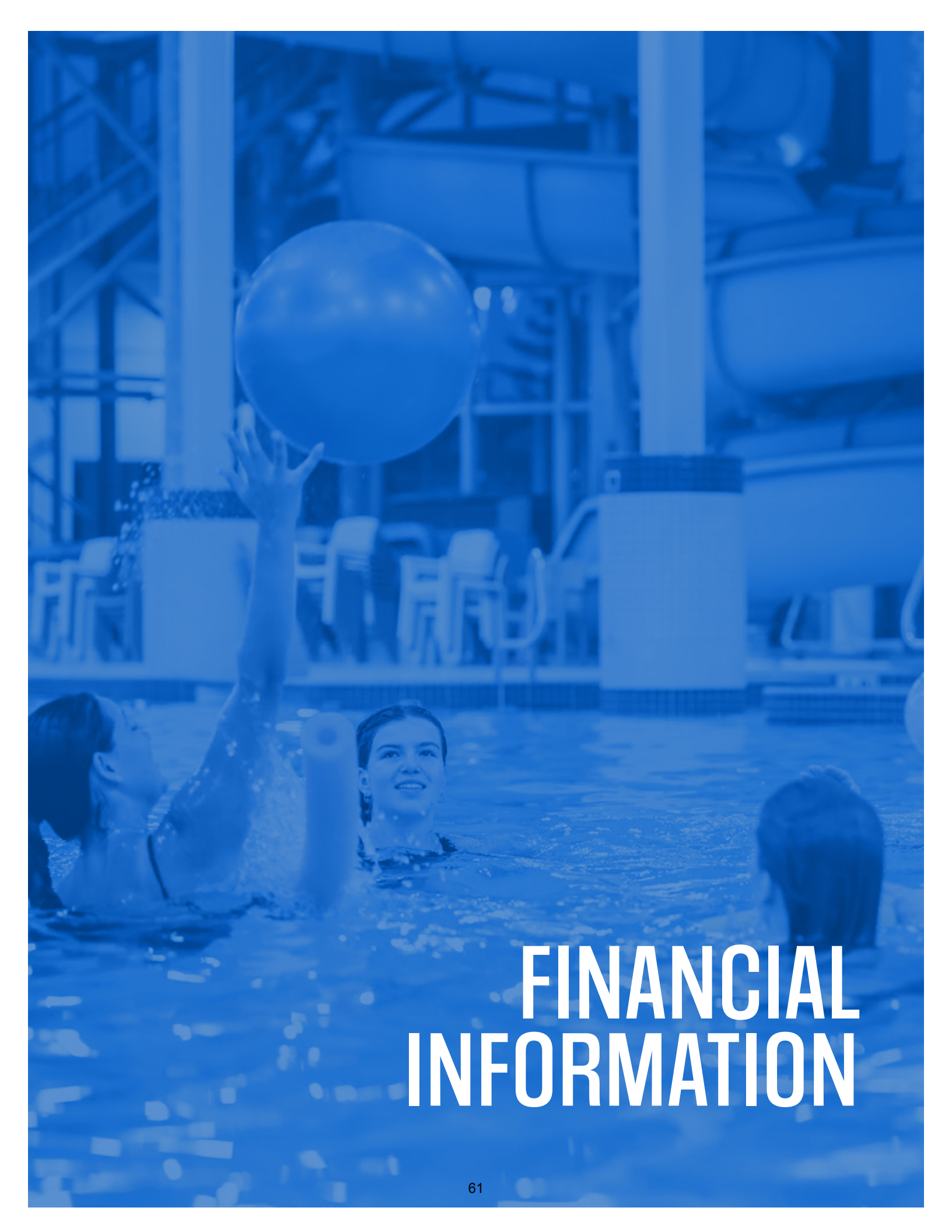
COMPLETED A **HIGH-COLLISION INTERSECTION SAFETY AUDIT**, IDENTIFYING SAFETY IMPROVEMENT ACTIONS



INTRODUCED **PEDESTRIAN ACCESSIBILITY ENHANCEMENTS**, INCLUDING TACTILE PAVERS, COUNTDOWN SIGNALS, AND AUDIBLE CROSSINGS



MODERNIZED MUNICIPAL ENFORCEMENT SERVICE DELIVERY (24/7 CALL ANSWERING, NEW CAD SYSTEM, E-TICKETING, BODY-WORN CAMERAS)

A blue-tinted photograph of people playing water polo in a pool. A large ball is in the air, and a person is reaching up to catch it. The background shows a poolside with chairs and a building.

FINANCIAL INFORMATION

MANAGEMENT'S DISCUSSION AND ANALYSIS

Financial Position

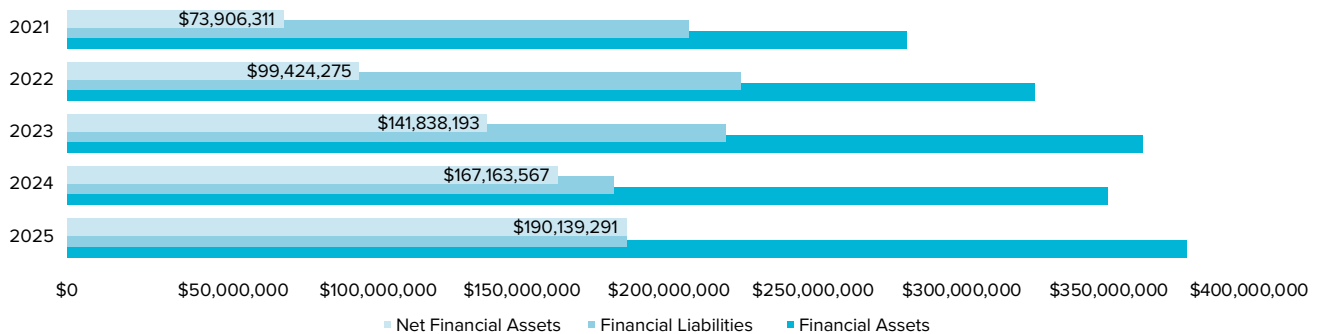
The Statement of Financial Position presents the City's resources and obligations at year end. The key indicators of financial capacity are net financial assets, accumulated surplus, and cash and investments. Together they show how the City managed taxpayer resources in 2025, as well as the capacity to maintain and grow services in the years ahead.

Net Financial Assets

Net financial assets increased to \$190.1 million at December 31, 2025, an improvement of approximately 13.7% from 2024. This indicates that after paying all liabilities, the City retains \$190.1 million in financial resources to support future operations, and that current year revenues were sufficient to fund both operating activities and capital acquisitions.

The position is anchored by cash and investments of \$335.2 million, offset by long term debt of \$61.3 million, deferred revenue of \$55.3 million, and accounts payable and accrued liabilities of \$32.1 million. These amounts are discussed in more detail below.

The following graph shows the increasing trend of the City's net financial assets over the past five years:



Accumulated Surplus

Accumulated surplus represents the City's net financial position since inception. At December 31, 2025, accumulated surplus was \$1.289 billion, an increase of \$107.8 million year-over-year. Accumulated surplus includes non-financial assets, primarily the value of infrastructure used to deliver services. Readers should note that accumulated surplus is not cash. Under PSAS accrual accounting, capital assets are recognized on the Statement of Financial Position and expensed through amortization over their useful lives. Therefore, it is important to consider cash flow and net financial assets alongside annual results.

Of the \$1.289 billion accumulated surplus, \$1.098 billion relates to non-financial assets, leaving \$190.1 million in net financial assets to finance future operations.

Cash Flow and Liquidity

The City's cash consists of cash and temporary investments that mature within three months and is held as cash-on-hand to ensure the City can pay for upcoming expenditures.

Cash from operations was \$102.8 million, reflecting strong cash generation from service delivery and growth. Cash applied to capital transactions was \$(93.0) million, cash applied to investing transactions was \$(18.7) million, and financing provided \$1.6 million. The net change in cash was \$(7.5) million, resulting in \$21.8 million cash on hand at year end. The cash position, together with investments, supports timely delivery of capital projects and day-to-day liquidity.

Receivables

Receivables increased by approximately \$3.5 million, driven mainly by developers' levies receivable, with smaller increases in taxes and trade receivables. An additional \$0.4 million loan receivable was also recorded in the year. Development levies fund growth-related infrastructure, which helps reduce reliance on the tax base for new development.

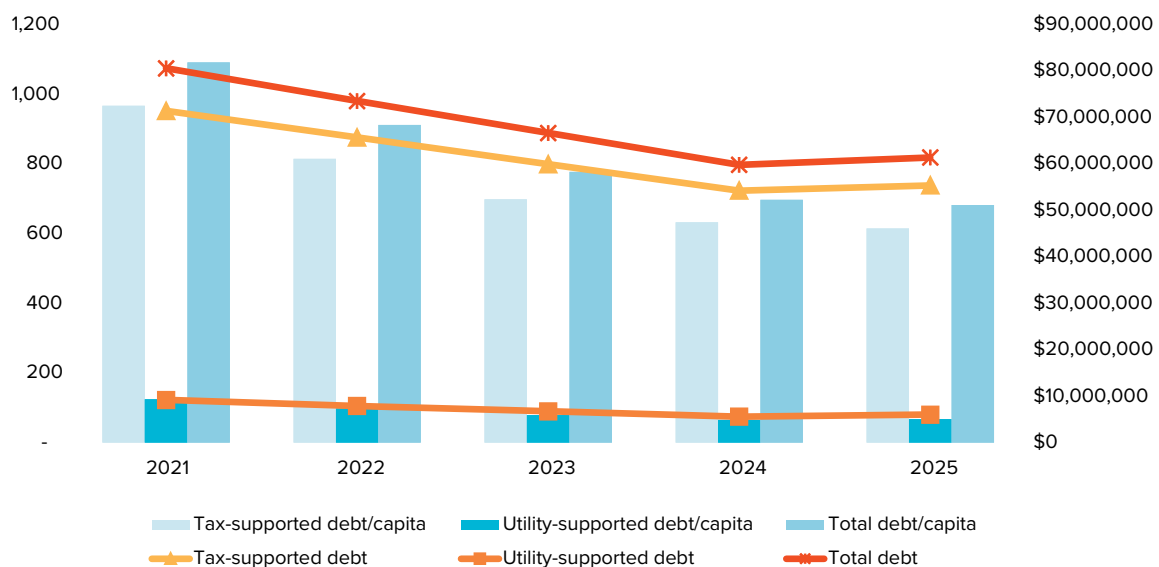
Investments

At December 31, 2025, the City held \$313.5 million in investments, consisting of short-term notes, government and corporate bonds, and principal-protected notes (PPNs). Portfolio yields ranged from 1.05% to 7.35%, with maturities from 2027 to 2048. Restricted investment balances totaled \$40.8 million, designated to support future approved capital infrastructure and eligible operating projects. PPNs are measured at fair value in accordance with PSAS. During the year, the portfolio recorded \$10.1 million in unrealized gains, with \$3.5 million of previously unrealized gains reclassified to revenue upon disposition. The City maintains a laddered structure across short-, medium-, and long-term maturities to manage liquidity requirements and preserve capital. To manage interest rate exposure associated with 2025 variable-rate borrowing, the City entered into amortizing interest rate swaps. The swaps resulted in an immaterial fair value liability at year-end.

Long-Term Debt

Long term debt was \$61.3 million at year end, which equates to \$681 per capita. The debt limit was \$377.9 million, with 16.2% utilized. The debt service limit was \$63.0 million, with 12.6% utilized. The City remains well below provincial limits, preserving capacity for priority infrastructure while maintaining affordability for residents. Debt is used only for major capital projects and is not used to fund operations.

The City's organizations that are owned or controlled (Airdrie Housing Limited and Airdrie Library Board) held no long-term debt. Airdrie Housing repaid its mortgage payable that was previously included within the total long-term debt of the City during the year.



Organizational changes

Airdrie Mainstreet Square Real Estate Inc. (AMSQ), a fully consolidated municipal entity, was dissolved in 2025 and its net assets transferred to the City. Because AMSQ was already consolidated, the dissolution had no impact on the City's consolidated financial position or annual surplus but does affect comparability of segmented results due to the elimination of inter-entity balances and transactions.

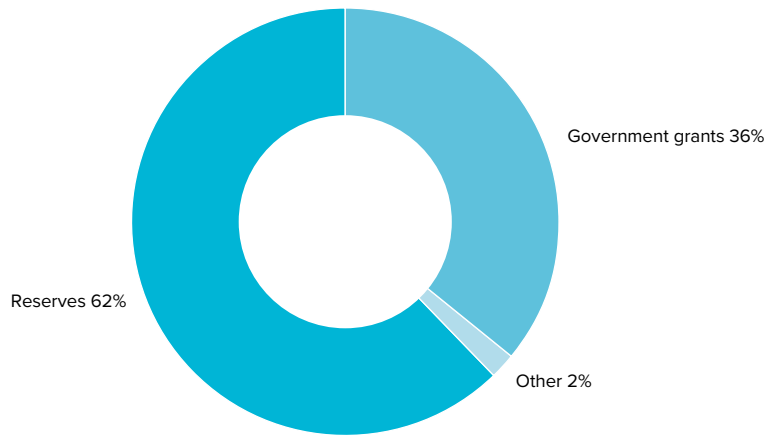
Non-Financial Assets

The City's non-financial assets primarily comprise the book value of tangible capital assets (TCAs). TCAs are the physical assets that enable service delivery. At December 31, 2025, TCAs totaled \$1.098 billion, an increase of \$84.8 million. In 2025, capital activity included \$93.6 million in City-funded acquisitions, \$32.7 million in developer-contributed assets, and \$56.9 million in other non-cash additions such as asset retirement obligation costs and transfers from assets under construction. These additions were partially offset by \$40.8 million in amortization and \$0.7 million in asset disposals at net book value. Overall, these investments reflect the City's continued focus on sustaining existing infrastructure while supporting growth-driven service needs.

Infrastructure Investment Ratio: In 2025, the City's infrastructure investment ratio based on City-funded capital additions was 2.3×, meaning the City invested more than twice the amount of annual amortization in its core infrastructure. When all tangible capital asset additions are considered, including developer-contributed infrastructure, asset retirement obligation costs, and transfers from assets under construction, total capital additions were approximately \$183.2 million, representing an overall investment ratio of 4.5× relative to annual amortization. This indicates that total infrastructure growth significantly exceeded asset consumption during the year.



How capital investment was funded in 2025



Why this matters: This shows how the City funds major infrastructure - mainly through reserves and government grants - limiting reliance on debt and supporting long-term financial sustainability

Reserves

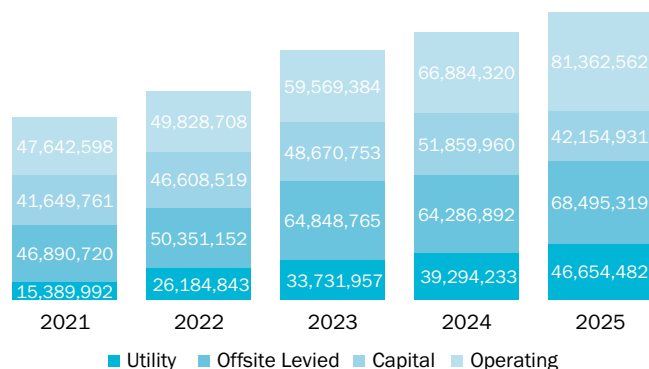
Reserves provide financial resilience, enable long-term planning, and help maintain predictable tax rate changes.

- Operating reserves totaled \$81.4 million: \$39.6 million General Operating Reserve, \$33.3 million Tax Stabilization Reserve, and \$8.5 million other operating reserves. The General Operating Reserve fund equaled approximately 23% of the tax supported operating budget, which is consistent with the City's three-month working capital target. The Tax Stabilization Reserve is intended to smooth tax impacts as new facilities and services enter operation.
- Capital reserves totaled \$42.2 million, including \$8.0 million externally restricted capital reserves that can only be used for specific purposes. Capital reserves support the repair, replacement, upgrading, and construction of new capital assets, as well as lifecycle requirements for existing infrastructure.
- Offsite levy reserves totaled \$68.5 million and are collected from developers to fund infrastructure required for growth. These reserves are restricted for specific capital purposes and must comply with the City's Debt Policy, which requires that growth-related projects be financed with no more than 50% debt, and reserves maintain minimum balances sufficient to cover four years of debt servicing costs for applicable projects. These requirements ensure growth pays for growth while maintaining debt affordability for taxpayers.
- Utility reserves totaled \$46.7 million and support water, wastewater, and waste management infrastructure, along with related capital and operating projects. They also stabilize utility rates and provide capacity to respond to unexpected infrastructure or service needs. Funding for these reserves is derived from annual utility operating budgets and, where approved by Council, from operating surpluses.

Forward view of reserve use

Over the next five years, material operating impacts are expected as the Highland Park Fire Station opens in 2026 and Phase 1 of the Southwest Recreation Centre advances. The Tax Stabilization Reserve is intended to help mitigate sharp changes to municipal tax rates as these facilities are commissioned.

Why this matters: reserves protect rate stability, fund lifecycle for infrastructure, and ensure growth pays for growth.



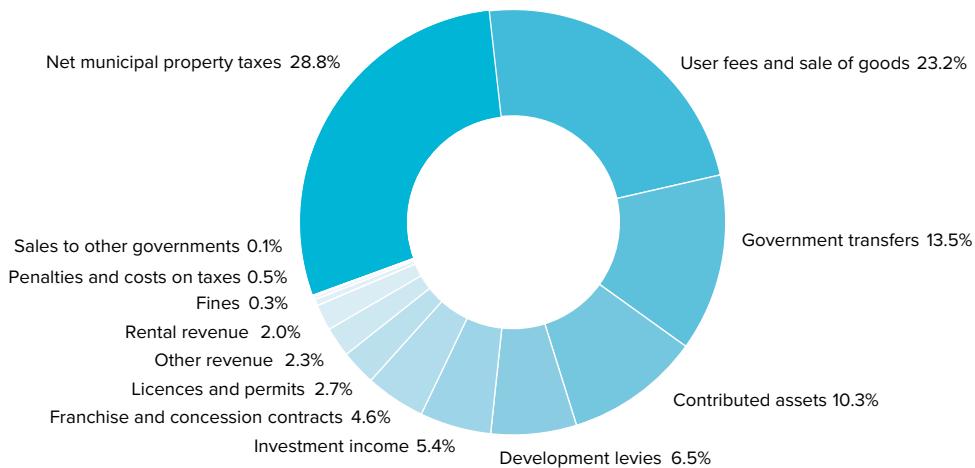
STATEMENT OF OPERATIONS

Results for the Year

- Total revenue was \$318.3 million, up 2.8% from 2024, reflecting higher net municipal property taxes and investment income. Actual revenue was approximately \$14.6 million above budget, largely due to some amounts not being budgeted offset by in-year government transfers recognized than planned.
- Total expenses were \$218.7 million, an increase of \$12.2 million year-over-year. Actual expenses were approximately \$13.7 million below budget, primarily due to timing and lower contracted services and materials than budgeted.
- The annual surplus was \$99.6 million. This surplus includes the City's operating and capital activity as well as financial operations of the organizations owned or controlled by the City: Airdrie Mainstreet Square Real Estate Inc (up to date of dissolution), the City of Airdrie Library Board and Airdrie Housing Limited.
- Operating Surplus Ratio (2025): 31% — For every \$1.00 in revenue, the City generated \$0.31 to support capital investment, replenish reserves, and maintain long-term financial resiliency.

Revenue Composition

Revenues consist of the following major categories:



Why this matters: shows how services are funded across taxes, fees, transfers, levies, investments, and contributed assets.

Contributed assets

Public Sector Accounting Standards require municipalities to recognize contributed assets as revenue in the year in which final acceptance certificates are issued to developers and subdivisions become the responsibility of the City. Tracking and valuing these contributed assets is critical to future capital planning for eventual replacement and to operational planning for maintenance and repairs. In 2025, contributed assets of \$32.7 million were recognized as revenue, including roads, pathways, parks and playgrounds, and engineered structures such as sanitary, storm, and water systems.

Property taxes

The City collects property taxes for municipal services and on behalf of other entities. In 2025, total property taxes levied were \$142.6 million, including \$51.0 million in requisitions (primarily provincial education and Rocky View Senior's Foundation), resulting in net municipal property taxes of \$91.7 million. Net municipal property taxes are the City's primary source of funding for municipal services and represented 28.8% of total revenue in 2025, up from approximately 27.2% in 2024.

User fees

User fees are derived from almost all areas of the City's operations and include revenue from utility operations (water, sewer and waste management fees), recreation fees, transit fares and fire and alarm response fees. User fees totaled \$73.9 million in 2025 and made up 23.2% of the City's total revenue.

Development levies

Revenue from development levies is collected as subdivisions are approved, pursuant to subdivision servicing agreements. These funds are restricted to specific growth-related infrastructure. Development levies totaled \$20.7 million in 2025, up from \$19.0 million in 2024.

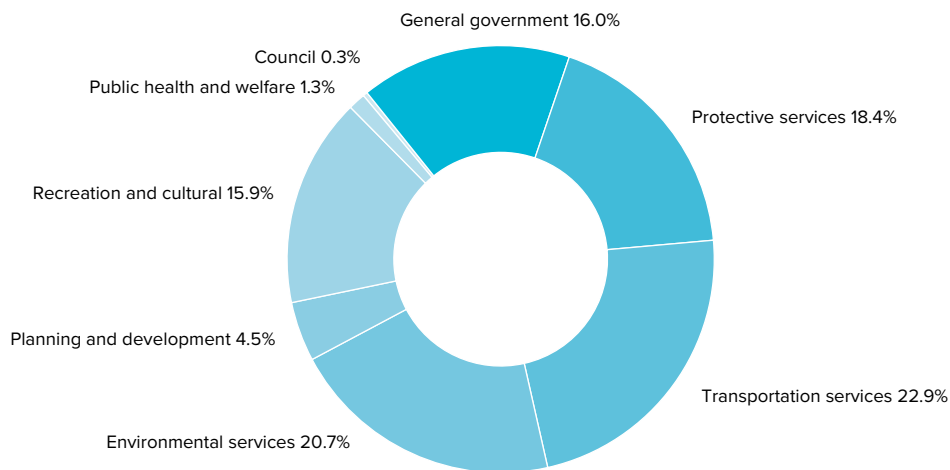
Expenses

Expenses rose by \$12.2 million year-over-year. The largest functional areas of spend were transportation, environmental services, protective services, recreation and culture, and general government. Year-over-year increases were led by:

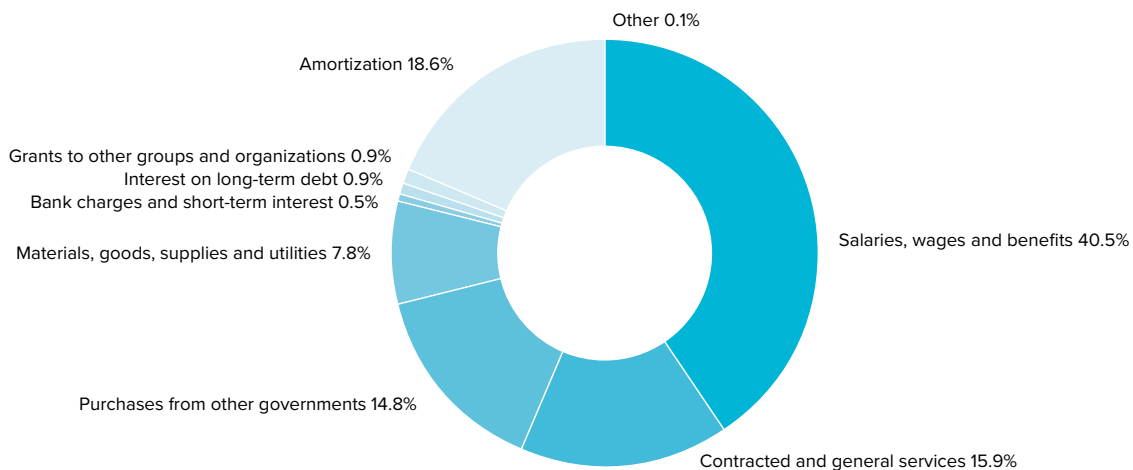
- Salaries, wages and benefits, up \$4.2 million, reflect staffing to maintain service levels for a growing population and to support expanded services.
- Amortization, up \$3.0 million, as new assets entered service.
- Materials, goods, supplies and utilities, up \$1.8 million.
- Contracted and general services, up \$1.3 million.

Government financial statements look quite different from those of a business due to reporting requirements as prescribed by Public Sector Accounting Standards. Expenses are grouped by function, such as protective services, transportation services and recreation and culture, to provide accountability for the total costs of services for each major City function. This enables readers of the financial statements to identify the City's priorities based on the percentage of revenue used for each service and the total cost of providing each service.

The following two graphs show where the money went in 2025, first by function and then by category:



Why this matters: translates spending into service areas residents recognize (transportation, utilities, protective services, recreation).



Expenses as a Percentage of Revenue

Spending patterns align with community priorities identified in the 2025 Resident Satisfaction Survey, which identified the community's top issues as infrastructure and traffic, healthcare access, and recreation amenities. In 2025, functional spending as a share of revenue was:

- Transportation services 15.7%
- Environmental services 14.3%
- Protective services 12.6%
- General government 11.0%
- Recreation and culture 10.9%
- Planning and development 3.1%
- Public health and welfare 0.9%
- Council 0.2%

While healthcare is the responsibility of the Province, the City continues to advocate for expanded local healthcare services. When reviewing the City-provided services, spending patterns demonstrate a strong alignment with what residents say matters most. The allocation of municipal resources, particularly to transportation, utilities, and recreation, demonstrates focus on the services the City provides that most directly align with those priorities. Together, these areas show that the City is directing a substantial portion of its available revenues toward the very services and infrastructure residents have identified as critical to their quality of life.

GROWTH AND DEMAND FOR SERVICES

Population reached 90,044 in 2025. Growth increases demand for protective services, transportation networks, water and wastewater capacity, recreation amenities, parks, and community supports. Growth also expands the assessment base and user fee revenue, which helps to fund the service and infrastructure required by new residents. The City's reserve strategy and capital planning framework are designed to keep pace with growth while maintaining affordability and financial sustainability.

RISKS, SENSITIVITIES, AND OUTLOOK

- **Transfer volatility:** Government transfers can vary from budgeted levels, affecting timing of capital projects and operating grants. The City mitigates this risk through conservative budgeting, the use of reserves, and by sequencing projects based on confirmed funding. 2025 results reflected lower in-year transfers recognized than budget.
- **Construction inflation and timing:** Construction cost volatility and market capacity can affect project scope and timing. The City continues to phase projects, apply value-for-money procurement, and maintain contingency strategies within the 10-year plan to manage risks to schedule and budget.
- **Interest rate environment:** Investment income improved with higher interest rates, although rates can move. Investment portfolios are diversified by duration and issuer quality to manage reinvestment risk while preserving capital and liquidity for planned capital and operations.
- **Service commissioning:** Opening of major facilities, such as the Highland Park Fire Station and Phase 1 of the Southwest Recreation Centre, will increase ongoing operating costs. The Tax Stabilization Reserve is intended to smooth these operating impacts to protect rate stability. Subsequent to year end, Council approved the 2026 budgets with a 4.6% municipal tax adjustment, reflecting commissioning of the Highland Park Fire Station, advancement of the Southwest Recreation Centre, and key utility capacity work.

WHAT THIS MEANS FOR RESIDENTS AND STAKEHOLDERS

- The City ended 2025 with a stronger net financial asset position, healthy reserves, and ample debt capacity, which together support reliable service delivery and continued investment in infrastructure.
- Operating performance generated sufficient cash to fund capital work while maintaining liquidity, which helps the City deliver projects on time and manage timing differences in external funding.
- Spending is aligned with resident priorities for mobility, utilities, and amenities, as shown by the share of revenue devoted to transportation, environmental services, and recreation.
- Looking ahead, the City is positioned to manage growth and the commissioning of new facilities without sudden tax changes by using the Tax Stabilization Reserve and by sequencing capital within a multi-year planning approach.



CONSOLIDATED FINANCIAL STATEMENTS

MANAGEMENT'S REPORT

April 21, 2026

The consolidated financial statements of The City of Airdrie are the responsibility of management and have been prepared in accordance with Canadian public sector accounting standards. The financial statements are not precise since they include amounts that are based on the best estimates and judgement of management. Management has determined such amounts on a reasonable basis to ensure that the financial statements are presented fairly, in all material respects.

Management maintains systems of accounting and administrative controls to provide reasonable assurance that transactions are appropriately authorized, accurately recorded, assets are properly accounted for and safeguarded and that the financial statements fairly represent the City's operating and financial results.

City Council has approved the financial statements.

KPMG LLP was appointed by City Council to audit the consolidated financial statements and has provided the accompanying Independent Auditor's Report outlining their professional opinion on the statements.



Shannon Schindeler, BBA, CPA, CGA
Director of Corporate Services and CFO



INDEPENDENT AUDITOR'S REPORT

To the Mayor and City Council of the City of Airdrie

Opinion

We have audited the consolidated financial statements of the City of Airdrie (the Entity), which comprise:

- the consolidated statement of financial position as at December 31, 2025
- the consolidated statement of operations for the year then ended
- the consolidated statement of remeasurement gains and losses for the year then ended
- the consolidated statement of changes in net financial assets for the year then ended
- the consolidated statement of cash flows for the year then ended
- and notes to the consolidated financial statements, including a summary of significant accounting policies (Hereinafter referred to as the "financial statements").

In our opinion, the accompanying financial statements present fairly, in all material respects, the consolidated financial position of the Entity as at December 31, 2025, and its consolidated results of operations, its consolidated remeasurement gains and losses, its consolidated cash flows, and its consolidated changes in net financial assets for the year then ended in accordance with Canadian public sector accounting standards.

Basis for Opinion

We conducted our audit in accordance with Canadian generally accepted auditing standards. Our responsibilities under those standards are further described in the **"Auditor's Responsibilities for the Audit of the Financial Statements"** section of our auditor's report.

We are independent of the Entity in accordance with the ethical requirements that are relevant to our audit of the financial statements in Canada and we have fulfilled our other ethical responsibilities in accordance with these requirements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.



Other Information

Management is responsible for the other information. Other information comprises:

- the information, other than the financial statements and the auditor's report thereon, included in the Annual Report.

Our opinion on the financial statements does not cover the other information and we do not and will not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information identified above and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit and remain alert for indications that the other information appears to be materially misstated.

We obtained the information, other than the financial statements and the auditor's report thereon, included in the Annual Report as at the date of this auditor's report.

If, based on the work we have performed on this other information, we conclude that there is a material misstatement of this other information, we are required to report that fact in the auditor's report.

We have nothing to report in this regard.

Responsibilities of Management and Those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Canadian public sector accounting standards, and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Entity's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Entity or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Entity's financial reporting process.



Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion.

Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Canadian generally accepted auditing standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements.

As part of an audit in accordance with Canadian generally accepted auditing standards, we exercise professional judgment and maintain professional skepticism throughout the audit.

We also:

- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion.

The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Entity's internal control.
- Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Entity's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Entity's to cease to continue as a going concern.



- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- Communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.
- Plan and perform the group audit to obtain sufficient appropriate audit evidence regarding the financial information of the entities or business units within the group as a basis for forming an opinion on the group financial statements. We are responsible for the direction, supervision and review of the audit work performed for the purposes of the group audit. We remain solely responsible for our audit opinion.

Chartered Professional Accountants

Calgary, Canada

Date

CONSOLIDATED STATEMENT OF FINANCIAL POSITION

As at December 31, 2025, with comparative information for 2024

	2025	2024
FINANCIAL ASSETS		
Cash (Note 4)	\$ 21,759,950	\$ 29,261,245
Receivables		
Taxes and grants-in-place of taxes (Note 5)	4,523,004	3,796,286
Trade and other receivables	14,706,052	13,859,386
Developers' levies receivable	25,047,215	23,170,054
Loans receivable	417,563	-
Investments (Note 6)	313,461,716	283,220,110
Other financial assets	288,321	97,815
	380,203,821	353,404,896
FINANCIAL LIABILITIES		
Accounts payable and accrued liabilities (Note 7)	32,084,784	29,341,770
Deposit liabilities	554,502	2,903,124
Deferred revenue (Note 8)	55,313,763	56,032,054
Employee benefit obligations (Note 9)	2,865,295	3,107,983
Other liabilities (Note 10)	7,427,209	6,427,400
Deferred developers' levies	25,047,215	23,170,054
Contaminated site liability (Note 11)	2,757,002	2,875,139
Long-term debt (Note 12 and 13)	61,332,646	59,768,001
Asset retirement obligations (Note 14)	2,682,114	2,615,804
	190,064,530	186,241,329
NET FINANCIAL ASSETS	\$ 190,139,291	\$ 167,163,567
NON FINANCIAL ASSETS		
Tangible capital assets (Schedule 1 and Note 15)	1,098,184,886	1,013,373,928
Prepaid expenses	292,406	263,207
	1,098,477,292	1,013,637,135
ACCUMULATED SURPLUS		
Accumulated operating surplus (Schedule 2 and Note 17)	\$ 1,278,548,869	\$ 1,178,972,718
Accumulated remeasurement gains	10,067,714	1,827,984
	\$ 1,288,616,583	\$ 1,180,800,702

Contingent assets and contingent liabilities (Note 22 and 23)
Contractual rights and contractual obligations (Note 24 and 25)
Subsequent events (Note 29)

See accompanying notes to the consolidated financial statements

CONSOLIDATED STATEMENT OF OPERATIONS

For the Year Ended December 31, 2025, with comparative information for 2024

	2025 Budget (Note 28)	2025	2024
REVENUE (Schedule 6)			
Net municipal property taxes (Schedule 3)	\$ 91,143,950	\$ 91,653,047	\$ 84,308,271
User fees and sale of goods	73,719,773	73,925,065	71,218,498
Government transfers (Schedule 4)	84,283,147	42,963,316	48,318,357
Contributed assets (Note 15)	-	32,686,403	38,373,418
Development levies	15,078,514	20,730,533	18,958,706
Investment income	2,948,315	17,264,530	10,679,673
Franchise and concession contracts	14,700,000	14,506,865	14,196,203
Licenses and permits	9,639,119	8,543,969	8,552,820
Other revenue	3,332,484	7,247,977	5,822,500
Rental revenue	6,121,907	6,304,183	6,281,087
Penalties and costs on taxes	1,240,000	1,571,583	1,380,136
Fines	1,078,500	821,641	1,062,613
Sales to other governments	425,000	188,645	445,328
Loss on disposal of tangible capital assets	-	(131,498)	(43,664)
	303,710,709	318,276,259	309,553,946
EXPENSES (Schedule 5 and 6)			
Transportation services	52,706,722	50,036,519	48,675,182
Environmental services	47,492,534	45,397,257	44,143,117
Protective services	43,447,512	40,188,075	39,199,406
General government	35,885,583	34,931,366	31,589,025
Recreation and cultural	35,570,608	34,665,170	29,838,599
Planning and development	13,480,223	9,879,853	9,548,813
Public health and welfare	3,025,964	2,844,979	2,752,048
Council	808,159	756,889	770,417
	232,417,305	218,700,108	206,516,607
OPERATING SURPLUS	71,293,404	99,576,151	103,037,339
Accumulated Operating Surplus, Beginning of Year	1,178,972,718	1,178,972,718	1,075,935,379
Accumulated Operating Surplus, End of Year	\$ 1,250,266,122	\$ 1,278,548,869	\$ 1,178,972,718

See accompanying notes to the consolidated financial statements

CONSOLIDATED STATEMENT OF REMEASUREMENT GAINS AND LOSSES

For the Year Ended December 31, 2025, with comparative information for 2024

	2025	2024
ACCUMULATED REMEASUREMENT GAINS, BEGINNING OF YEAR	\$ 1,827,984	\$ (6,155,915)
Unrealized gains (losses) attributable to:		
Portfolio investments	11,789,894	7,983,899
Derivatives (Note 10 and 26)	(32,446)	-
Amounts reclassified to the Statement of Operations		
Portfolio investments (Note 6)	(3,517,718)	-
Net Remeasurement gains for the year	8,239,730	7,983,899
ACCUMULATED REMEASUREMENT GAINS, END OF YEAR	\$ 10,067,714	\$ 1,827,984

See accompanying notes to the consolidated financial statements

CONSOLIDATED STATEMENT OF CHANGE IN NET FINANCIAL ASSETS

For the Year Ended December 31, 2025, with comparative information for 2024

	2025 Budget (Note 28)	2025	2024
OPERATING SURPLUS	\$ 71,293,404	\$ 99,576,151	\$ 103,037,339
Acquisition of tangible capital assets	(273,675,631)	(93,557,896)	(79,142,127)
Tangible capital assets received as contributions	-	(32,686,403)	(38,373,418)
Proceeds on disposal of tangible capital assets	-	543,274	255,957
Amortization of tangible capital assets	40,113,658	40,758,568	37,748,824
Loss on disposal of tangible capital assets	-	131,498	43,664
	(233,561,973)	(84,810,959)	(79,467,100)
Acquisition of prepaid expenses	-	(292,406)	(227,339)
Use of prepaid expenses	-	263,208	154,490
Net remeasurement gain	-	8,239,730	7,983,899
	-	8,210,532	7,911,050
INCREASE (DECREASE) IN NET FINANCIAL ASSETS	(162,268,569)	22,975,724	31,481,289
Net Financial Assets, Beginning of Year	167,163,567	167,163,567	135,682,278
Net Financial Assets, End of Year	\$ 4,894,998	\$ 190,139,291	\$ 167,163,567

See accompanying notes to the consolidated financial statements

CONSOLIDATED STATEMENT OF CASH FLOWS

For the Year Ended December 31, 2025, with comparative information for 2024

	2025	2024
OPERATING		
Operating surplus	\$ 99,576,151	\$ 103,037,339
Non-cash items included in operating surplus		
Amortization of tangible capital assets	40,758,568	37,748,824
Loss on disposal of tangible capital assets	131,498	43,664
Gain on sale of Principal Protected Notes	(3,517,718)	-
Tangible capital assets received as contributions	(32,686,403)	(38,373,418)
Changes in non-cash working capital balances		
Taxes and grants-in-place of taxes	(726,718)	(427,300)
Trade and other receivables	(846,666)	(286,290)
Developers' levies receivable	(1,877,161)	2,223,571
Prepaid expenses	(29,199)	(72,849)
Other financial assets	(190,506)	2,191
Accounts payable and accrued liabilities	2,743,014	(6,744,894)
Deposit liabilities	(2,348,622)	232,672
Deferred revenue	(718,291)	(26,314,424)
Employee benefit obligations	(242,688)	398,687
Other liabilities	967,363	(798,492)
Deferred developers' levies	1,877,161	2,554,431
Contaminated site liability	(118,137)	(320,989)
Asset retirement obligation	66,310	324,289
Cash provided by operating transactions	102,817,956	73,227,012
CAPITAL		
Acquisition of tangible capital assets	(93,557,895)	(79,142,127)
Proceeds on disposal of tangible capital assets	543,274	255,957
Cash applied to capital transactions	(93,014,621)	(78,886,170)
INVESTING		
Purchases of investments	(143,443,450)	(97,870,544)
Sales of investments	124,991,738	92,405,140
Loan receivable issued	(417,563)	-
Cash applied to investing transactions	(18,869,275)	(5,465,404)
FINANCING		
Long-term debt issued	9,134,403	-
Long-term debt repaid	(7,569,758)	(6,845,692)
Cash provided by (applied to) financing transactions	1,564,645	(6,845,692)
CHANGE IN CASH	(7,501,295)	(17,970,254)
Cash, Beginning of Year	29,261,245	47,231,499
Cash, End of Year	\$ 21,759,950	\$ 29,261,245

See accompanying notes to the consolidated financial statements

Schedule 1

CONSOLIDATED TANGIBLE CAPITAL ASSETS

For the Year Ended December 31, 2025, with comparative information for 2024

	Land	Land Improvements	Buildings	Engineered Structures	Machinery and Equipment	Vehicles	Assets Under Construction	2025	2024
COST									
Balance, beginning of year	\$ 140,871,476	\$ 107,279,868	\$ 188,319,317	\$ 863,472,374	\$ 44,758,474	\$ 27,479,002	\$ 69,881,571	\$ 1,442,062,082	\$ 1,327,183,138
Add: acquisitions during the year	-	11,081,158	67,979,129	63,426,501	10,919,877	3,357,165	26,404,818	183,168,648	132,072,820
Less: disposals during the year	-	102,310	1,133,440	373,532	1,893,746	681,344	-	4,184,372	2,636,601
Other – change in assets under construction	-	-	-	-	-	-	(56,264,680)	(56,264,680)	(14,585,988)
Revaluation of asset and adjustments	-	22,000	26,438	(722,731)	14,623	-	-	(659,670)	28,713
Balance, end of year	\$ 140,871,476	\$ 118,280,716	\$ 255,191,444	\$ 925,802,612	\$ 53,799,228	\$ 30,154,823	\$ 40,021,709	\$ 1,564,122,008	\$ 1,442,062,082
ACCUMULATED AMORTIZATION									
Balance, beginning of year	\$ -	\$ 42,101,901	\$ 49,996,503	\$ 297,339,537	\$ 22,644,764	\$ 16,605,449	\$ -	\$ 428,688,154	\$ 393,276,310
Add: amortization	-	4,673,591	4,419,656	25,912,783	4,016,815	1,735,723	-	40,758,568	37,748,824
Less: amortization on disposals	-	85,644	894,291	205,875	1,642,446	681,344	-	3,509,600	2,336,980
Balance, end of year	\$ -	\$ 46,689,848	\$ 53,521,868	\$ 323,046,445	\$ 25,019,133	\$ 17,659,828	\$ -	\$ 465,937,122	\$ 428,688,154
NET BOOK VALUE OF TANGIBLE CAPITAL ASSETS	\$ 140,871,476	\$ 71,590,868	\$ 201,669,576	\$ 602,756,167	\$ 28,780,095	\$ 12,494,995	\$ 40,021,709	\$ 1,098,184,886	\$ 1,013,373,928

See accompanying notes to the consolidated financial statements

Schedule 2

CONSOLIDATED SCHEDULE OF CHANGE IN ACCUMULATED OPERATING SURPLUS

For the Year Ended December 31, 2025, with comparative information for 2024

	Unrestricted Surplus	Reserves	Equity in Tangible Capital Assets	2025	2024
Balance, Beginning of Year	\$ 1,379,559	\$ 226,429,705	\$ 951,163,454	\$ 1,178,972,718	\$ 1,075,935,379
Operating surplus	99,576,151	-	-	99,576,151	103,037,339
Unrestricted funds designated for future use	(86,060,370)	86,060,370	-	-	-
Restricted funds used for operations	9,142,355	(9,142,355)	-	-	-
Restricted funds used for tangible capital assets	-	(56,329,427)	56,329,427	-	-
Current year funds used for tangible capital assets	(37,228,468)	-	37,228,468	-	-
Contributed tangible capital assets	(32,686,403)	-	32,686,403	-	-
Disposal of tangible capital assets	674,772	-	(674,772)	-	-
Amortization of tangible capital assets	40,758,568	-	(40,758,568)	-	-
Long-term debt related to tangible capital assets issued	6,969,123	-	(6,969,123)	-	-
Long-term debt related to tangible capital assets repaid	(2,591,597)	(4,978,161)	7,569,758	-	-
Asset retirement obligations incurred	66,310	-	(66,310)	-	-
Change in accumulated operating surplus	(1,379,559)	15,610,427	85,345,283	99,576,151	103,037,339
Balance, End of Year	\$ -	\$ 242,040,132	\$ 1,036,508,737	\$ 1,278,548,869	\$ 1,178,972,718

See accompanying notes to the consolidated financial statements



Schedule 3

CONSOLIDATED PROPERTY TAXES LEVIED

For the Year Ended December 31, 2025, with comparative information for 2024

	2025 Budget (Note 28)	2025	2024
TAXATION			
Real property taxes	\$ 141,761,898	\$ 141,075,724	\$ 124,426,274
Linear property taxes	8,137	947,197	863,015
Community revitalization levy (CRL)	513,600	509,140	441,388
Government grants in place of property taxes	-	105,906	75,863
	142,283,635	142,637,967	125,806,540
REQUISITIONS			
Alberta School Foundation Fund	45,423,431	45,258,905	36,342,310
Calgary Catholic Separate School Division	4,445,555	4,455,876	3,846,234
Rocky View Senior's Foundation	1,262,562	1,262,583	1,301,976
Designated industrial property	8,137	7,556	7,749
	51,139,685	50,984,920	41,498,269
NET MUNICIPAL PROPERTY TAXES	\$ 91,143,950	\$ 91,653,047	\$ 84,308,271

Provincial education taxes collected on incremental tax revenue with the Community Revitalization Levy ("CRL") are retained to offset relevant costs in the related area.

As at December 31, 2025, the City has one active CRL in the Downtown area. The CRL taxes collected include property taxes, revenue in lieu of taxes and other taxes. In 2025, \$509,140 (2024: \$441,388) in incremental tax levies was collected including \$168,228 (2024: \$129,702) in education taxes.

See accompanying notes to the consolidated financial statements

Schedule 4

CONSOLIDATED GOVERNMENT TRANSFERS

For the Year Ended December 31, 2025, with comparative information for 2024

	2025 Budget (Note 28)	2025	2024
FEDERAL TRANSFERS			
Shared-cost agreements and grants	\$ 13,124,766	\$ 14,263,915	\$ 23,331,109
PROVINCIAL TRANSFERS			
Shared-cost agreements and grants	69,999,431	27,491,477	23,764,019
Entitlements	940,000	978,974	978,974
	70,939,431	28,470,451	24,742,993
LOCAL GOVERNMENT TRANSFERS			
Shared-cost agreements and grants	218,950	228,950	244,255
TOTAL GOVERNMENT TRANSFERS	\$ 84,283,147	\$ 42,963,316	\$ 48,318,357

See accompanying notes to the consolidated financial statements

Schedule 5

CONSOLIDATED EXPENSES BY OBJECT

For the Year Ended December 31, 2025, with comparative information for 2024

	2025 Budget (Note 28)	2025	2024
CONSOLIDATED EXPENSES			
Salaries, wages and benefits	\$ 87,133,431	\$ 88,516,586	\$ 84,367,420
Amortization of tangible capital assets	40,113,658	40,758,568	37,748,824
Contracted and general services	42,758,948	34,669,842	33,400,073
Purchases from other governments	34,746,272	32,283,437	30,497,955
Materials, goods, supplies and utilities	20,758,039	17,089,071	15,265,252
Grants to other groups and organizations	2,562,260	2,023,061	1,763,967
Interest on long-term debt	2,824,332	1,945,851	1,973,220
Bank charges and short-term interest	1,188,040	1,119,719	1,119,429
Other	332,325	293,973	380,467
TOTAL CONSOLIDATED EXPENSES	\$ 232,417,305	\$ 218,700,108	\$ 206,516,607

See accompanying notes to the consolidated financial statements

Schedule 6

CONSOLIDATED SEGMENTED DISCLOSURE

For the year ended December 31, 2025

	Council	General Government	Protective Services	Transportation Services	Environmental Services	Planning and Development	Recreation and Culture	Public Health and Welfare	2025
REVENUE									
Net municipal property taxes	\$ 613,615	\$ 27,096,909	\$ 25,152,480	\$ 20,800,238	\$ -	\$ 3,759,732	\$ 13,288,841	\$ 941,232	\$ 91,653,047
User fees and sales of goods	-	791,244	514,446	1,996,417	64,044,563	615	6,339,031	238,749	73,925,065
Government transfers	-	1,079,478	1,714,074	10,316,583	-	3,036,109	25,186,032	1,631,040	42,963,316
Contributed assets	-	-	-	18,781,422	10,627,567	-	3,277,414	-	32,686,403
Development levies	-	-	-	13,071,102	5,351,883	946,748	1,360,800	-	20,730,533
Investment income	-	14,765,674	-	1,398,471	458,790	114,667	526,928	-	17,264,530
Other revenues	-	1,814,872	1,166,403	1,635,923	2,603,356	3,064,872	5,717,105	-	16,002,531
Franchise and concession contracts	-	14,506,865	-	-	-	-	-	-	14,506,865
Licenses and permits	-	-	6,120,510	-	-	2,423,459	-	-	8,543,969
	613,615	60,055,042	34,667,913	68,000,156	83,086,159	13,346,202	55,696,151	2,811,021	318,276,259
EXPENSES									
Salaries, wages and benefits	595,528	24,439,992	22,380,317	10,973,858	5,831,159	6,538,201	16,735,608	1,021,923	88,516,586
Amortization of tangible capital assets	-	2,199,059	1,444,838	23,459,174	4,943,197	430,379	8,277,574	4,347	40,758,568
Contracted and general services	123,447	6,982,586	1,774,378	8,500,694	9,570,048	2,362,904	5,170,150	185,635	34,669,842
Purchases from other governments	-	9,119	13,730,501	-	18,543,817	-	-	-	32,283,437
Materials, goods, supplies and utilities	37,914	169,620	687,787	6,257,149	5,803,993	182,332	3,941,235	9,041	17,089,071
Grants to other groups and organizations	-	369,077	-	-	-	-	31,792	1,622,192	2,023,061
Interest on long-term debt	-	-	137,081	845,644	241,277	333,427	388,422	-	1,945,851
Other expenses	-	761,913	33,173	-	463,766	32,610	120,389	1,841	1,413,692
	756,889	34,931,366	40,188,075	50,036,519	45,397,257	9,879,853	34,665,170	2,844,979	218,700,108
2025 OPERATING (DEFICIT) SURPLUS	\$ (143,274)	\$ 25,123,676	\$ (5,520,162)	\$ 17,963,637	\$ 37,688,902	\$ 3,466,349	\$ 21,030,981	\$ (33,958)	\$ 99,576,151

See accompanying notes to the consolidated financial statements

Comparative information for 2024

	Council	General Government	Protective Services	Transportation Services	Environmental Services	Planning and Development	Recreation and Culture	Public Health and Welfare	2024
REVENUE									
Net municipal property taxes	\$ 591,159	\$ 23,508,776	\$ 26,458,118	\$ 16,251,726	\$ -	\$ 3,562,317	\$ 13,118,362	\$ 817,813	\$ 84,308,271
User fees and sales of goods	-	816,456	461,451	1,898,320	61,176,613	(604)	6,610,757	255,505	71,218,498
Government transfers	-	980,900	1,632,381	2,055,867	76,123	4,827,173	37,114,873	1,631,040	48,318,357
Development levies	-	-	-	19,198,535	9,412,122	-	9,762,761	-	38,373,418
Contributed assets	-	-	-	13,433,243	2,952,031	787,352	1,786,080	-	18,958,706
Franchise and concession contracts	-	1,780,928	1,474,528	2,160,830	673,860	3,039,385	5,818,469	-	14,948,000
Other revenues	-	14,196,203	-	-	-	-	-	-	14,196,203
Licenses and permits	-	7,573,851	-	1,670,135	562,329	203,931	669,427	-	10,679,673
Investment income	-	-	6,419,806	-	-	2,133,014	-	-	8,552,820
	591,159	48,857,114	36,446,284	56,668,656	74,853,078	14,552,568	74,880,729	2,704,358	309,553,946
EXPENSES									
Salaries, wages and benefits	568,464	23,724,763	21,549,790	10,749,911	5,495,368	5,818,426	15,516,121	944,577	84,367,420
Amortization of tangible capital assets	-	2,115,553	1,288,329	22,604,570	4,790,235	448,115	6,497,675	4,347	37,748,824
Purchases from other governments	172,096	5,048,222	2,016,672	8,348,451	11,275,926	2,485,697	3,887,874	165,135	33,400,073
Contracted and general services	-	8,525	13,180,685	-	17,308,745	-	-	-	30,497,955
Materials, goods, supplies and utilities	29,857	171,906	956,859	6,128,380	4,537,456	224,456	3,205,664	10,674	15,265,252
Grants to other groups and organizations	-	-	94,136	843,870	242,517	374,977	417,720	-	1,973,220
Interest on long-term debt	-	-	4,000	-	-	61,000	76,441	1,622,526	1,763,967
Other expenses	-	520,056	108,935	-	492,870	136,142	237,104	4,789	1,499,896
	770,417	31,589,025	39,199,406	48,675,182	44,143,117	9,548,813	29,838,599	2,752,048	206,516,607
2024 OPERATING (DEFICIT) SURPLUS	\$ (179,258)	\$ 17,268,089	\$ (2,753,122)	\$ 7,993,474	\$ 30,709,961	\$ 5,003,755	\$ 45,042,130	\$ (47,690)	\$ 103,037,339



CONSOLIDATED NOTES TO THE FINANCIAL STATEMENTS

For the Year Ended December 31, 2025, with comparative information for 2024

1. NATURE OF BUSINESS

Airdrie was established as the Village of Airdrie in 1909 and was incorporated as the City of Airdrie (“the City”) in 1985. The City is legislated under the Alberta Municipal Government Act and its principal activities include the provision of local government services to its citizens. These include administrative, protective, transportation, environmental, planning and development, recreation and culture and public health and welfare.

2. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The consolidated financial statements of the City (hereafter referred to as the “financial statements”) are the representations of management and are prepared in accordance with generally accepted accounting principles for local governments established by the Public Sector Accounting Board and as published by the Chartered Professional Accountants of Canada. Significant aspects of the accounting policies adopted by the City are as follows:

Reporting entity

The consolidated financial statements represent the assets, liabilities, revenues and expenditures, changes in fund balances and changes in financial position of the reporting entity. This entity is comprised of the municipal operations plus all of the organizations owned or controlled by the City and are therefore accountable to the City Council for the administration of their affairs and resources. The City of Airdrie Library Board (“Library”) and Airdrie Housing Limited (“Airdrie Housing”) are controlled by the City and are therefore consolidated into these financial statements.

The schedule of property taxes levied also includes requisitions for education, health, social and other external organizations that are not part of the municipal reporting entity.

Basis of accounting

The financial statements are prepared using the accrual basis of accounting. The accrual basis of accounting recognizes revenues as they are earned and measurable. Expenses are recognized as they are incurred and measurable based upon receipt of goods or services or the legal obligation to pay.

Funds from external parties and earnings thereon restricted by agreement or legislation are accounted for as deferred revenue until used for the purpose specified.

Government transfers, contributions and other amounts are received from third parties pursuant to legislation, regulation or agreement and may only be used for certain programs, in the completion of specific work, or for the purchase of tangible capital assets. In addition, certain user charges and fees are collected for which the related services have yet to be performed. Revenue is recognized in the period when the related expenses are incurred, services are performed or the tangible capital assets are acquired.

Use of estimates

The preparation of financial statements in conformity with Canadian Public Sector Accounting Standards requires management to make estimates and assumptions that affect the reported amount of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements, and the reported amounts of revenues and expenditures during the period. Where measurement uncertainty exists, the financial statements have been prepared within reasonable limits of materiality. Actual results could differ from these estimates.

Financial statement areas requiring the use of management estimates include:

- useful lives of carrying value of tangible capital assets;
- accrued liabilities;
- accrued receivables;
- liabilities for contaminated sites;
- collection of receivables;
- fair value of contributed tangible capital assets;
- asset retirement obligations.

Cash

Cash is comprised of deposits held within Canadian chartered banking institutions.

Investments

Investments in interest bearing securities are recorded at amortized cost. Investment premiums and discounts are amortized using the straight-line method over the term of the respective investments. When there has been a loss in value that is other than a temporary decline, the respective investment is written down to recognize the loss.

The City's investments in Principal Protected Notes ("PPNs") meet the requirements of a financial instrument that has an embedded derivative included in the financial instrument. The City has elected to measure its entire investment in PPNs at fair market value in accordance with PS 3450 Financial Instruments. Unrealized changes in fair value of PPNs are recognized in the Consolidated Statement of Remeasurement Gains and Losses. When the PPN is disposed of, the accumulated gains or losses are reclassified to the Consolidated Statement of Operations.

Non-Financial Assets

Non-financial assets are not available to discharge existing liabilities and are held for use in the provision of services. They have useful lives extending beyond the current year and are not intended for sale in the normal course of operations. The change in non-financial assets during the year, together with the operating surplus, provides the consolidated change in net financial assets for the year.

a) *Tangible Capital Assets*

Tangible capital assets are recorded at cost which includes all amounts that are directly attributable to the acquisition, construction, development or betterment of the asset. The cost, less residual value, of the tangible capital assets are amortized on a straight-line basis over their estimated useful lives as follows:

	Years
Land improvements	10 – 75
Buildings	30 – 50
Building Components	8 – 50
Engineered structures	
Roadway systems	5 – 60
Water systems	25 – 80
Wastewater systems	25 – 80
Storm systems	15 – 80
Fibre optics	30
Machinery and equipment	3 – 20
Vehicles	10 – 20

No amortization is charged in the year of acquisition and a full year of amortization is charged in the year of disposal. Assets under construction are not amortized until the asset is available for productive use.

b) Contribution of Tangible Capital Assets

Tangible capital assets received as contributions are recorded at their estimated fair value at the date of receipt and are also recorded as revenue.

c) Leases

Leases are classified as capital or operating leases. Leases which transfer substantially all of the benefits and risks incidental to ownership of property are accounted for as capital leases. All other leases are accounted for as operating leases and the related lease payments are charged to expenses as incurred.

d) Cultural and Historical Tangible Capital Assets

Works of art for display are not recorded as tangible capital assets but are disclosed in Note 15.

Asset Retirement Obligations

Asset retirement obligations are legal obligations associated with the retirement of tangible capital assets. A liability for an asset retirement obligation is recognized when, as at the financial reporting date:

- there is a legal obligation to incur retirement costs in relation to a tangible capital asset;
- the past transaction or event giving rise to the liability has occurred;
- it is expected that future economic benefits will be given up; and
- a reasonable estimate of the amount can be made.

Asset retirement obligations are measured at current costs without discounting due to the uncertainty of the timing of estimated future retirement. Asset retirement obligations are initially measured as of the date the legal obligation was incurred, based on management's best estimate of the current costs required to retire tangible capital assets. The City does not apply discounting in measuring asset retirement obligations; accordingly, no accretion expense is recognized.

When a liability for an asset retirement obligation is initially recognized, a corresponding asset retirement cost is capitalized by increasing the carrying amount of the related tangible capital asset. The asset retirement cost is amortized over the estimated useful life of the related asset. Asset retirement costs related to unrecognized tangible capital assets and those not in productive use are expensed.

At each financial reporting date, the City reviews the carrying amount of the asset retirement obligation. Revisions in estimated costs, timing or scope of asset retirement activities are recognized prospectively as a change to the liability. When the related tangible capital asset remains in productive use, the corresponding adjustment is capitalized as part of the asset's carrying amount and amortized over the remaining useful life of the asset. When the related asset is no longer in productive use, revisions in estimates are expensed in the period.

The City continues to recognize the liability until it is settled or otherwise extinguished. Disbursements made to settle the liability are deducted from the reported liability when they are made.

Requisition Over-Levy and Under-Levy

Over-levies and under-levies arise from the difference between the actual property tax levy made to cover each requisition and the actual amount requisitioned.

If the actual levy exceeds the requisition, the over-levy is accrued as a liability and property tax revenue is reduced. Where the actual levy is less than the requisition, the under-levy is accrued as a receivable and as property tax revenue.

Requisition tax rates in the subsequent year are adjusted for any over-levies or under-levies of the prior year.

Deferred Developers' Levies

Offsite levies are collected from developers upon the execution of a development agreement as per the levy bylaw. These funds are restricted to fund the construction of specific infrastructure and are recognized as revenue once the infrastructure has been built and according to executed agreements between developers and the City.

Government Transfers

Government transfers are the transfer of assets from senior levels of government that are not the result of an exchange transaction, are not expected to be repaid in the future, or are the result of a direct financial return.

Government transfers are recognized in the financial statements as revenue in the period in which events giving rise to the transfer occur, providing the transfers are authorized, any eligibility criteria have been met and reasonable estimates of the amounts can be determined.

Employee Future Benefits

The City is a member of a defined contribution multi-employer pension plan covering substantially all of its employees. Pension contributions are accounted for using defined contribution accounting, wherein contributions for current and past service pension benefits are recorded as expenses in the year in which they become due.

Liability for Contaminated Sites

Contaminated sites are a result of contamination being introduced into air, soil, water or sediment of a chemical, organic or radioactive material or live organism that exceeds an environmental standard. Liabilities for contaminated sites are measured using discounted cash flows reflecting the time value of money and are recorded net of any expected recoveries. A liability for remediation of contaminated sites is recognized when a site is not in productive use and all of the following criteria are met:

- an environmental standard exists;
- contamination exceeds the environmental standard;
- the City is directly responsible or accepts responsibility;
- it is expected that future economic benefits will be given up; and
- a reasonable estimate of the amount can be made.

Foreign Currency Translation

Transaction amounts denominated in foreign currencies are translated into Canadian dollars at the exchange rates prevailing at the transaction dates. Monetary assets and liabilities denominated in foreign currencies are translated at the exchange rate in effect at the financial statement date. The City recognizes all foreign exchange gains and losses in the Consolidated Statement of Operations in the period in which they arise.

Interest Rate Swaps

Interest Rate swaps are classified as derivative financial instruments. They are measured at fair value at each reporting date using quoted prices for similar assets and liabilities in accordance with Level 2 valuation techniques under PS 3450 Financial Instruments. Unrealized gains and losses arising from changes in fair value of interest rate swaps are recognized in the Consolidated Statement of Remeasurement Gains and Losses until the financial instrument is settled. Upon settlement or maturity, the cumulative gain or loss is reclassified to the Consolidated Statement of Operations.

Revenue Recognition

Revenues are recognized in the period in which the transactions or events occur, when the City has the authority to record the inflow and the amount can be measured reliably. For transactions within the scope of PS 3400, Revenue, the City distinguishes between exchange transactions (those with performance obligations) and non-exchange transactions (those without performance obligations). Revenue from exchange transactions is recognized as performance obligations are satisfied; revenue from non-exchange transactions is recognized when the City has the authority to record the inflow and a past event gives rise to an asset. Significant judgements include determining (i) whether a transaction includes one or more performance obligations and (ii) the timing of satisfaction of those obligations (point in time versus over time).

Net municipal property taxes consist of annual levies for municipal services. Net municipal property taxes are recognized as revenue in the year they are levied. Levies imposed by other taxing authorities are not recorded as taxes for municipal purposes. Supplementary assessments that add or reduce the current-year levy are recognized when awarded.

User fees and sale of goods include utility charges (water, wastewater, waste management), transit fares, program fees, rentals and other fees. Revenue is recognized as the related goods or services are provided and the City satisfies the associated performance obligations.

Government transfers are recognized as revenue in the period the transfer is authorized, eligibility criteria (if any) have been met, and the amount can be reasonably estimated. Amounts received in advance of these conditions are recorded as deferred revenue.

Development levies (off-site levies) are assessed under bylaw and collected upon execution of a development agreement. These amounts are restricted to specified infrastructure and are recognized as revenue as the underlying infrastructure is constructed and in accordance with executed agreements.

Franchise and concession contract revenue is recognized as the City provides the contracted right or service to the counterparty (exchange transaction), generally over time in line with the contract terms.

Licenses and permits include transactions with and without performance obligations.

- Where a distinct good or service is provided to an identified payor (e.g. building permits, development permits, land-use amendment fees), revenue is recognized as the performance obligation is satisfied.
- Where no performance obligation exists (e.g. animal licenses, some compliance/administrative fees), revenue is recognized when the City has the authority to record the inflow and a past event gives rise to an asset.

Rental revenue is recognized over the term of the rental as the City provides access to the asset (exchange transaction).

Investment income includes interest and realized/unrealized gains/losses recognized in accordance with PS 3450 (Financial Instruments). Remeasurements of financial instruments designated at fair value are recognized in the Statement of Remeasurement Gains and Losses and reclassified to operations upon disposal/settlement.

Other revenue includes transactions with and without performance obligations:

- With performance obligations (e.g. event booth sales, specific cost recoveries), revenue is recognized as the related good or service is provided.
- Without performance obligations (e.g. insurance proceeds, certain administrative recoveries, credit-card surcharges), revenue is recognized when the City has the authority to record the inflow and a past event gives rise to an asset.

Fines and penalties (including penalties on taxes) are recognized when the City has the authority to assess/retain the inflow and the past event giving rise to the amount has occurred (non-exchange).

Sales to other governments are recognized as the related goods or services are provided to the counterparty (exchange transaction).

3. FUTURE ACCOUNTING POLICIES

The Public Sector Accounting Board (PSAB) has issued a new Conceptual Framework for Financial Reporting in the Public Sector and a new financial statement presentation standard, PS 1202 Financial Statement Presentation. These standards are effective for fiscal years beginning on or after April 1, 2026, with early adoption permitted only if both the Conceptual Framework and PS 1202 are adopted together.

Management is currently assessing the impact of the conceptual framework and the standard on the financial statements.

4. CASH

	2025	2024
Cash	\$ 21,759,950	\$ 29,261,245

The City had an operating line of credit with a Canadian chartered bank in 2024 which was cancelled in February of 2025 (2024: \$1,304,625).

5. TAXES AND GRANTS-IN-PLACE OF TAXES

	2025	2024
Current taxes and grants in place of taxes	\$ 3,615,166	\$ 3,184,384
Arrears taxes	907,838	611,902
	\$ 4,523,004	\$ 3,796,286

6. INVESTMENTS

	2025		2024	
	Carrying Value	Market Value	Carrying Value	Market Value
Carried at amortized cost				
Short-term notes and deposits	\$ 31,344,193	\$ 28,806,717	\$ 11,402,964	\$ 11,340,742
Government and government-guaranteed bonds	80,885,890	79,748,040	78,684,363	77,395,775
Corporate bonds	41,587,573	41,600,205	59,463,576	59,046,058
Carried at fair value				
Principal protected notes	159,644,060	159,644,060	133,669,207	133,669,207
	\$ 313,461,716	\$ 309,799,022	\$ 283,220,110	\$ 281,451,782

The short-term notes and deposits have effective interest rates of 1.07% to 5.65% per annum (2024: 1.76% to 5.02% per annum). Government and government-guaranteed bonds have effective interest rates of 1.05% to 5.75% per annum (2024: 1.05% to 5.75% per annum) with maturity dates from June 01, 2027 to December 1, 2048. Corporate bonds have effective interest rates of 1.67% to 7.35% per annum (2024: 1.07% to 7.35% per annum) with maturity dates from February 16, 2027 to August 9, 2046.

Included in short-term notes and deposits is a Guaranteed Investment Certificate ("GIC") in the amount of \$12,796,973 (2024: \$nil), which was initially held as a deposit for a land acquisition. As the purchase was not finalized as of December 31, 2025, the funds remain invested in short-term investments and are internally restricted for the future settlement of the land acquisition.

The City also owns Principal Protected Notes with maturity dates ranging from February 16, 2027 to August 09, 2046. An unrealized gain of \$10,067,714 (2024 - \$1,827,984) has been recognized in the Consolidated Statement of Remeasurement Gains and Losses. In 2025, realized gains of \$3,517,718 (2024 - \$nil) were reclassified to the Consolidated Statement of Operations.

Included in investments is a restricted amount of \$40,414,304 (2024: \$53,331,189) received from Provincial and Federal programs and \$338,723 (2024: \$310,000) received from donors held exclusively for approved capital infrastructure projects and eligible operating projects.

7. ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

	2025	2024
Trade accounts payable	\$ 12,347,008	\$ 19,228,228
Accrued liabilities	14,349,109	5,177,043
Payroll and remittances	4,810,817	4,505,010
Other government	577,850	431,489
	\$ 32,084,784	\$ 29,341,770

8. DEFERRED REVENUE

	2025	2024
Deferred government transfers ⁽¹⁾	\$ 40,372,574	\$ 53,330,199
Deferred revenue	14,899,459	2,700,865
Deferred grants	41,730	990
	\$ 55,313,763	\$ 56,032,054

(1) Deferred government transfers consist of the following:

	2024	Grants received including interest earned	Government transfer revenue	2025
Municipal Sustainability Initiative & Basic Municipal Transportation Grant	\$ 38,685,071	\$ 822,246	\$ (22,132,834)	\$ 17,374,483
Canada Community Building Fund	14,388,442	14,580,940	(7,535,254)	21,434,128
Other Grants	256,686	14,602,505	(13,295,228)	1,563,963
	\$ 53,330,199	\$ 30,005,691	\$ (42,963,316)	\$ 40,372,574

Deferred revenue represents amounts received or receivable which will be taken into revenue in the period in which they are earned and corresponding expenditures are incurred. Also included in deferred revenue are front-ending contributions from developers to be applied towards ongoing and new developments but for which the terms and conditions of the Subdivision Servicing Agreements were not finalized as at December 31, 2025.

The use of the Municipal Sustainability Initiative Grant, the Basic Municipal Transportation Grant and the Canada Community Building Fund are restricted to eligible capital projects as approved by the Province of Alberta, which are scheduled for completion in the future.

Unexpended funds related to advances of restricted capital and operating grants are supported by investments of \$40,414,304 (2024: \$53,331,189) held exclusively for these projects (Note 6).

9. EMPLOYEE BENEFIT OBLIGATION

	2025	2024
Vacation and banked overtime	\$ 2,865,295	\$ 3,107,983

The vacation and banked overtime liability is comprised of the vacation and overtime that employees are deferring to future years. Employees have either earned the benefits (and are vested) or are entitled to these benefits within the next budgetary year.

10. OTHER LIABILITIES

	2025	2024
Development agreement bonds	\$ 4,745,149	\$ 4,414,522
Supplier holdbacks	2,649,562	2,012,825
Derivative – interest swaps (Note 26)	32,446	-
Prepaid lease	52	53
	\$ 7,427,209	\$ 6,427,400

11. CONTAMINATED SITE LIABILITY

Contaminated site liability consists of the following:

	2024	Reclamation costs expended	Reclamation accrued	2025
Waste transfer site and former landfill	\$ 2,875,139	\$ (132,407)	\$ 14,270	\$ 2,757,002

Testing samples at the current City waste transfer site and the former City landfill site have been found to exceed environmental standards. Contamination at this site may be caused by the former City landfill. It has been recommended that additional reclamation work be performed at the former landfill to ensure the site complies with the current Standard for Landfills in Alberta. It is estimated that post reclamation activities will be required for a minimum of 25 years from the date the reclamation work is completed.

Contaminated site liability includes the estimated reclamation and post reclamation costs required for the current City waste transfer site and former City landfill site, reduced by reclamation work that was done in 2025. The total estimated liability for these costs is based on the sum of discounted future cash flows for reclamation and post-reclamation costs using a discount rate of 4.468% (2024: 3.996%) and annual inflation of 1.7% (2024: 1.9%). The reported liability is based on estimates and assumptions with respect to events using the best information available to management. Future events, such as changes in regulatory requirements or changes in cost estimates, may result in significant changes to the estimated total expenses and will be recognized prospectively as a change in estimate when applicable.

12. LONG-TERM DEBT

	2025	2024
Tax-supported debentures	\$ 31,002,471	\$ 33,857,932
Offsite supported debentures	21,173,277	24,804,542
Bank loans (Note 26)	6,661,079	-
Federation of Canadian Municipalities (FCM)	2,165,280	-
Solar Project loan payable	330,539	363,605
Airdrie Housing – mortgage	-	741,922
	\$ 61,332,646	\$ 59,768,001

The current portion of long-term debt amounts to \$6,071,240 (2024: \$6,586,872).

Principal and interest repayments on long-term debt are as follows:

	Principal	Interest	Total
2026	\$ 6,071,240	\$ 1,859,620	\$ 7,930,860
2027	6,045,429	1,676,337	7,721,766
2028	5,899,949	1,505,106	7,405,055
2029	6,105,288	1,310,759	7,416,047
2030	5,250,887	1,133,133	6,384,020
Thereafter	31,959,853	5,342,997	37,302,850
	\$ 61,332,646	\$ 12,827,952	\$ 74,160,598

Debenture debt is repayable to the Province of Alberta and bears interest at rates ranging from 2.151% to 4.569% per annum, before Provincial subsidy, and matures in periods 2026 through 2047. Debenture debt is issued on the credit and security of the City at large.

The Solar Project loan is repayable in monthly installments of \$3,191 including principal and interest at 1.5% due March 1, 2035. The Solar Project loan is secured by a general assignment of property taxes receivable.

The FCM loan for the Clean Energy Improvement Program (CEIP) bears interest at 2.0% and is repayable through semi-annual blended payments. Principal repayment begins in 2029, with the loan maturing December 20, 2044. The loan is secured by a general assignment of Clean Energy Improvement Program property tax receivable.

During 2025, Airdrie Housing fully repaid its mortgage to TD Financial Group, resulting in an outstanding balance of \$nil at December 31, 2025 (2024: \$741,922).

Long-term debt used to facilitate the purchase of City owned tangible capital assets is \$58,994,035 (2024: \$59,594,670).

Interest on long-term debt for the fiscal year 2025 was \$1,945,851 (2024: \$1,973,220).

13. DEBT LIMITS

Section 276(2) of the Municipal Government Act requires that debt and debt limits as defined by Alberta Regulation 255/2000 for the City be disclosed as follows:

	2025	2024
Total debt limit	\$ 377,935,323	\$ 343,752,042
Total debt	61,332,646	59,768,001
Total debt under limit by	\$ 316,602,677	\$ 283,984,041
Service on debt limit	\$ 62,989,221	\$ 57,292,007
Service on debt	7,930,860	8,370,008
Service on debt under limit by	\$ 55,058,361	\$ 48,921,999

The debt limit is calculated at 1.5 times revenue of the municipality (as defined in Alberta Regulation 255/2000) and the debt service limit is calculated at 0.25 times such revenue. Incurring debt beyond these limitations requires approval by the Minister of Municipal Affairs. These thresholds are guidelines used by Alberta Municipal Affairs to identify municipalities that could be at financial risk if further debt is acquired. The calculation taken alone does not represent the financial stability of the municipality. Rather, the financial statements must be interpreted as a whole.

Pursuant to section 6(1) of the Regulation, The City has elected to include revenue, total debt and debt service costs of controlled agencies in its debt limit and debt service limit calculations. The controlled agencies that have been included are the Library and Airdrie Housing.

14. ASSET RETIREMENT OBLIGATIONS

The City's asset retirement obligations, recognized under PS 3280 – Asset Retirement Obligations, are comprised of the following:

Waste transfer station obligation

The City owns and operates a waste transfer station. Regulations require the City to undergo decommissioning and restoration procedures upon closure of the waste transfer station. These procedures include soil and groundwater remediation of any contamination found, removal of all structures and equipment unless intended for another purpose, and restoration of the site, including grading to ensure proper drainage and replacement of sub-soil and topsoil. Although timing of the waste transfer station decommissioning and restoration is conditional on the transfer site no longer being in use, regulations create an existing obligation for the City to decommission and restore the site when asset retirement activities occur. The estimated liability is based on a third party cost estimate. Third party assessments and professional judgement of the City's environmental specialists were used to determine the extent of the work needed to comply with all decommissioning regulations.

Underground storage tank obligation

The City owns and operates several underground storage tanks which represents a risk of ground contamination due to potential leaks and corrosion. Regulations require the City to remove the tanks and remediate the surrounding soil if contamination is found. Although timing of the tanks removal is conditional on the tanks no longer being in use, regulations create an existing obligation for the City to remove the tanks when asset retirement activities occur. The estimated liability is based on a third party cost estimate. Third party assessments and professional judgement of the City's environmental specialists were used to determine the extent of the work needed to comply with all retirement regulations.

Asbestos obligation

The City has asset retirement obligations to remove hazardous asbestos fibre containing materials from its buildings. Regulations require the City to handle and dispose of the asbestos in a prescribed manner when it is disturbed, such as when the building undergoes renovations or is demolished. Although timing of the asbestos removal is conditional on the building undergoing renovations or being demolished, regulations create an existing obligation for the City to remove the asbestos when asset retirement activities occur. The estimated liability is based on presently known obligations obtained through third party assessments and City staff's professional judgement as well as asbestos abatement rates based on present market conditions. Third party assessments, building schematics, and professional judgements were used in determining the square meters containing asbestos.

Water wells obligation

The City owns and operates a number of production and monitoring water wells. Regulations require the City to reclaim the water wells once they are no longer in use. Although timing of the water wells removal is conditional on the wells no longer being in use, regulations create an existing obligation for the City to reclaim the water wells when asset retirement activities occur. The estimated liability is based primarily on current costs the City incurred when reclaiming wells and other third party cost estimates.

Ammonia in ice plants obligation

The City uses ammonia as part of the refrigeration process in its ice plants that are part of its ice arenas. Regulations require the City to handle and dispose of the ammonia in a prescribed manner when arenas are demolished. Although timing of the ammonia removal is conditional on the arenas being demolished, regulations create an existing obligation for the City to remove the ammonia when asset retirement activities occur. The estimated liability is based primarily on third party cost estimates.

The timing of settlement of asset retirement obligations is currently unknown. During the year ended December 31, 2025, the City completed limited retirement-related activities, resulting in a partial settlement of the obligation. The remaining liability continues to reflect estimated future retirement costs. No recoveries were recognized during the year (2024: \$nil).

	2024	Liability Incurred (Settled)	Revisions in Estimates	2025
Land Improvements (Waste Transfer Station)	\$ 1,000,000	\$ -	\$ 22,000	\$ 1,022,000
Buildings (Asbestos)	930,884	-	19,938	950,822
Machinery & Equipment (Underground Storage Tanks)	628,425	-	13,825	642,250
Machinery & Equipment (Water Wells)	36,245		797	37,042
Buildings (Ammonia in Ice Plants)	20,250	(6,750)	16,500	30,000
Asset Retirement Obligations, Ending	\$ 2,615,804	\$ (6,750)	\$ 73,060	\$ 2,682,114

15. TANGIBLE CAPITAL ASSETS

Tangible capital assets consist of the following:

	2025		
	Cost	Accumulated Amortization	Net Book Value
Land	\$ 140,871,476	\$ -	\$ 140,871,476
Land improvements	118,280,716	46,689,848	71,590,868
Buildings	255,191,444	53,521,868	201,669,576
Engineered structures	925,802,612	323,046,445	602,756,167
Machinery and equipment	53,799,228	25,019,133	28,780,095
Vehicles	30,154,823	17,659,828	12,494,995
Assets under construction	40,021,709	-	40,021,709
	\$ 1,564,122,008	\$ 465,937,122	\$ 1,098,184,886

	2024		
	Cost	Accumulated Amortization	Net Book Value
Land	\$ 140,871,476	\$ -	\$ 140,871,476
Land improvements	107,279,868	42,101,901	65,177,967
Buildings	188,319,317	49,996,503	138,322,814
Engineered structures	863,472,374	297,339,537	566,132,837
Machinery and equipment	44,758,474	22,644,764	22,113,710
Vehicles	27,479,002	16,605,449	10,873,553
Assets under construction	69,881,571	-	69,881,571
	\$ 1,442,062,082	\$ 428,688,154	\$ 1,013,373,928

During the year there were no write downs of tangible capital assets (2024: \$nil). Land, land improvements and engineered structures contributed to the City totaled \$32,686,403 (2024: \$38,373,418). These assets were capitalized at their estimated fair market value.

The City owns various pieces of original artwork that are on permanent display at Bert Church Theatre, Genesis Place, City Hall, Nose Creek Park, Chinook Winds Firehall and the Community of Ravenswood. These artworks were donated to the City and have significant cultural and historical value in perpetuity. These artworks are not recorded as tangible capital assets in the financial statements and are not amortized, because a reasonable estimate of future benefits associated with these properties cannot be made.

Included in tangible capital assets are \$2,682,114 (2024: \$2,615,804) of asset retirement costs and \$1,640,547 of related accumulated amortization (2024: \$1,554,686).

16. RESTRUCTURING TRANSACTION

Effective August 20, 2025, Airdrie Mainstreet Square Real Estate Inc. ("AMSQ"), a controlled subsidiary of the City, was dissolved. As part of this restructuring transaction, AMSQ's assets, liabilities, and related program responsibilities were transferred to the City, including the development and management of commercial real estate supporting civic uses within the City. The restructuring transaction was accounted for in accordance with Public Sector Accounting Standard PS 3430, Restructuring Transactions. As AMSQ was fully consolidated into the City's financial statements prior to its dissolution, the transaction did not result in any change to the consolidated financial position, annual surplus, or accumulated surplus of the City. The assets and liabilities transferred were measured at their carrying amounts at the date of dissolution. No consideration was exchanged, and no restructuring gain or loss was recognized in the consolidated financial statements.

The following assets and liabilities were reallocated within the consolidated reporting entity as part of the restructuring:

	2025		
	AMSQ Carrying Amount	Inter-entity Reclassification	Consolidated Reporting Entity
Assets			
Tangible capital assets	\$ 5,004,774	\$ -	\$ 5,004,774
Cash	2,435,405	-	2,435,405
Accounts receivable	18,212	-	18,212
Investment in subsidiary	-	-	-
Prepaid expenses	2,086	-	2,086
	7,460,477	-	7,460,477
Liabilities			
Accounts payable	244,380	194,156	50,224
Deposit liabilities	15,377	-	15,377
	259,757	194,156	65,601
Net assets reallocated	\$ 7,200,720	\$ 194,156	\$ 7,394,876



17. ACCUMULATED OPERATING SURPLUS

RESERVES	2025	2024
Operating fund reserves		
General operations	\$ 39,565,093	\$ 32,038,810
Tax stabilization	33,279,991	27,816,779
Affordable housing	2,490,228	779,850
Snow maintenance	1,876,077	1,712,538
Operating carryforward	1,427,747	1,452,355
Downtown revitalization	1,416,267	1,783,968
Insurance and risk management	1,100,000	1,100,000
Cemetery	196,999	182,584
Twinning	10,160	17,436
	81,362,562	66,884,320
Capital fund reserves		
General capital	\$ 13,072,422	\$ 24,429,435
Roads capital	4,859,954	2,998,582
Building reserve	3,694,346	3,712,986
Genesis place	3,087,087	3,357,927
Fleet asset management	2,911,619	4,047,188
Transit	2,778,918	1,805,319
General recreation	2,495,360	3,539,627
High school land assembly	2,397,530	1,450,782
Cash-in-lieu	2,250,776	2,182,042
Parks	1,948,624	2,342,900
Technology	1,509,563	1,281,580
Community revitalization	1,148,732	711,592
	42,154,931	51,859,960
Offsite levied fund reserves		
Roads offsite	46,272,203	37,228,763
Water offsite	12,088,231	12,353,131
Recreation offsite	7,030,466	7,965,380
Enhanced landscaping offsite	3,098,485	2,750,601
Land offsite	506,638	468,650
Storm Offsite	25,654	-
Wastewater offsite ¹	(526,358)	3,520,367
	68,495,319	64,286,892
Utility fund reserves		
Wastewater	19,987,044	14,967,438
Waste management	10,362,142	7,220,462
Water	7,384,416	6,886,733
General utility	4,785,631	4,041,673
Utility rate stabilization	3,556,402	5,407,056
Utility carryforward	578,847	770,871
	46,654,482	39,294,233
Airdrie Housing	2,490,996	3,076,593
Library	881,842	1,027,707
Total reserves	\$ 242,040,132	\$ 226,429,705
AMSQ (Note 16)	-	1,379,559
Equity in tangible capital assets	1,036,508,737	951,163,454
Accumulated operating surplus	\$ 1,278,548,869	\$ 1,178,972,718

1. Certain offsite levy reserve balances may be in a deficit position as at December 31, 2025 as eligible infrastructure costs have been incurred in advance of levy collections and are expected to be funded by future levies.

18. EQUITY IN TANGIBLE CAPITAL ASSETS

	2025	2024
Tangible capital assets (Schedule 1 and Note 15)	\$ 1,098,184,886	\$ 1,013,373,928
Long-term debt related to tangible capital assets (Note 12)	(58,994,035)	(59,594,670)
Asset retirement obligation (Note 14)	(2,682,114)	(2,615,804)
Equity in tangible capital assets	\$ 1,036,508,737	\$ 951,163,454

19. SALARY AND BENEFITS DISCLOSURE

Disclosure of salaries and benefits for municipal officials, the Chief Administrative Officer and as required by Alberta Regulation 313/2000 is as follows:

	No. of Persons	Salary ¹	Benefits & Allowances ^{2,3}	2025	2024
Municipal Officials					
Mayor P. Brown (former)	1	\$ 113,104	\$ 15,492	\$ 128,596	\$ 143,172
Mayor H. Spearman	1	71,766	14,027	85,792	70,257
Councillor R. Chapman	1	61,156	11,435	72,591	70,255
Councillor C. Kolson	1	61,156	11,435	72,591	70,255
Councillor T. Petrow (former)	1	53,159	10,051	63,210	70,771
Councillor D. Belyk (former)	1	53,159	9,932	63,091	70,255
Councillor A Jones (former)	1	53,159	9,932	63,091	70,255
Councillor K. Shima	1	9,409	1,936	11,344	-
Councillor C. Stewart	1	9,409	1,929	11,338	-
Councillor C. Glass	1	9,409	1,929	11,338	-
Councillor O. Obasan	1	9,409	1,929	11,338	-
	11	\$ 504,295	\$ 90,027	\$ 594,322	\$ 565,220
Chief Administrative Officer	1	\$ 311,045	\$ 68,839	\$ 379,884	\$ 360,895
Designated Officers ⁴	2	\$ 341,873	\$ 74,507	\$ 416,380	\$ 396,720

1. Salary includes regular base pay, bonuses, overtime, lump sum payments, gross honoraria and any other direct cash remuneration.

2. Employer's share of all employee benefits and contributions or payments made on behalf of employees include pension, health care, dental coverage, vision coverage, group life insurance, accidental disability and dismemberment insurance, long and short term disability plans, savings plan payments, professional memberships and tuition.

3. Benefits and allowances figures also include the employer's share of the costs of additional taxable benefits including special leave with pay, financial planning services, retirement planning services, concessionary loans, travel allowances, car allowances and club memberships.

4. There are two Designated Officer positions in the City.

20. LOCAL AUTHORITIES PENSION PLAN

The City participates in the Local Authorities Pension Plan (LAPP), which is covered by the Public Sector Pensions Plan Act. LAPP serves 316,938 people and 453 employers. It is financed by employer and employee contributions and investment earnings of the LAPP fund.

Contributions for current service are recorded as expenditures in the year in which they become due.

The City is required to make current service contributions to LAPP of 8.45% of pensionable earnings up to the Canada Pension Plan Year's Maximum Pensionable Earnings (YMPE) and 11.65% on pensionable salary above this amount. Employees of the City are required to make current service contributions of 7.45% up to the YMPE and 10.65% above this amount.

Total current and past service contributions by the City to LAPP in 2025 were \$5,822,625 (2024: \$5,622,252). Total current and past service contributions by the employees of the City to LAPP in 2025 were \$5,220,868 (2024: \$5,027,343).

At December 31, 2024, which is the most recent actuarial assessment, LAPP disclosed an actuarial surplus of \$19.6 billion (2023: surplus of \$15.0 billion).

21. APEX SUPPLEMENTARY PENSION PLAN

The APEX supplementary pension plan, an Alberta Urban Municipalities Association (AUMA) sponsored defined benefit pension plan covered under the provisions of the Alberta Employment Pension Plans Act, commenced on January 1, 2003 and provides supplementary pension benefits to a prescribed class of employees. The plan supplements the LAPP.

Contributions are made by the prescribed class of employees and the City. Employees and the City are required to make current service contributions to APEX of 2.42% and 2.96% respectively of individual pensionable earnings up to \$187,833 (2024: \$180,500).

Total current service contributions by the City to APEX were \$983,709 (2024: \$931,664). Total current service contributions by the employees of the City were \$804,238 (2024: \$761,697).

The cost of post-retirement benefits earned by employees is actuarially determined using the projected benefit method prorated on service and management's best estimate of salary and benefit escalation and retirement age of employees. The costs of post-retirement benefits are fully funded.

22. CONTINGENT ASSETS

The City is a plaintiff in a legal proceeding arising in the normal course of business. The outcome of this matter cannot be determined at this time, and any potential recovery cannot be reasonably estimated. No contingent asset has been recognized in the consolidated financial statements.

23. CONTINGENT LIABILITIES

The City is involved in one ongoing legal claim. The outcome of this matter is uncertain and no amount can be reasonably estimated; therefore, no provision has been recorded in these financial statements.

The City is engaged in collective bargaining with the Airdrie Professional Firefighters Association (IAFF). As at December 31, 2025, negotiations had not concluded and the final settlement, if any, could differ from management's current estimates. The City has recognized liabilities to the extent that an obligation related to services rendered existed at December 31, 2025 and the amount could be reasonably estimated. Any additional obligations that may arise from the conclusion of bargaining cannot be reasonably estimated at this time and, accordingly, no further liability has been recognized. The financial effect, if any, will be recognized in the period when determinable.

24. CONTRACTUAL RIGHTS

Contractual rights are rights of the City to economic resources arising from contracts or agreements that will result in both assets and revenues in the future when the terms of those contracts or agreements are met.

Estimated amounts that will be received or receivable for each of the next five years and thereafter are as follows:

	Operating leases & other contracts
2026	\$ 1,638,167
2027	1,369,830
2028	1,277,258
2029	1,123,495
2030	792,490
Thereafter	1,683,395
	\$ 7,884,635

The City has entered into a number of property development agreements which require the developers to contribute various infrastructure assets to the City, including roads and underground networks. The timing and extent of these future contributions vary depending on development activity and fair value of the assets received at time of contribution, which cannot be determined with certainty at this time.

25. CONTRACTUAL OBLIGATIONS

The City has contractual obligations that will result in liabilities in the future when the terms of the contracts are met.

The following are the City's significant capital contractual obligations:

	Committed Amount 2025
Highland Park Fire Station	\$ 19,855,784
Wildflower Booster Pump Station	3,819,530
Arterial Roadway Rehabilitation	2,237,982
Southwinds Boulevard to Cobblestone Boulevard	1,813,766
40 Avenue Interchange to QEII	1,631,537
Highland Park Reservoir Upgrade	1,473,235
Lift Station	1,288,573
Traffic Signals	1,270,604
Multi-Use Facility and Library	1,201,638
Lift Station Upgrades	1,024,346
	\$ 35,616,995

The following are the City's significant operating contractual obligations estimated for the next 3 years as there is limited information to estimate the obligations with reasonable accuracy past this date.

RCMP Contract

The City pays 90% of the operating costs for RCMP services through to March 31, 2032. The total estimated contract cost for the next three years is \$56,126,878.

ENMAX Contract

In 2022, the City entered into an agreement with ENMAX Energy Corporation to supply electricity to the City through to June 30, 2028. The total estimated contract cost for the next three years is \$16,285,337.

Access Gas Contract

In 2019, the City entered into an agreement with Access Gas Services Inc. to supply natural gas to the City through to October 31, 2027. The total estimated cost for the next two years is \$1,399,967.

City of Calgary Contract

The City has an agreement with the City of Calgary to supply potable water and provide wastewater servicing to the City through to December 31, 2035. Current rates have been established until the end of December 31, 2028. The total estimated contract cost for the next three years is \$59,595,229.

Liquid Chemicals (Sewer Pre-Treatment) Contract

The City has an agreement with USP Technologies Canada ULC to supply liquid chemical goods to the City. The total estimated contract cost for the next year is \$1,087,355.

Recycling Collection and Disposal Contracts

In 2017 and 2024, the City entered into several agreements with various third parties to provide recycling collection and disposal services to the City and its residents. Recycling disposal is now managed under the extended producer responsibility program meaning the City will no longer be responsible for this service. The total estimated contract cost for recycling collection for the next year is \$340,500.

Waste and Organics Collection and Disposal Contracts

In 2018, the City entered into agreements with third-party contractors to provide waste and organics collection and disposal services through April 1, 2026. In 2025, a new contract with BluPlanet Recycling Inc. was signed to provide automated waste and organics collection, hauling, disposal and processing from April 6, 2026 to March 31, 2031. The City's estimated contractual obligations for waste and organics for the next three years are \$15,685,177.

Transit Contracts

In 2024, the City entered into an agreement with First Transit Canada Inc. to provide transit services to the City and its residents through to July 31, 2027. The total estimated contract cost for the next two years is \$8,056,882.

Emergency Dispatch Services Contract

In 2021, the City entered into an agreement with the City of Red Deer to provide emergency dispatch services to the City and its residents through to December 31, 2026. The total estimated contract cost for the next year is \$496,150.

Fuel Services Contract

In 2020, the City entered into an agreement with Jepson Petroleum to provide fuel services to the City and its residents through to December 31, 2026. The total estimated contract cost for the next year is \$756,102.

Insurance

In 2024, the City entered into an agreement with Marsh Canada Limited to provide insurance services to the City. The total estimated contract cost for the next year is \$1,548,923.

Janitorial Services

In 2019, the City entered into an agreement with OneSource Facility Services Inc. to provide janitorial services to the City. The total estimated contract cost for the next year is \$49,697.

Microsoft Enterprise Contract

The City has an agreement with Insight Canada Inc. to provide Microsoft enterprise licenses for the City and its employees. The total estimated contract cost for the next year is \$518,550.

Security Contract

In 2024, the City entered into an agreement with Airdrie Alarm to provide security services to the City through to October 31, 2028. The total estimated contract cost for the next three years is \$1,155,325.

Community Links Program Funding

In 2022, the City entered into an agreement with North Rocky View Community Links Society where the City will provide program funding to December 31, 2026. The total funding to be granted for the next year is \$1,631,527.

Conseil Scolaire Francosud

The City has entered into a funding agreement with Conseil scolaire FrancoSud to provide grant funding toward the construction of a second gymnasium at École secondaire d'Airdrie. Under the agreement, the City has committed to contribute toward the incremental design and construction costs of the gymnasium, payable in installments and subject to project milestones. As at December 31, 2025, the estimated funding commitment remaining over the next two years is \$5,500,000.

26. FINANCIAL INSTRUMENTS

Financial assets and liabilities are recognized when the City becomes a party to a financial instrument contract. Unrealized gains and losses from changes in the fair value of the financial assets and liabilities, if any, are recognized in the Consolidated Statement of Remeasurement Gains and Losses.

All financial assets are tested annually for impairment. When financial assets are impaired, impairment losses are recorded in the Consolidated Statement of Operations.

For financial assets and liabilities measured using amortized cost, the effective interest rate method is used to determine interest revenue or expense. Transaction costs are a component of cost for financial instruments measured using cost or amortized cost. Transaction costs are expensed for financial instruments measured at fair value.

The City's financial assets and liabilities consist of cash, receivables, investments, other financial assets, accounts payable and accrued liabilities, deposit liabilities, employee benefit obligations, other liabilities, contaminated site liability and long-term debt.

It is management's opinion that the City is not exposed to significant interest rate risk or currency risk arising from these financial instruments as the City conducts almost all business in Canadian dollars and financial assets and liabilities are transacted and settled in Canadian dollars.

Credit risk arises from the possibility that taxpayers and entities to which the City provides services may experience financial difficulty and be unable to fulfill their obligations. The City is subject to credit risk with respect to taxes and grants-in-place of taxes receivables, trade receivables and other receivables. The large number and diversity of taxpayers and customers minimizes the credit risk. Under the Municipal Government Act, the City has the authority to offer the parcel for sale at a public auction to recover taxes. If the parcel is not sold at the public auction, the City may become the owner, resulting in very little risk in this area.

The credit risks on investments are held as follows:

	2025		2024	
Credit Ratings (DBRS)	Consolidated Investments	Investment Mix %	Consolidated Investments	Investment Mix %
Money Market Funds				
R1	\$ 394,306	0.1%	\$ 547,056	0.2%
Canadian Fixed Income				
AAA	18,095,169	5.8%	18,343,303	6.5%
AA	238,240,041	76.0%	199,665,008	70.5%
A	56,732,200	18.1%	64,664,743	22.8%
Total	\$ 313,461,716	100%	\$ 283,220,110	100%

Liquidity risk is the risk the City will encounter difficulty in meeting financial obligations as they come due. The City manages its liquidity risk through the management of its capital structure and existing financing facilities as discussed in notes 12 and 13. It also continuously monitors its expected cash position to its actual cash position and monitors the timing of payments to lenders, ensuring that sufficient funds are available when payments come due. City Council reviews and approves any material transactions out of the ordinary course of business. The City is not exposed to any significant liquidity risk.

Interest rate risk is the risk that the fair value or future cash flows of a financial instrument will fluctuate because of changes in market interest rates. The City's debt portfolio is primarily based on fixed interest rates, or has been effectively fixed through the use of interest rate swap agreements; therefore, changes in market interest rates will not cause significant fluctuation in interest payments and cash flows. Interest rate risk arises from the possibility that changes in interest rates will affect the value of fixed income investments held by the City. The City is not exposed to any significant interest rate risk.

The maturity dates of interest bearing investments are as follows:

Maturity	2025		2024	
	Consolidated Investments	Maturity %	Consolidated Investments	Maturity %
< 1 year	\$ 34,486,003	11.0%	\$ 14,160,329	5.0%
1 – 5 years	93,304,741	29.8%	109,814,190	38.8%
> 5 years	185,670,972	59.2%	159,245,591	56.2%
Total	\$ 313,461,716	100%	\$ 283,220,110	100%

The City minimizes these risks by managing cash flows to minimize utilization of its debt and by investing in a portfolio comprised of high quality fixed income products that have typically demonstrated a low degree of risk or loss of principal value.

The City has entered into two amortizing interest rate swap agreements with The Toronto-Dominion Bank to manage exposure to variability in cash flows on Canadian Overnight Repo Rate Average ("CORRA")-based borrowings. Under the swaps, the City pays a fixed rate and receives a variable rate based on CORRA plus 0.90%. The swaps are used solely for risk management purposes and not for trading.

As of December 31, 2025, the City's derivative positions are as follows:

	Notional Principal	Fixed Rate	Maturity Date	Floating Rate Index	Net Fair Value (liability)
Roads programs	\$ 4,266,307	3.9%	4/1/2040	CORRA+0.90%	\$ (33,204)
Fire program	2,394,772	3.7%	4/1/2034	CORRA+0.90%	\$758
Total	\$ 6,661,079				\$ (32,446)

Fair value measurement hierarchy:

For fair value measurements recognized in the consolidated statement of financial position, the City is required to disclose the classification of such financial instruments in accordance with the significance of the inputs used in making fair value measurements. The fair value hierarchy prioritizes the valuation techniques used to determine the fair value of a financial instrument based on whether the inputs to those techniques are observable or unobservable:

- Level 1: when valuation can be based on quoted prices in active markets for identical assets and liabilities;
- Level 2: when they are valued using quoted prices for similar assets and liabilities, quoted prices in markets that are not active, or models using inputs that are observable; and
- Level 3: when their values are determined using pricing models, discounted cash flow methodologies or similar techniques and at least one significant model assumption or input is observable.

Fair value inputs are taken from observable markets where possible, but if they are unavailable, judgement is required in establishing fair value. All financial instruments measured at fair value, including principal protected notes and interest rate swap agreements, are classified as Level 2 within the fair value hierarchy. The classification for disclosure purposes has been determined in accordance with generally accepted pricing models, based on discounted cash flow analysis, with the most significant inputs being the contractual terms of the instrument and the market discount rates that reflect the credit risk of counterparties. There were no significant transfers between fair value hierarchy levels during the year.

The carrying values of cash, receivables, other financial assets, accounts payable and accrued liabilities, deposit liabilities, employee benefit obligations, and other liabilities approximate their fair values due to their short term to maturity. The carrying value and fair value of the City's investments (classified as Level 2 instruments) are disclosed in note 6.

The swaps are measured at fair value in accordance with PS 3450 – Financial Instruments. At December 31, 2025, the swaps had a combined fair value of \$32,446, representing a liability, based on TD Securities' mark-to-market report as at December 31, 2025. This amount is included on the Statement of Financial Position within other liabilities. The change in fair value during the year is recognized in the Consolidated Statement of Remeasurement Gains and Losses.

27. SEGMENTED DISCLOSURE

General Government

General government is comprised of City Manager's Office, Communications, Engagement and Marketing, Customer Experience, Information Technology, Budget and Financial Planning, Accounting Services, Taxation and Assessment, Procurement, Payroll, Human Resources, Learning, Engagement and Change Management, Legislative Services, Government Relations and Grants, Information Governance and Management, Insurance and Risk Management, Corporate Strategy, and Treasury.

Protective Services

Protective services include RCMP Administration and Operations, Fire, Emergency Management, Bylaw Enforcement, Business Licensing, Animal Control and Building Inspections.

Transportation Services

Transportation services include Engineering Services, Roads Operations, Transit and Active Transportation, Fleet Services, Storm Water, Capital Projects, Asset Management, Building Maintenance and Transportation and Training.

Environmental Services

Environmental services include Utility Administration, Water Supply and Distribution, Wastewater Treatment and Disposal, and Waste and Recycling services.

Planning and Development

Planning and development includes Economic Development and Tourism, Current Planning, Policy Planning, Growth Application Services, Downtown Revitalization, Corporate Properties, Affordable Housing, Corporate Leasing and Airdrie Housing.

Recreation and Culture

Recreation and culture includes Parks Operations, Recreation services, Culture and Heritage, Arts Programs and Events, Town and Country Centre and Library.

Public Health and Welfare

Public health and welfare includes Family and Community Support Services (FCSS), Cemeteries and Social Planning.

For each reported segment, revenues and expenses represent amounts that are directly attributable to the segments and amounts that are allocated on a reasonable basis. Therefore, certain allocation methodologies are employed in the preparation of segmented financial information. The accounting policies used in these segments are consistent with those followed in the preparation of the non-consolidated financial statements as disclosed in Note 2. For additional information see the Non-Consolidated Schedule of Segmented Disclosure (Schedule 6).

28. BUDGETED ANNUAL SURPLUS

The reported budget information has been derived from the budget that was approved by Council on November 19, 2024. This note reconciles the Council approved budgeted annual surplus to the reported budgeted annual surplus presented in the financial statements.

Annual surplus as per Council approved budget	\$	-
Add back:		
Capital government transfers		75,953,466
Transfer to reserves		29,266,723
Contributed assets		-
Development levies		15,078,514
Debt principal repayments		7,297,736
Internal charges		368,500
Contributed to capital		226,020
Expenses to AMSQ		746,141
Grant to Library		2,656,137
Grant to Airdrie Housing		269,943
Subsidiary budget - AMSQ		451,597
Remove:		
New debt proceeds		-
Amortization of tangible capital assets		(40,000,000)
Transfer from reserves		(16,307,346)
Internal recoveries		(368,500)
Subsidiary budget - Library		(2,911,012)
Revenues from AMSQ		(1,215,172)
Subsidiary budget - Airdrie Housing		(157,059)
Revenues from Airdrie Housing		(62,284)
Consolidated Statement of Operations Annual Surplus	\$	71,293,404

29. SUBSEQUENT EVENTS

Land purchase

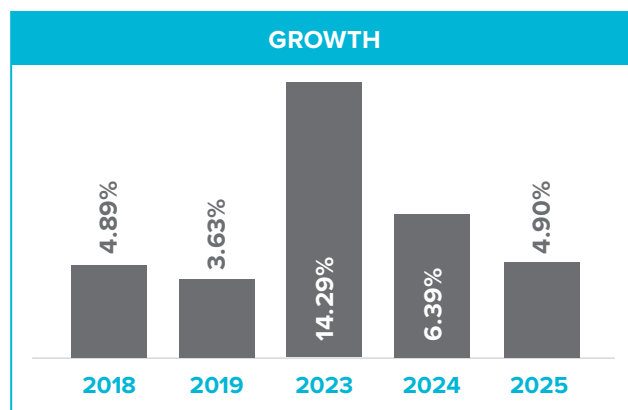
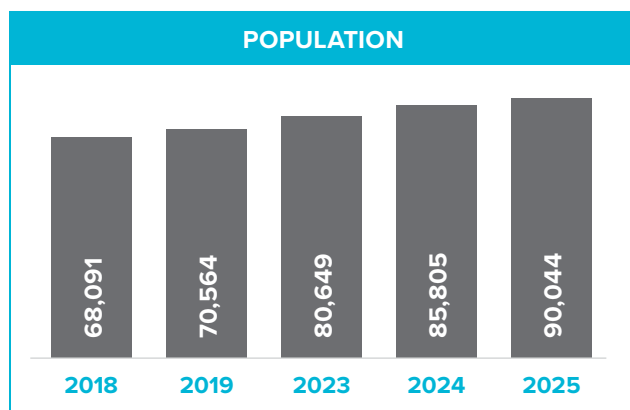
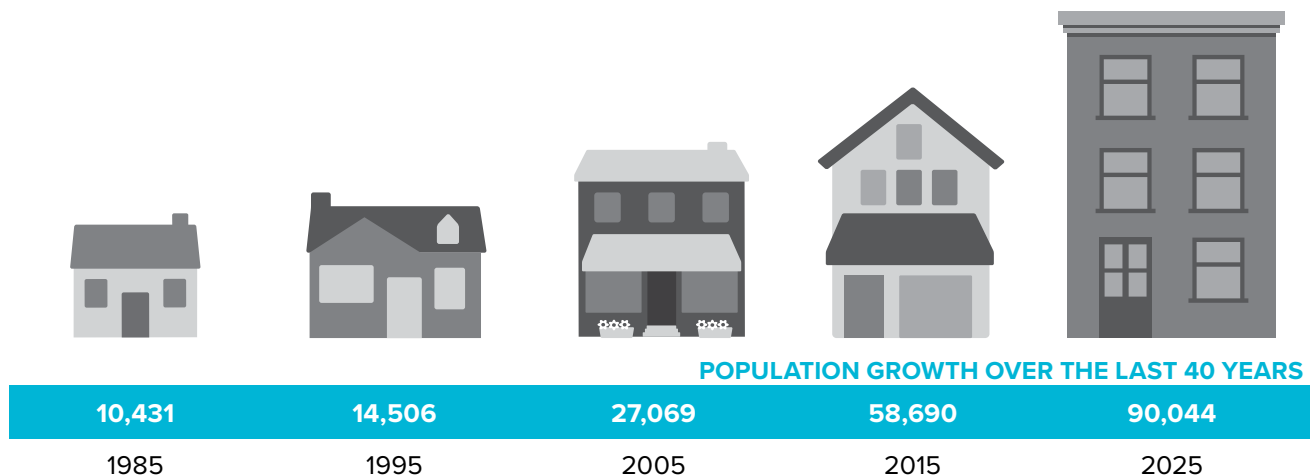
Subsequent to December 31, 2025, the City finalized an agreement to purchase approximately 160 acres of land from Westside Land Corporation, located at SE-11-27-29 W4M, for a total consideration of \$12.8 million. The transaction closed on March 5, 2026. As the agreement was executed and the transaction closed after the reporting date, no amounts related to this acquisition have been recognized in the consolidated financial statements as at December 31, 2025. This transaction is disclosed as a non-adjusting subsequent event.



STATISTICAL INFORMATION

POPULATION AND OTHER STATISTICS

Why it matters: Population growth drives service demand, affects the assessment base, and influences user fee and transit volumes. Airdrie's steady growth continues to attract major employers and business investment. A simple 5-year view helps readers see trend and scale.



For the years ended December 31, 2021 to 2025 (unaudited)

	2021	2022	2023	2024	2025
Population	73,850	77,687	80,649	85,805	90,044
Full Time Employees					
City of Airdrie	538	558	569	547	606

Largest Employers in the City

Rocky View Schools
 Propak Systems
 City of Airdrie
 Fortis Alberta
 Costco Wholesale

Source: Airdrie Economic Development July 2025

VALUE OF TAXATION AND ASSESSMENT

Why it matters: The assessment base (residential/non-residential split) is the foundation for municipal property taxation. Presenting rates and parcels alongside assessed values helps residents see how the base has changed over time.

- Total taxable assessment (2025): \$22.163B; Residential 83.4%, Non-residential 16.6%.
- Municipal tax rates (mills) continue to trend lower over the period shown.
- Parcels increased to 35,701 in 2025 (residential 33,924; non-residential 1,777).

For the years ended December 31, 2021 to 2025 (unaudited)

	2021	2022	2023	2024	2025
Tax rates					
Residential	4.84559	4.72588	4.48106	4.26832	4.04869
Non-residential	10.17584	9.92508	9.41019	8.96364	8.50739
Parcels					
Residential	28,986	29,859	31,227	32,241	33,924
% of total	94.80%	94.84%	95.05%	94.84%	95.02%
Non-residential	1,591	1,623	1,627	1,753	1,777
% of total	5.20%	5.16%	4.95%	5.16%	4.98%
Total parcels	30,577	31,482	32,854	33,994	35,701
Live assessed values					
Residential	\$ 10,737,188,480	\$ 12,665,311,470	\$ 15,029,857,230	\$ 18,004,470,350	\$ 18,491,878,270
% of total	79.76%	80.86%	82.45%	82.44%	83.44%
Non-residential	2,724,280,130	2,997,825,680	3,198,771,530	3,834,836,950	3,670,904,590
% of total	20.24%	19.14%	17.55%	17.56%	16.56%
Total assessment	\$ 13,461,468,610	\$ 15,663,137,150	\$ 18,228,628,760	\$ 21,839,307,300	\$ 22,162,782,860
Municipal tax levies					
Residential	\$ 47,549,402	\$ 49,977,268	\$ 55,506,294	\$ 63,606,375	\$ 70,456,892
% of total	73.59%	72.26%	73.39%	75.84%	77.30%
Non-residential	17,061,654	19,188,866	20,128,836	\$20,260,508	\$20,687,015
% of total	26.41%	27.74%	26.61%	24.16%	22.70%
Total municipal tax levy	\$ 64,611,056	\$ 69,166,134	\$ 75,635,130	\$ 83,866,883	\$ 91,143,907
Requisition tax levies					
Residential	\$ 24,526,134	\$ 25,737,349	\$ 27,582,208	\$ 32,676,721	\$ 40,805,954
Non-residential	7,432,975	7,702,749	7,706,965	8,821,548	10,178,967
Total requisitions	\$ 31,959,108	\$ 33,440,098	\$ 35,289,173	\$ 41,498,269	\$ 50,984,920
Total taxes levied	\$ 96,570,164	\$ 102,606,232	\$ 110,924,303	\$ 125,365,152	\$ 142,128,827
% of total taxes					
Residential	74.64%	73.79%	74.91%	76.80%	78.28%
Non-residential	25.36%	26.21%	25.09%	23.20%	21.72%
Appeals					
LARB (Local Assessment Review Board)	3	1	1	4	4
% of total	14%	20%	33%	57%	67%
CARB (Composite Assessment Review Board)	18	4	2	3	2
% of total	86%	80%	67%	43%	33%
Total appeals	21	5	3	7	6

CONSOLIDATED REVENUES (5-YEAR TREND)

Why it matters: This shows how the City funds services and infrastructure, balanced among taxes, user fees, transfers, levies, investment income, and contributed assets.

- 2025 total revenue: \$318.3M (rounded). Mix includes net taxes \$91.7M, user fees \$73.9M, government transfers \$42.96M (including operating and capital recognized), development levies \$20.7M, investment income \$17.3M, contributed assets \$32.7M, and other smaller sources.

Table: Revenue by Source (2021–2025)

	2021	2022	2023	2024	2025
Revenue					
Net municipal property taxes	\$ 64,611,058	\$ 69,166,135	\$ 75,635,130	\$ 84,308,271	\$ 91,653,047
User fees and sale of goods	51,824,291	59,557,818	68,139,990	71,218,498	73,925,065
Government transfers	27,722,560	31,899,225	42,872,077	48,318,357	42,963,316
Contributed assets	28,019,536	17,198,064	15,260,079	38,373,418	32,686,403
Development levies	8,077,753	17,622,815	25,209,227	18,958,706	20,730,533
Investment income	4,085,103	2,671,594	4,308,284	10,679,673	17,264,530
Franchise and concession contracts	10,948,053	12,762,151	12,840,907	14,196,203	14,506,865
Licences and permits	6,927,101	6,645,083	8,688,328	8,552,820	8,543,969
Other revenue	1,812,819	3,460,289	1,875,649	5,822,500	7,247,977
Rental revenue	3,991,572	5,210,758	5,720,552	6,281,087	6,304,183
Penalties and costs on taxes	697,468	1,039,869	1,126,654	1,380,136	1,571,583
Fines	957,889	919,157	1,345,112	1,062,613	821,641
Sales to other governments	609,410	295,438	596,393	445,328	188,645
Gain (loss) on disposal of tangible capital assets	12,068	-	3,124,597	(43,664)	(131,498)
	\$ 210,296,681	\$ 228,448,396	\$ 266,742,979	\$ 309,553,946	\$ 318,276,259

CONSOLIDATED EXPENSES (5-YEAR TREND)

Why it matters: Grouping by function helps residents see where dollars are spent (protective, transportation, environmental services, recreation & culture, etc.).

- 2025 total expenses: \$218.7M (rounded). Largest functions: Transportation \$50.0M, Environmental \$45.4M, Protective \$40.2M, General Government \$34.9M, Recreation & Culture \$34.7M.

Table: Expenses by Function (2021–2025)

	2021	2022	2023	2024	2025
Council	\$ 593,709	\$ 674,259	\$ 658,859	\$ 770,417	\$ 756,889
General government	22,662,723	23,930,383	27,938,550	31,589,025	34,931,366
Protective services	35,346,378	33,967,540	36,076,850	39,199,406	40,188,075
Transportation services	36,394,022	39,574,850	41,503,244	48,675,182	50,036,519
Environmental services	34,737,723	34,873,350	38,333,403	44,143,117	45,397,257
Planning and development	5,452,121	6,191,350	7,583,274	9,548,813	9,879,853
Recreation and cultural	22,213,247	25,933,536	28,550,820	29,838,599	34,665,170
Public health and welfare	2,437,259	2,542,090	2,649,009	2,752,048	2,844,979
	\$ 159,837,182	\$ 167,687,358	\$ 183,294,009	\$ 206,516,607	\$ 218,700,108

RESERVES (OPERATING, CAPITAL, OFFSITE LEVIES & UTILITY)

Why it matters: Reserves provide resilience, fund lifecycle needs, buffer tax and rate impacts, and ensure growth pays for growth.

- 2025 balances (rounded): Operating \$81.4M, Capital \$42.2M, Offsite levies \$68.5M, Utility \$46.7M. Operating equals roughly 3 months of tax-supported operations (policy target).

Table: Reserve Balances (2021–2025)

	2021	2022	2023	2024	2025
Utility	\$ 15,389,992	\$ 26,184,843	\$ 33,731,957	\$ 39,294,233	\$ 46,654,482
Offsite Levied	46,890,720	50,351,152	64,848,765	64,286,892	68,495,319
Capital	41,649,761	46,608,519	48,670,753	51,859,960	42,154,931
Operating	47,642,598	49,828,708	59,569,384	66,884,320	81,362,562
	\$ 151,573,071	\$ 172,973,222	\$ 206,820,859	\$ 222,325,405	\$ 238,667,294

CONSOLIDATED SCHEDULE OF LONG-TERM DEBT

Why it matters: Shows affordability and capacity to fund major infrastructure. The Provincial limit is 1.5× “adjusted revenue”; debt service limit is 0.25× “adjusted revenue.”

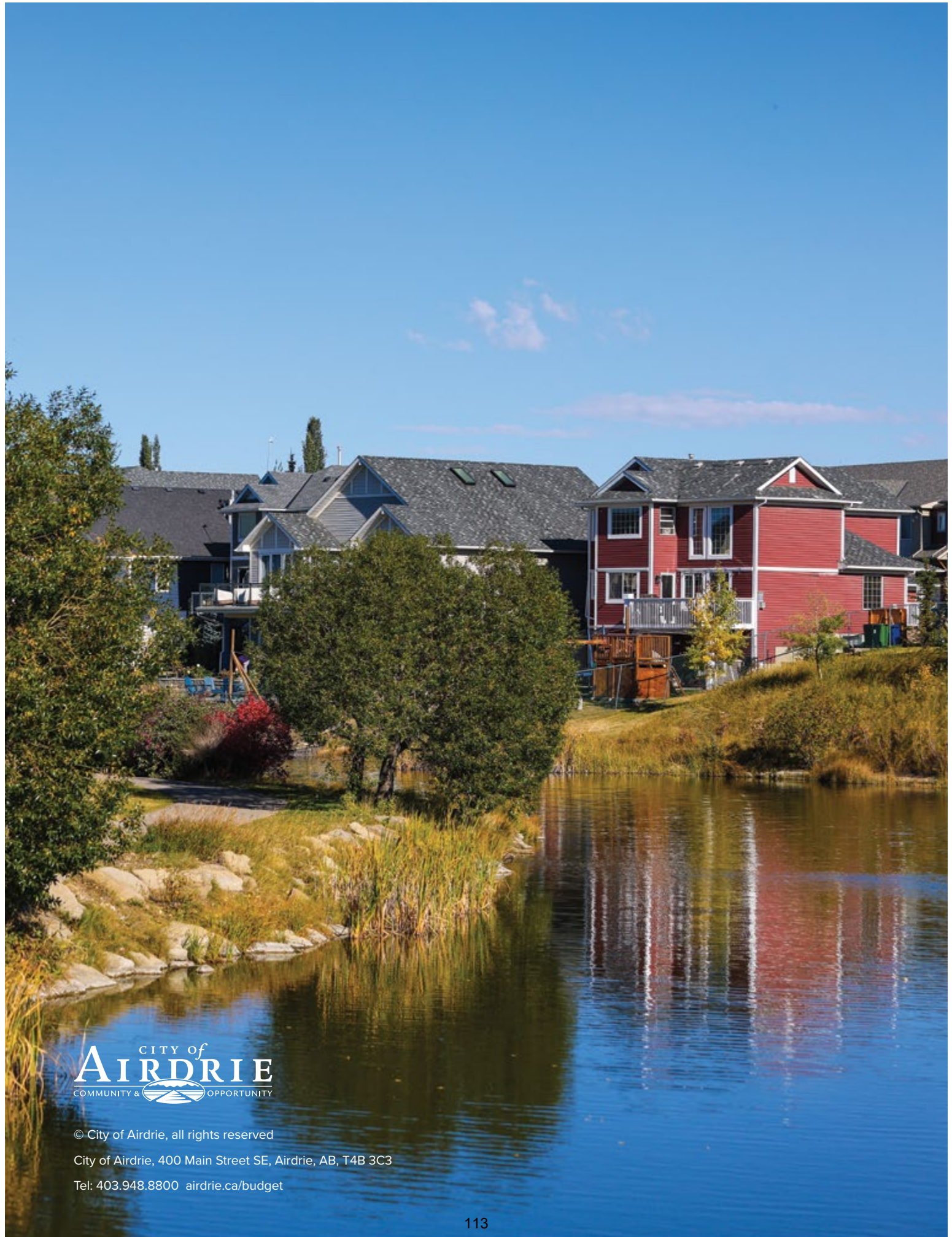
- Total debt per capita will fluctuate year-over-year as new debt is issued and previous debt is paid down. This is also impacted by the City’s growing population. This is best demonstrated when seeing the decrease in total debt per capita from \$697 in 2024 to \$681 in 2025. Although new debt was issued in 2025, the decrease in debt per capita results from the population increase of 4.94%.
- It is also important to note that \$377 of this per capita debt is funded through developer levies, leaving \$304 in per capita debt to be paid by residents of Airdrie through tax and utilities. Thus, at December 31, 2025, if every resident paid the City \$304, the total debt supported by Airdrie residents would be paid off in full, leaving only that debt to be paid through developer levies.

Table: Debt & Limits (2021–2025)

	2021	2022	2023	2024	2025
Long-term debt					
Tax supported	\$ 71,356,629	\$ 65,629,594	\$ 59,876,976	\$ 54,198,132	\$ 55,318,575
Utility rates supported	9,167,849	7,865,103	6,736,717	5,569,869	6,014,071
Total long term debt	\$ 80,524,478	\$ 73,494,697	\$ 66,613,693	\$ 59,768,001	\$ 61,332,646
Total debt per capita	\$ 1,090	\$ 946	\$ 826	\$ 697	\$ 681
Percentage of total debt to be retired					
Within 5 years	41%	43%	45%	48%	48%
Thereafter	59%	57%	55%	52%	52%

CONSOLIDATED DEBT LIMIT AND DEBT PAYMENT

	2021	2022	2023	2024	2025
Debt Limits					
Maximum allowable debt	\$ 240,793,124	\$ 275,939,504	\$ 320,601,887	\$ 343,752,042	\$ 377,935,323
Total debt and loans (\$)	80,524,478	73,494,697	66,613,693	59,768,001	61,332,646
Percentage used (%)	33.4%	26.6%	20.8%	17.4%	16.2%
Debt service limit					
Maximum allowable debt service	\$ 40,132,187	\$ 45,989,917	\$ 53,433,648	\$ 57,292,007	\$ 62,989,221
Service on debt	9,484,577	9,102,252	8,599,789	8,370,008	7,930,860
Percentage used (%)	23.6%	19.8%	16.1%	14.6%	12.6%
Percentage of expenditures (%)	5.9%	5.4%	4.7%	4.1%	3.6%
City of Airdrie Self-Imposed Debt Limits (less than 10% of operating revenue)					
Operating Revenue	\$ 168,151,697	\$ 183,959,669	\$ 213,734,591	\$ 229,168,028	\$ 251,956,882
Total debt payments	7,302,140	9,314,562	8,931,614	8,448,909	8,766,286
Percentage used (%)	4.3%	5.1%	4.2%	3.7%	3.5%



FINANCIAL INFORMATION RETURN

City of Airdrie (0003)

For the Year Ending December 31, 2025

Auditor: KPMG LLP
Address: 2200, 240 Fourth Ave SW, Calgary AB, T2P 4H4
Phone: 403-691-8000

The information contained in this
Financial Information Return is presented
fairly to the best of my knowledge.

Shannon Schindeler

Name

4/21/2026

Date



Audited Schedule Error(s): Items listed below will require additional explanation. After submission a member of the Information Services Team may reach out to you requesting clarification on these items.

Prior Year's Line 3450 Column 2 plus Current Year's Line 3120 Column 3 less Line 3120 Column 4 must equal Line 3450 Column 2

Audited Schedule Warning(s): The items below may require additional explanation. After submission a member of the Information Services Team may reach out to you requesting clarification on these items.

Audited Schedule (-) Values: Although allowed, some negative values are already assumed in calculations (i.e. Reductions, Expenses etc.). The following are items where a negative entered may alter the intended "horizontal" or "vertical" results and should be checked prior to submission.

<i>FIR Line</i>	<i>Col 1</i>	<i>Col 2</i>	<i>Col 3</i>	<i>Col 4</i>
3730	-11477	5911426	5899949	

Unaudited Schedule Error(s):

Audited Schedules

FINANCIAL POSITION

Schedule 9A

	Total 1
Assets	0010
Cash and Temporary Investments	0020 21,759,950
Taxes and Grants in Place of Taxes Receivable.....	0030
. Current	0040 3,615,166
. Arrears	0050 907,838
. Allowance	0060
Receivable From Other Governments	0070 2,106,771
Loans Receivable	0080 417,563
Trade and Other Receivables	0090 12,599,281
Debt Charges Recoverable.....	0095
Inventories Held for Resale	0130
. Land	0140
. Other	0150
Long Term Investments	0170
. Federal Government	0180 18,157,449
. Provincial Government	0190 68,229,469
. Local Governments	0200 99,999
. Other	0210 226,974,799
Other Current Assets	0230 288,321
Other Long Term Assets	0240 25,047,215
	0250
Total Financial Assets	0260 380,203,821
Liabilities	0270
Temporary Loans Payable	0280
Payable To Other Governments	0290 577,850
Accounts Payable & Accrued Liabilities	0300 34,263,936
Deposit Liabilities	0310 554,502
Deferred Revenue	0340 55,313,763
Long Term Debt	0350 61,332,646
Other Current Liabilities	0360 10,292,504
Asset Retirement Obligations.....	0365 2,682,114
Other Long Term Liabilities	0370 25,047,215
	0380
Total Liabilities	0390 190,064,530
Net Financial Assets (Net Debt)	0395 190,139,291
Non Financial Assets	
Tangible Capital Assets.....	0400 1,098,184,886
Intangible Equity	0402
Inventory for Consumption.....	0410
Prepaid Expenses	0420 292,406
Other.....	0430
Total Non-Financial Assets	0440 1,098,477,292
Accumulated Surplus	0450 1,288,616,583

CHANGE IN ACCUMULATED OPERATING SURPLUS

Schedule 9B

		Unrestricted	Restricted	Equity in TCA	Total
		1	2	3	4
Accumulated Operating Surplus - Beginning of Year	0500	1,552,890	226,429,705	950,990,123	1,178,972,718
Net Revenue (Expense)	0505	99,576,151			99,576,151
Funds Designated For Future Use.....	0511	-86,060,370	86,060,370		
Restricted Funds - Used for Operations.....	0512	9,142,355	-9,142,355		
Restricted Funds - Used for TCA.....	0513		-56,329,427	56,329,427	
Current Year Funds Used for TCA	0514	-37,228,468		37,228,468	
Donated and Contributed TCA.....	0516	-32,686,403		32,686,403	
Disposals of TCA.....	0517	674,772		-674,772	
Annual Amortization Expense.....	0518	40,758,568		-40,758,568	
Asset retirement obligation accretion expense	0515				
Long Term Debt - Issued.....	0519				
Long Term Debt - Repaid.....	0521	-7,569,758		7,569,758	
Capital Debt - Used for TCA.....	0522				
	0523				
Other Adjustments.....	0524	11,840,263	-4,978,161	-6,862,102	
Accumulated Operating Surplus - End of Year.....	0525		242,040,132	1,036,508,737	1,278,548,869

FINANCIAL ACTIVITIES BY FUNCTION

Schedule 9C

	Revenue	Expense
	1	2
Total General	0700 91,653,047	
Function	0710	1150
General Government	0720	1160
Council and Other Legislative	0730	1170 756,889
General Administration	0740 32,958,133	1180 34,931,366
Other General Government.....	0750	1190
Protective Services	0760	1200
Police	0770 2,591,082	1210 16,893,511
Fire	0780 324,178	1220 18,005,639
Disaster and Emergency Measures	0790 1,322	1230 186,544
Ambulance and First Aid	0800	1240
Bylaws Enforcement	0810 6,598,851	1250 5,102,381
Other Protective Services.....	0820	1260
Transportation	0830	1270
Common and Equipment Pool	0840 11,437,636	1280 10,582,219
Roads, Streets, Walks, Lighting	0850 21,378,864	1290 30,260,789
Airport	0860	1300
Public Transit	0870 1,935,160	1310 5,418,450
Storm Sewers and Drainage	0880 12,448,258	1320 3,775,061
Other Transportation	0890	1330
Environmental Use and Protection	0900	1340
Water Supply and Distribution	0910 29,640,241	1350 18,875,405
Wastewater Treatment and Disposal	0920 41,308,880	1360 17,999,183
Waste Management	0930 12,137,038	1370 8,522,669
Other Environmental Use and Protection	0940	1380
Public Health and Welfare	0950	1390
Family and Community Support	0960 1,631,040	1400 2,762,239
Day Care	0970	1410
Cemeteries and Crematoriums	0980 238,749	1420 82,740
Other Public Health and Welfare	0990	1430
Planning and Development	1000	1440
Land Use Planning, Zoning and Development	1010 3,415,822	1450 3,808,362
Economic/Agricultural Development	1020 161,849	1460 1,616,903
Subdivision Land and Development	1030	1470
Public Housing Operations	1040 1,941,497	1480 2,601,897
Land, Housing and Building Rentals	1050 4,067,302	1490 1,852,691
Other Planning and Development.....	1060	1500
Recreation and Culture	1070	1510
Recreation Boards	1080	1520
Parks and Recreation	1090 37,250,028	1530 26,924,696
Culture: Libraries, Museums, Halls	1100 5,157,282	1540 7,740,474
Convention Centres	1110	1550
Other Recreation and Culture.....	1120	1560
Other Utilities	1125	1565
Gas	1126	1566
Electric	1127	1567
Other Utilities	1128	1568
Other	1130	1570
Total Revenue/Expense	1140 318,276,259	1580 218,700,108
Net Revenue/Expense		1590 99,576,151

FINANCIAL ACTIVITIES BY TYPE / OBJECT

Schedule 9D

		Total
		1
Revenues	1700	
Taxation and Grants in Place	1710	
. Property (net municipal, excluding requisitions).....	1720	91,143,907
. Business	1730	
. Business Revitalization Zone	1740	
. Special	1750	509,140
. Well Drilling	1760	
. Local Improvement	1770	
Sales To Other Governments	1790	188,645
Sales and User Charges	1800	73,925,065
Penalties and Costs on Taxes	1810	1,571,583
Licenses and Permits	1820	8,543,969
Fines	1830	821,641
Franchise and Concession Contracts	1840	14,506,865
Returns on Investments (incl. Portfolio Investments)	1850	17,264,530
Rentals	1860	6,304,183
Insurance Proceeds	1870	
Net Gain on Sale of Tangible Capital Assets	1880	-131,498
Contributed and Donated Assets.....	1885	32,686,403
Federal Government Operating Transfers	1892	1,705,924
Federal Government Capital Transfers	1902	12,557,991
Provincial Government Operating Transfers	1912	7,395,468
Provincial Government Capital Transfers	1922	21,074,983
Local Government Operating Transfers	1931	228,950
Local Government Capital Transfers	1932	
Transfers From Local Boards and Agencies	1940	
Developer Agreements	1960	
Offsite Levies	1962	20,730,533
Other Revenues	1970	7,247,977
Total Revenue	1980	318,276,259
Expenses	1990	
Salaries, Wages, Benefits, and Contracts of Employment	2000	88,516,586
Contracted and General Services	2010	34,669,842
Purchases from Other Governments	2020	32,283,437
Materials, Goods, Supplies, and Utilities	2030	17,089,071
Provision For Allowances	2040	
Transfers to Other Governments	2050	2,023,061
Transfers to Local Boards and Agencies	2060	
Transfers to Individuals and Organizations	2070	
Bank Charges and Short Term Interest	2080	1,119,719
Interest on Operating Long Term Debt	2090	
Interest on Capital Long Term Debt	2100	1,945,851
Accretion of Asset Retirement Obligations.....	2105	
Amortization of Tangible Capital Assets	2110	40,758,568
Net Loss on Sale of Tangible Capital Assets.....	2125	
Write Down of Tangible Capital Assets.....	2127	
Other Expenditures	2130	293,973
Total Expenses	2140	218,700,108
Net Revenue (Expense)	2150	99,576,151

REMEASUREMENT GAINS AND LOSSES

Schedule 9Q

Accumulated remeasurement gains (losses) at beginning of year	2171	1,827,984
Gains	2172	11,789,894
Losses	2174	32,446
Amounts reclassified to Statement of Operations	2176	3,517,718
Net Remeasurement gains (losses) for the year	2178	8,239,730
Accumulated remeasurement gains (losses) at end of year	2180	10,067,714

REVENUE AND EXPENSE SUPPLEMENTARY DETAIL

Schedule 9E

		Revenue		Expenses	
		Sales and User Charges	Provincial Capital Transfers	Annual Amortization Expense	Capital Long Term Debt Interest Expense
		1	2	3	4
General Government	2200				
Council and Other Legislative	2210				
General Administration	2220	791,244		2,199,055	
Other General Government.....	2230				
Protective Services	2240				
Police	2250	478,216		377,061	52,622
Fire	2260	36,185		1,019,757	84,459
Disaster and Emergency Measures	2270				
Ambulance and First Aid	2280				
Bylaws Enforcement	2290	45		48,020	
Other Protective Services.....	2300				
Transportation	2310				
Common and Equipment Pool	2320		9,649,519	1,270,745	
Roads, Streets, Walks, Lighting	2330	127,526		19,385,726	845,644
Airport	2340				
Public Transit	2350	1,868,891		767,256	
Storm Sewers and Drainage	2360			2,035,447	
Other Transportation	2370				
Environmental Use and Protection	2380				
Water Supply and Distribution	2390	21,568,659		2,557,774	167,817
Wastewater Treatment and Disposal	2400	31,931,048		2,306,577	73,460
Waste Management	2410	10,544,856		78,846	
Other Environmental Use and Protection	2420				
Public Health and Welfare	2430				
Family and Community Support	2440				
Day Care	2450				
Cemeteries and Crematoriums	2460	238,749		4,347	
Other Public Health and Welfare	2470				
Planning and Development	2480				
Land Use Planning, Zoning and Development	2490	615			
Economic/Agricultural Development	2500				
Subdivision Land and Development	2510				
Public Housing Operations	2520			375,477	111,176
Land, Housing and Building Rentals	2530		1,819,699	54,906	222,251
Other Planning and Development.....	2540				
Recreation and Culture	2550				
Recreation Boards	2560				
Parks and Recreation	2570	6,202,824	9,605,765	7,633,197	388,422
Culture: Libraries, Museums, Halls	2580	136,207		641,409	
Convention Centres	2590				
Other Recreation and Culture.....	2600			2,968	
Utilities	2605				
Gas	2606				
Electric	2607				
Other Utilities.....	2608				
Other	2610				
Total	2620	73,925,065	21,074,983	40,758,568	1,945,851

TANGIBLE CAPITAL ASSETS SUPPLEMENTARY DETAIL

Schedule 9F

		Tangible Capital Assets		Capital Long Term Debt	
		Purchased	Donated or Contributed	Principal Additions	Principal Reductions
		1	2	3	4
General Government	2700				
Council and Other Legislative	2710				
General Administration	2720	1,080,142			
Other General Government.....	2730				
Protective Services	2740				
Police	2750	20,333			225,385
Fire	2760	10,447,058		2,556,300	598,666
Disaster and Emergency Measures	2770				
Ambulance and First Aid	2780				
Bylaws Enforcement	2790	16,245			
Other Protective Services.....	2800				
Transportation	2810				
Common and Equipment Pool	2820	4,757,434			
Roads, Streets, Walks, Lighting	2830	1,208,750	6,345,652	4,412,823	2,832,190
Airport	2840				
Public Transit	2850	24,234			
Storm Sewers and Drainage	2860		12,435,770		
Other Transportation	2870				
Environmental Use and Protection	2880				
Water Supply and Distribution	2890	2,044,921	3,974,740		705,301
Wastewater Treatment and Disposal	2900	2,443,313	6,652,827		712,384
Waste Management	2910	22,002			
Other Environmental Use and Protection	2920				
Public Health and Welfare	2930				
Family and Community Support	2940				
Day Care	2950				
Cemeteries and Crematoriums	2960				
Other Public Health and Welfare	2970				
Planning and Development	2980				
Land Use Planning, Zoning and Development	2990	27,008,622			
Economic/Agricultural Development	3000				
Subdivision Land and Development	3010				
Public Housing Operations	3020				838,376
Land, Housing and Building Rentals	3030	6,769,555			759,410
Other Planning and Development.....	3040				
Recreation and Culture	3050				
Recreation Boards	3060				
Parks and Recreation	3070	12,218,085	2,958,414		898,046
Culture: Libraries, Museums, Halls	3080	25,423,756	319,000		
Convention Centres	3090				
Other Recreation and Culture.....	3100				
Utilities	3105				
Gas	3106				
Electric	3107				
Other Utilities.....	3108				
Other	3110	73,445			
Total	3120	93,557,895	32,686,403	6,969,123	7,569,758

CHANGE IN TANGIBLE CAPITAL ASSETS

Schedule 9G

		Balance at Beginning of Year 1	Additions 2	Reductions 3	Balance at End of Year 4
Tangible Capital Assets - Cost					
Engineered Structures	3200				
Roadway Systems.....	3201	464,680,964	28,102,297	347,305	492,435,956
Light Rail Transit Systems.....	3202				
Water Systems.....	3203	144,811,023	7,958,145		152,769,168
Wastewater Systems.....	3204	126,840,196	11,612,172	26,227	138,426,141
Storm Systems.....	3205	127,140,191	15,031,156		142,171,347
Fibre Optics.....	3206				
Electricity Systems.....	3207				
Gas Distribution Systems.....	3208				
Total Engineered Structures	3210	863,472,374	62,703,770	373,532	925,802,612
Construction In Progress.....	3219	69,881,571	-29,859,862		40,021,709
Buildings	3220	188,319,317	68,005,567	1,133,440	255,191,444
Machinery and Equipment	3230	44,758,474	10,934,500	1,893,746	53,799,228
Land	3240	140,871,476			140,871,476
Land Improvements.....	3245	107,279,868	11,103,158	102,310	118,280,716
Vehicles	3250	27,479,002	3,357,165	681,344	30,154,823
Total Capital Property Cost	3260	1,442,062,082	126,244,298	4,184,372	1,564,122,008
Accumulated Amortization					
Engineered Structures	3270				
Roadway Systems	3271	198,401,401	19,665,630	184,106	217,882,925
Light Rail Transit Systems	3272				
Water Systems	3273	35,066,014	2,046,654		37,112,668
Wastewater Systems	3274	33,441,440	2,165,052	21,769	35,584,723
Storm Systems	3275	30,430,682	2,035,447		32,466,129
Fibre Optics	3276				
Electricity Systems	3277				
Gas Distribution Systems	3278				
Total Engineered Structures	3280	297,339,537	25,912,783	205,875	323,046,445
Buildings	3290	49,996,503	4,419,656	894,291	53,521,868
Machinery and Equipment	3300	22,644,764	4,016,815	1,642,446	25,019,133
Land	3310				
Land Improvements.....	3315	42,101,901	4,673,591	85,644	46,689,848
Vehicles	3320	16,605,449	1,735,723	681,344	17,659,828
Total Accumulated Amortization	3330	428,688,154	40,758,568	3,509,600	465,937,122
Net Book Value of Capital Property	3340	1,013,373,928			1,098,184,886
Capital Long Term Debt (Net)	3350	59,768,001			58,994,035
Asset Retirement Obligation	3355	2,615,804			2,682,114
Equity in Tangible Capital Assets	3400	950,990,123			1,036,508,737
Intangible Equity	3402				

LONG TERM DEBT SUPPORT

Schedule 9H

Long Term Debt Support

Supported by General Tax Levies
Supported by Special Levies
Supported by Utility Rates
Other

	Operating Purposes 1	Capital Purposes 2	Total 3
3405			
3410		31,002,471	31,002,471
3420	173,331	20,999,946	21,173,277
3430			
3440	2,165,280	6,991,618	9,156,898
3450	2,338,611	58,994,035	61,332,646

Total Long Term Debt Principal Balance

LONG TERM DEBT SOURCES

Schedule 9I

Loans to Local Authorities
Canada Mortgage and Housing Corporation
Mortgage Borrowing
Other

	Operating Purposes 1	Capital Purposes 2	Total 3
3500	173,331	52,002,417	52,175,748
3520			
3600			
3610	2,165,280	6,991,618	9,156,898
3620	2,338,611	58,994,035	61,332,646

Total Long Term Debt Principal Balance

FUTURE LONG TERM DEBT REPAYMENTS

Schedule 9J

Principal Repayments by Year

Current + 1
Current + 2
Current + 3
Current + 4
Current + 5
Thereafter

Total Principal

	Operating Purposes 1	Capital Purposes 2	Total 3
3700			
3710	173,331	5,897,909	6,071,240
3720		6,045,429	6,045,429
3730	-11,477	5,911,426	5,899,949
3740	146,807	5,958,481	6,105,288
3750	135,330	5,115,557	5,250,887
3760	1,894,620	30,065,233	31,959,853
3770	2,338,611	58,994,035	61,332,646

Interest by Year

Current + 1
Current + 2
Current + 3
Current + 4
Current + 5
Thereafter

Total Interest

3780			
3790	43,306	1,816,314	1,859,620
3800	43,306	1,633,031	1,676,337
3810	54,783	1,450,323	1,505,106
3820	42,617	1,268,142	1,310,759
3830	39,920	1,093,213	1,133,133
3840	274,701	5,068,296	5,342,997
3850	498,633	12,329,319	12,827,952

PROPERTY TAXES AND GRANTS IN PLACE
Schedule 9K

		Property Taxes 1	Grants - in Place 2	Total 3
Net Municipal Property Taxes				
Residential Land and Improvements	3910	70,456,892		70,456,892
Non-Residential				
Land and Improvements (Excluding M & E)	3935	19,505,866	105,906	19,611,772
Machinery and Equipment	3950	813		813
Linear Property	3960	946,776		946,776
Small Business Tax	3965			
Farm Land	3980	127,654		127,654
Adjustments to Property Taxes	3990			
Net Total Municipal Property Taxes	4000	91,038,001	105,906	91,143,907

Provincial and Seniors Foundation Requisitions

Education				
Residential/Farm Land	4031			40,805,955
Non-Residential	4035			8,908,827
Seniors Lodges	4090			1,262,583
Designated Industrial Property	4099			7,556
Other	4100			
Adjustments to Requisition Transfers	4110			84,076
Total Requisition Transfers	4120			51,068,997

GRANTS IN PLACE OF TAXES
Schedule 9L

		Property Taxes 1	Business Taxes 2	Other Taxes 3	Total 4
Federal Government	4200	27,028			27,028
Provincial Government	4210	78,878			78,878
Local Government	4220				
Other	4230				
Total	4240	105,906			105,906

SALARIES AND BENEFITS
Schedule 9M

		Salaries 1	Benefits Allowances 2	Severance 3	Total 4
Elected Officials	4300	504,295	90,027		594,322
Chief Administrative Officer	4310	311,045	68,839		379,884
Designated Officer(s)	4320	341,873	74,507		416,380
Total	4340	1,157,213	233,373		1,390,586

DEBT LIMIT
Schedule 9AA

Debt Limit	5700	377,935,323	377,935,323
Total Debt	5710	61,332,646	
Debt Service Limit	5720	62,989,221	62,989,221
Total Debt Service Costs	5730	7,930,860	
Enter prior year Line 3450 Column 2 balance here:		59,768,001.0	59,768,001.0

CHANGE IN DEFERRED REVENUE SCHEDULE

Schedule 9P

	Balance at Beginning of Year 1	Additions 2	Reductions 3	Balance at End of Year 4
Deferred Revenue by Grant				
Local Government Fiscal Framework Capital	8891			
Local Government Fiscal Framework Operating	8881			
Canada Community-Building Fund	8882	14,388,442	14,580,940	7,535,254
Alberta Community Partnership- Intermunicipal Collaboration	8883			21,434,128
Alberta Community Partnership- Municipal Internship	8886			
Alberta Community Partnership- Mediation and Cooperative Proce	8885			
Alberta Community Partnership- Municipal Restructuring	8884			
Alberta Community Partnership- Strategic Initiative	8888			
Municipal Sustainability Initiative Capital	8880	38,685,071	822,246	22,132,834
Water for Life Program	8892			17,374,483
Alberta Municipal Water/Wastewater Partnership	8893			
Strategic Transportation Infrastructure Program	8894			
Other Grants	8890	256,686	14,602,505	13,295,228
				1,563,963
Total Deferred Revenue by Grant	8898	53,330,199	30,005,691	42,963,316
				40,372,574

2025 Municipal Statistics: City of Airdrie (0003)

Schedule ST

Total Full-time Positions.....	5500	608.0
Length of all Open Roads Maintained (km)	5520	744.5
Length of Water Mains (km)		
Municipality Owned Systems	5555	276.3
Service Providers	5556	
Co-ops	5557	
Regional Systems	5558	
Other	5559	
Total	5560	276.3
Length of Wastewater Mains (km)		
Municipality Owned Systems	5565	248.6
Service Providers	5566	
Co-ops	5567	
Regional Systems	5568	
Other	5569	
Total	5570	248.6
Length of Storm Drainage Mains (km)	5580	246.9
Number of Residences (for Summer Villages only)	5590	
Number of Private Dwelling Units	5595	32,937
Number of Bridges	5591	97
2025 ASSESSMENT STATISTICS		
Total Assessment Services Costs (\$)	5596	1,636,447
Assessment Complaints to the Local Assessment Review Board (LARB)		
Number of LARB residential (three or fewer dwelling units) or farm land complaints filed	5602	12
Number of LARB residential (three or fewer dwelling units) or farm land complaints withdrawn	5604	8
Number of residential (three or fewer dwelling units) or farm land complaints heard by the LARB	5606	4
Number of assessment adjustments made by the LARB	5608	1
Assessment Complaints to the Composite Assessment Review Board (CARB)		
Number of CARB residential and non-residential complaints filed	5623	35
Number of CARB residential and non-residential complaints withdrawn	5625	31
Number of residential and non-residential complaints heard by the CARB	5627	2
Number of residential and non-residential assessment adjustments made by the CARB	5629	2
2025 PLANNING STATISTICS		
When was your Municipal Development Plan last approved (date)?	5658	September 15, 2014
Number of development permit applications received	5660	814
Number of development permits issued	5661	744
Average number of days from a development permit application to approval?	5669	35
Number of building permit applications received	5677	1,855
Number of building permits issued	5668	1,764
Average number of days from a building permit application to approval?	5676	8
Estimated value of construction from development/building permit (\$)		
Residential	5663	274,711,425
Commercial	5664	22,540,730
Industrial	5665	60,136,181
Institutional	5666	64,671,553
Total	5667	422,059,888.81
Does your municipality issue business licences?	5671	Yes
Number of new business licences issued in 2025?	5672	906
Average number of days from a new business licence application to approval?	5673	12
Number of business licences renewed in 2025?	5678	4,181
Number of subdivision applications received in 2025?	5670	27
Number of subdivision applications approved in 2025?	5674	26
Average number of days from subdivision application to approval?	5675	47.0
Number of land use bylaw amendment applications	5680	4
Number of Subdivision and Development Appeal Board appeals heard	5690	9
Does your municipality have a Subdivision and Development Appeal Board (SDAB) established by bylaw?	5581	Yes
How many SDAB members are appointed?	5582	6
How many SDAB members are trained?	5583	6
Is the SDAB clerk a designated officer of your municipality?	5584	Yes
Has the SDAB clerk completed the SDAB Training?	5585	Yes
Is your municipality a member of an intermunicipal SDAB?	5586	No
How many municipalities are members of the intermunicipal SDAB?	5587	

Does your municipality have a Community Aggregate Payment Levy (CAPL) bylaw?	5541	No
What is the CAPL rate established by bylaw ? (\$ per tonne)	5542	
How much CAPL revenue (\$) was collected in 2025?	5543	
CAPL revenue in 2025 was allocated to: (select all that apply)	5544	
	General Government	
	Protective Services	
	Transportation	
	Environmental	
	Recreation	
	Other	
Does your municipality provide transit service?	5546	Yes
Has there been a new municipal facility constructed, or has the status/location of an existing municipal facility changed in the past year?	5547	No
if so, select all that apply	5548	
	Municipal Hall	
	Wastewater Treatment Plant	
	Water Treatment Plant	
	Fire Hall	
	Public Works Building/Operations Yard	
	Transit Yard	



COUNCIL – AGENDA REPORT

Meeting Date: 21 April 2026
Subject: Airdrie Transit Master Plan
Directorate: Strategic Growth and Investment

Issue:

Council is being asked to endorse the proposed Airdrie Transit Master Plan (2026–2035) to guide the planning, development, and delivery of transit services and infrastructure over the next ten years.

Policy / Council Direction:

Social Policy: Transit has strong connections to the four social well-being principles as outlined within Council's endorsed Social Policy. This includes diversity and inclusion (public transit embodies this principle as a service for all residents throughout the region), connectedness (public transit provides a means of mobility to access employment, education, recreation and culture throughout the region), equitable access to quality services and proactivity (a vibrant community is prepared for the future and prevents social problems at the earliest opportunity).

Background:

Council approved the City's previous Transit Master Plan in 2016, providing strategic direction for transit services from 2016 to 2026. That plan was guided by a formal policy framework consisting of three core principles:

1. Transit will connect people with place
2. Transit will plan, design, and implement sustainable and accessible transit infrastructure and services
3. Transit will balance growth with affordability and efficient operations

Over the past decade, these principles have shaped transit decision-making and investment, supporting the development of a more responsive, accessible, and operationally sustainable transit system.

The previous Transit Master Plan achieved several intended outcomes, including improved connectivity between residential areas and key destinations, investments in accessible vehicles, transit bus stops, and customer-focused service improvements, as

well as service adjustments and operational practices that balanced service growth with financial sustainability.

A renewed long-term strategy is required to guide the next phase of transit development as the City continues to grow and evolve, and as the planning horizon of the 2016–2026 Transit Master Plan ends. The creation of a new Transit Master Plan ensures continuity of services while positioning Transit to meet future demands along with enhancing transit over the long-term.

The proposed Transit Master Plan is a deliverable under the Federal Housing Accelerator Fund (HAF) program for Q1 2026 – supporting Council’s commitment to enabling housing growth through integrated land use and transit planning.

The proposed Transit Master Plan (2026–2035) has been developed by Dillon Consulting through a comprehensive planning process that included data analysis of the existing transit system, policy review, growth forecasting, and close collaboration with City staff. The Plan reflects local and regional conditions while incorporating industry best practices.

The proposed Transit Master Plan identifies transit solutions responsive to community needs by prioritizing the planning and delivery of transit services and infrastructure to be accessible, inclusive, environmentally responsible, and in support of long-term community well-being. This plan provides the tools for administration to develop transit options with easy access to jobs, schools, appointments and activities. The plan will respond to population growth and changing travel patterns as Transit continues to play a key role in improving mobility and access across the community. Recognizing fiscal realities, the Plan emphasizes operational efficiency and phased growth to ensure transit services remain affordable and sustainable for both users and the municipality.

Following Council endorsement, the Transit Master Plan (2026–2035) will be used to:

- Guide annual service planning and operational decisions
- Inform future operating and capital budget deliberations
- Support grant funding applications and partnerships
- Provide a consistent framework for evaluating transit initiatives

The proposed Transit Master Plan (2026–2035) provides a strategic framework to guide the evolution of transit services over the next decade. Endorsement of the Plan will provide clear direction for future service planning, investment, and decision-making.

Council Committee Routed Through:

In order to meet federally mandated Housing Accelerator Fund (HAF) deliverable timelines, this report is being advanced directly to Council for approval.

Administration Recommendation:

That Council endorses the Airdrie Transit Master Plan (2026–2035) as the guiding document for the planning, development and delivery of transit services and infrastructure over the next ten years.

Alternatives/Implications:

Alternative #1: Council could choose to endorse the proposed Transit Master Plan, subject to any modifications.

The implications of Alternative #1 could result in delays to finalization and implementation of service recommendations depending on the scope of the requested changes. Significant changes may also impact the consistency of the plan and could result in further delays of services.

Budget Implications:

Implementation of Plan recommendations will be considered through future budget processes and brought forward to Council for approval as required.

Communications and Engagement:

Transit Staff will work collaboratively with Corporate Communications to develop Communication Plans associated with the recommended implementation plan. In addition, copies of the Transit Master Plan will be made available on the City's website.

Recommendation:

That Council endorses the Airdrie Transit Master Plan (2026–2035) as the guiding document for the planning, development and delivery of transit services and infrastructure over the next ten years.

Billie-Jo Arnott
Team Leader, Transit and Active Transportation

Staff Presenter:	Billie-Jo Arnott
External Presenter:	Thomas Pacy – Dillon Consulting
Department:	Transit and Active Transportation
Reviewed by:	Stephen Utz, Director of Strategic Growth & Investment Mike Korman, Manager of Advocacy and Investment
Attachments:	#1: Airdrie Transit Master Plan – Final Report



CITY OF AIRDRIE

Transit Master Plan

Final Report



April 2026 – 25-9943

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A	Existing Airdrie Transit Network
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1.0 Introduction

A Transit Master Plan (TMP) is a long-range strategic document that outlines a community's vision, goals and priorities for its transit system. It provides a roadmap for future service improvements, infrastructure development, and funding priorities meeting current and anticipated community needs. To this end, this TMP update is designed to address Airdrie's growing population and evolving employment opportunities between 2026 and 2035.

1.1 Why Update the Transit Master Plan?

Airdrie's prior TMP was adopted in 2016, and since then, the following factors have driven a need to update the City's plans for transit service:

- **Population Growth:** The last TMP was designed to accommodate up to 80,000 residents by 2023. Today, Airdrie is expected to grow to a population of 121,000 by 2031. New strategies are needed to serve the increased population.
- **Change in Travel Patterns:** The significant growth of work-from-home arrangements during COVID-19 has reduced work commutes during traditional peak periods. As a result, Canadian transit agencies have seen increased demand for discretionary travel in off-peak periods.
- **Integration with Greater Calgary:** As Airdrie and other municipalities in Greater Calgary grow in size and activity levels, they grow closer together physically, socially, and economically. Transit service should be enhanced to encourage this growth through integration. Enhanced regional connectivity helps to spur economic growth opportunities for both the City of Airdrie and its neighbours.
- **Alignment with Regional Transportation Policies:** Regional transit projects affecting Airdrie have been proposed by the Province and City of Calgary, including Alberta Regional Rail, Blue Line LRT extension and Green Line LRT Stage 2. Airdrie Transit service should be ready to complement these high-capacity transit options.

This TMP update aims to identify public transit solutions that are responsive, aligned with the City's vision and priorities, that meet resident needs, and are adaptable to meet future conditions over the next ten years.

2.0 Background Review

The following section summarizes the existing service provided by Airdrie Transit and how the transit system is performing. It also reviews the policy directions and identifies growth conditions for the next ten years, as identified in the City of Airdrie and Greater Calgary policy documents. Additionally, community and stakeholder engagement were undertaken to inform how the current system is perceived and performs for the community. Based on this review, the current service strengths and gaps have been identified, highlighting what should be addressed in the next ten years to improve service performance and address resident demands.

2.1 Existing Service Review

Airdrie Transit provides both conventional and specialized transit services (pre-registered service for people with disabilities) operated as fixed-route and on-demand services for travel within Airdrie and to nearby Calgary. These services are delivered by a contracted operating company, Transdev Canada, which also provides maintenance for the City-owned transit fleet. The transit system is comprised of four main service types: Intercity Express (ICE), Local fixed-route, Hello To Go, and Access Airdrie services. Table 1 below summarizes the service details:

Table 1: Airdrie Transit Service Details

Service Type	Route	Service Area/ Key Destination	Service Hour			Headway (Mins)
			Mon-Fri	Sat	Sun & Holidays	
Intercity Express (ICE)	900	- Airdrie Downtown, Gateway, & South Transit Terminal - CrossIron Mills Outlet - Calgary Whitehorn and Rundle LRT Station and Peter Lougheed Hospital	6:15 am-11:04 pm	6:15 am-11:04 pm	8:15 am-9:04 pm	60
	901	- East Airdrie & South Transit Terminal - Calgary Downtown	6:00-7:37 am & 2:50-5:52 pm	No Service		2 AM and PM peak period trips
	902	- Airdrie Downtown, Gateway, West, & South Transit Terminal - Calgary Downtown	6:13-9:21 am & 3:20-6:50pm	No Service		4 AM and PM peak period trips
	1	Anti-Clockwise loop in Airdrie	6:00am-8:55 pm	7:00am-8:55 pm	No Service	30 (Mon-Fri)/

Fixed Route – Local						60 (Sat)
	3	Clockwise loop in Airdrie	6:00am-8:57 pm	7:00am-8:57 pm	No Service	30 (Mon-Fri)/ 60 (Sat)
Hello To Go On-Demand Service and Access Airdrie – Local Service		Stop-to-stop (virtual stops) or curb-to-curb (for Access Airdrie registrants only) on-demand service within Airdrie City limits	6:00am-11:00pm	7:00am-11:00pm	8:00am-6:00pm	N/A
Access Airdrie – Regional Service		Pre-registered and subsidized curb-to-curb service operated by Checker Cab for trips to Calgary for medical specialties not available in Airdrie	8:00am-6:00pm	No Service		N/A

A map of the existing transit network is shown in Appendix A. In addition to these regular services, Airdrie Transit provides special event services for events within the city, such as AirdrieFEST and Canada Day parades.

Airdrie Transit charges different fares on Local, Route 900, and Route 901/902 services. A special, subsidized fare of \$30.50 is charged on the Access Airdrie – Regional Checker Cab service. Fare products, including cash fare, 10-ticket book, and monthly pass, are available for purchase at retail locations and via the HotSpot app. A surcharge is added to every purchase processed via the HotSpot app. For regional travel within Calgary, customers must pay a separate fare on services operated by Calgary Transit.

2.1.1 Service Standards

Airdrie Transit has established service design and performance standards to guide the development and evaluation of its services. These standards ensure a consistent and fair approach to meeting the diverse travel needs of customers within budgetary and resource limitations. Highlights from the existing standards include:

- Service Design Standards
 - Proximity/Walking Distances to Transit: For Local routes and Hello To Go services, the maximum walking distance to a transit stop should be 400 meters for 90% of residences.
 - Frequency and Booking Periods: During peak hours, the maximum headway for ICE services is 60 minutes, whereas service is provided based on demand in non-peak hours. For Local routes, the maximum headway is 30 minutes during peak hours and 60 minutes during non-peak hours. The minimum booking window for Hello To Go is 60 minutes across all periods.

- Service Performance Standards
 - Schedule Reliability: For Local and ICE services, the standard is for 90% of trips to arrive at timed stops no more than 3 minutes early or 1 minute late.
 - Service Productivity: The performance of individual routes should be assessed annually based on daily service productivity targets, measured in boardings per revenue vehicle hour¹, as shown in Table 2 below.
 - Modifications to Existing Services: Service level enhancements, such as increased frequency, earlier start times, or later finish times, may be considered when passenger loads consistently exceed maximum targets or when boardings per revenue vehicle hour exceed the minimum productivity target by 25%.
 - Introduction of Service to New Neighbourhoods: The introduction of local transit services in new neighbourhoods is phased based on development.

Table 2: Service Productivity Targets

Service	Boardings per Revenue Vehicle Hour		
	Weekday Peaks	Weekday Off-Peaks	Weekends
ICE Routes	20	15	12
Local Routes	10	6	6
Hello To Go	5	3	3

2.1.2 Performance Review

The following section reviews the existing system-wide and service-type performance of Airdrie Transit, including ridership, productivity, and financial conditions, to identify areas of service that require optimization over the next 10 years.

2.1.2.1 System Performance

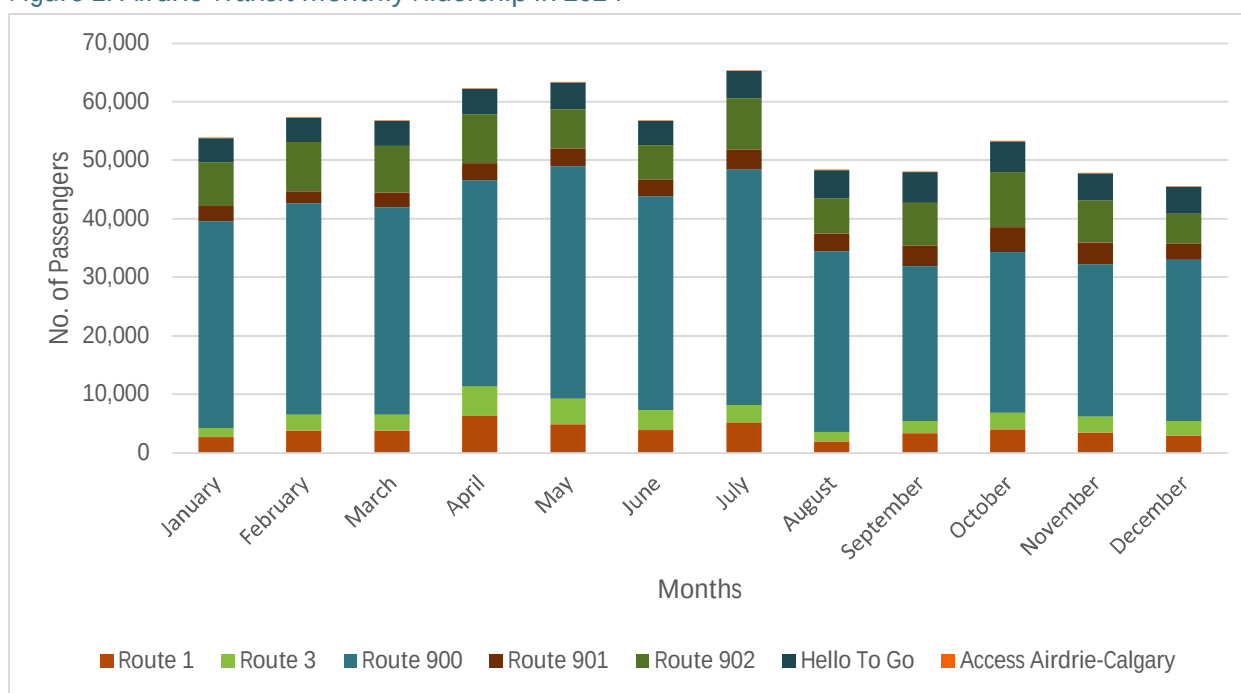
Table 3 below shows the overall system performance for fixed-route Airdrie Transit services in 2019 and 2024. It is noted that ridership in 2024 is higher than in 2019, which was before the pandemic. However, the revenue-to-cost ratio remains lower in 2024 than in 2019. The lower ratio is likely due to reductions in ICE fare prices since 2019. Considering 2024's significantly higher ridership per revenue vehicle hour, there is likely demand to add more service hours to cope with the transit demand.

¹ Revenue vehicle hours are the hours travelled when the vehicle is in revenue service (i.e., the time when a vehicle is available to the public and there is an expectation of carrying passengers).

Table 3: Airdrie Transit Conventional System Performance in 2019 and 2024

Service Metric	2019	2024
Service Area Population	70,564	85,805
Revenue Vehicle Hours	31,415	33,331
Revenue Vehicle Hours per Capita	0.4	0.4
Total Ridership	388,536	657,854
Ridership per Capita	5.5	7.7
Ridership per Revenue Vehicle Hours	12.4	19.7
Average Fare (\$)	4.9	2.7
Total Operating Revenue (\$)	1,898,407	1,795,544
Total Direct Operating Cost (\$)	3,461,411	4,837,974
Net Direct Operating Cost (\$)	1,563,004	3,042,430
Operating Cost per Revenue Vehicle Hour (\$)	110.2	145.1
Revenue-to-Cost Ratio	55%	37%

Figure 1 below shows the ridership of each service type in 2024. Ridership was higher between April and July than the rest of the year, especially on Local Routes 1 and 3. Notably, Route 900 makes up over 50% of the system-wide ridership throughout all months. And together with the commuter Routes 901 and 902, service to Calgary is a major source of ridership to Airdrie Transit. The Hello To Go and co-mingled Access Airdrie Local Service ridership is combined, with the combined ridership levels being roughly comparable to Routes 1 and 3 together. Access Airdrie service to Calgary ridership is very low, with 20-25 requests per month and less than one ride per service day (weekdays) during some months.

Figure 1: Airdrie Transit Monthly Ridership in 2024

2.1.2.2 Peer Service Hours Review

A comparison was made to compare Airdrie Transit's service hours in 2024 with similar municipalities in the Greater Edmonton Region, as reflected in Table 4 below. The service hours per capita provided by Airdrie Transit (0.4) are similar to those of smaller municipalities like Spruce Grove (0.4) and Leduc (0.6). However, Airdrie's population is much larger, being closer (but still larger than) St. Albert (1.3) and Strathcona County (1.5). In comparison to these more similar communities, Airdrie Transit's service level is significantly lower, demonstrating that Airdrie Transit is quite far behind where it should be.

Notably, Strathcona County Transit serves a smaller population with a significantly better-resourced system compared to Airdrie. It operates a series of local routes (including on-demand transit) and some intercity routes into Edmonton, spending 115,810 service hours to achieve 1,397,201 rides (18.5 rides per capita) in 2024. In contrast, Airdrie Transit spent 33,331 service hours to achieve only 657,615 trips (7.7 rides per capita), despite a greater population.

As Airdrie performs below other Albertan transit systems, the City is less connected and harder to get around, making it less competitive in terms of attracting businesses and residents. Generally, as service hours per capita grow, rides per capita increase as well, indicating a virtuous cycle whereby ridership benefits improve at a greater rate than investment in service hours. In this way, there exists great potential for Airdrie Transit ridership increases with the support of additional service hours. As Airdrie grows, it must not only invest in transit to meet growth but also catch up to appropriate service levels for its existing population.

Table 4: Population and Service Hours of Airdrie Transit and Peer Agencies in 2024

Agency	Service Area Population	Annual Service Hours	Service Hour per Capita
Airdrie Transit	85,805	33,331	0.4
St. Albert Transit	72,316	94,961	1.3
Strathcona County Transit	75,575	115,810	1.5
Spruce Grove Transit	63,194	27,614	0.4
Leduc Transit	38,543	22,711	0.6

Source: Canadian Urban Transit Association (CUTA) Canadian Conventional Transit Statistics – 2024 Operating Data

2.1.2.3 Service Performance

On-Time Performance

Using the on-time performance definition in the service standards, Airdrie Transit's automated performance tracking system reveals that 59% of trips were on time in 2025. Meanwhile, 7% of them were early, and 34% were late. However, staff noted that the current automated system is limited and may not reflect actual on-time performance. From staff observation and manual tracking practices, the

actual performance was significantly better than what is revealed by the automated figures. Additionally, public engagement (see Section 2.3) did not highlight on-time performance as an issue.

Service Productivity

Airdrie Transit tracks service productivity by measuring boardings per revenue vehicle hour. Table 5 below shows the boardings per revenue vehicle hour of different service types in March 2025. Most service types met the service performance standard presented above, except Routes 1 and 3 during weekday off-peak periods, and potentially Hello To Go during weekday peaks.

Table 5: Boardings per Revenue Vehicle Hour in March 2025

Services	Weekday Peaks	Weekday Off-Peaks	Weekend All-Day
Route 900	28.2	24.7	21.4
Routes 901 & 902	25.6	N/A	N/A
Routes 1 & 3	15.3	5.3	N/A
Hello To Go	4.5		4.6

Hello To Go Service Availability

Although not included in the service standards, Airdrie Transit has been tracking the service availability of the Hello To Go service. Trip data from September 2 to 16, 2025 indicates that of the 15,951 trip searches made during the period, 51% (8,112) were recorded as denied due to high demand. It is important to note that a denied trip search does not directly equate to a lost trip or an unmet passenger journey.

Based on evaluations of on-demand transit deployments across North America, 65% to 85% of failed searches are attributable to:

- Exploratory searches without intent to travel;
- Users checking alternative pickup times or destinations;
- Multiple searches made by the same individual; and
- Successful bookings made after an initial denial.

For the September 2-16, 2025 period, using conservative industry conversion assumptions, the estimated lost trips range between 1,200 trips (15%) to 2,800 trips (35%). This suggests that the majority of denied searches likely reflect rescheduling, repeat searches, or exploratory use, rather than foregone trips.

2.1.3

Organization Structure

Airdrie Transit currently has four full-time staff members working in the structure in Figure 2 below. These positions and their main tasks undertaken include:

- Team Leader: Conduct strategic service planning and coordinate with adjacent municipalities;
- Customer Service Administrator: Handle service compliments, complaints, and inquiries from the public;
- Contract Performance Specialist: Coordinate with Transdev over service delivery and performance tracking; and
- Active Transportation Assistant: Assist in the inter-modal integration of transit and active transportation.

Figure 2: Airdrie Transit Organization Structure

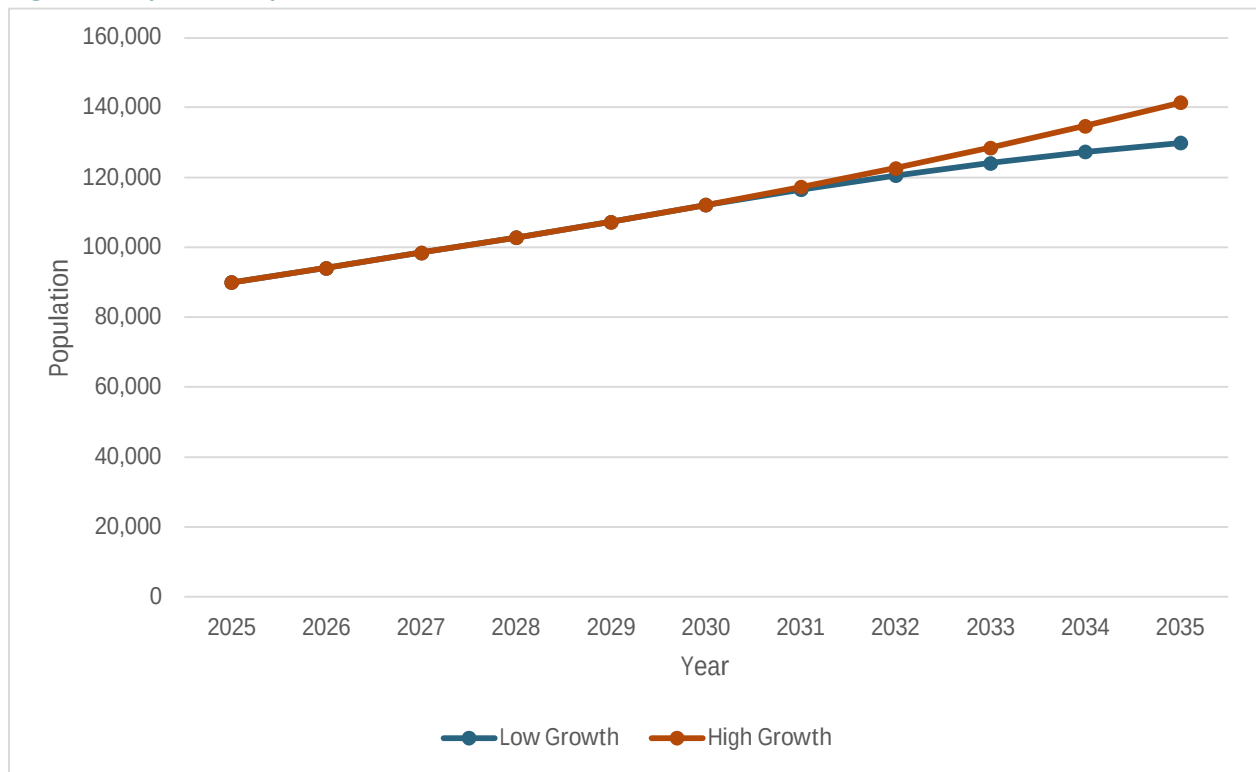


Airdrie Transit currently has 26 full-time operators hired by Transdev and has an admin-to-operator ratio of 1:6.5. Peer transit agencies in Alberta generally have a lower ratio, ranging from 1:7.5 (Calgary Transit) to 1:17.5 (St. Albert Transit). This signifies Airdrie Transit has adequate admin staff to support current service operations.

2.2

Market and Policy Review

As the city grows and expands, significant population growth is expected over the next ten years in Airdrie. Figure 3 below shows the growth forecast in the City's low and high growth scenarios. By 2035, the population of Airdrie would be between 129,910 and 141,420.

Figure 3: Expected Population Growth from 2025-2035

Source: Nichols City of Airdrie Growth Projection (2025)

The growth in the next ten years is expected to be concentrated along the edges of Airdrie, including the northwest, west, southwest, and southeast. As such, transit service should be expanded to these new developments to satisfy the travel needs of new residents. Policy documents support transit service being expanded to address the needs of new residents, as well as to serve existing residents better, especially in the context of increasing integration between municipalities in Greater Calgary. These transit policy implications are summarized in Figure 4 below.

Figure 4: Transit Policy Implications

Sustainability - The transit system shall be sustainable in the following three key areas:

- Environmental: Reduce greenhouse gas emissions and improve air quality.
- Social: Improve transit access, especially for captive transit riders and vulnerable populations.
- Fiscal: Utilize resources and optimize investments in transit infrastructure.



Regional Transit Integration - The Greater Calgary transit network should be further integrated in terms of service and fare. A high-capacity regional service either in a passenger commuter rail or a light rail shall be constructed in the longer future. Upon the service commissioning, Airdrie Transit service shall be reorganized to focus on connecting passengers to rail stations and facilitate transfers to the greater regional network.



Service Coverage - A minimum 400-metre transit service coverage target (approximately a five-minute walk) is set for all residences in new Airdrie communities, along with a 600-metre coverage target for employment land uses, with enhanced coverage expectations in higher-density areas, at key destinations, and in neighbourhoods where people experiencing vulnerabilities and transit-dependent riders reside.



Stop Infrastructure - Improve transit stop accesses and conditions through paved surfaces and the provision of amenities, e.g., seating, route information, and shelters.



Inter-Modal Transportation Integration - Active transportation should be better integrated with transit through the provision of amenities onboard and at stops (e.g., bike racks) and better connecting paths.

2.3 Public and Stakeholder Engagement

To understand what the Airdrie community thinks about transit, two rounds of public and stakeholder engagement were organized in June and November 2025. The feedback received was important for the project team to understand the existing strengths and shortcomings of Airdrie Transit services, and where to focus specific improvement measures. The following section discusses the engagement methodology and summarizes the results, which inform the service strategies in this plan.

2.3.1 Methodology

The two rounds of engagement included the following:

- Round One - Engagement activities were conducted early in the study with the focus on learning residents' travel patterns and what they expect from transit now and in the future, and to solicit ideas on how to better meet the needs of residents in the service area.
- Round Two - This round focused on gathering feedback on the draft TMP, including the proposed network, service level, and changes to customer technology.

In addition to the general public engagement, the project team identified peer transit services, municipalities, and major parties in Airdrie or Calgary with an interest in transit. These stakeholders were invited to targeted engagement activities to have more in-depth discussions on how transit should meet their needs and/or be integrated regionally. These stakeholders include:

- Airdrie Board of Youth Affairs;
- Airdrie Regional Chamber of Commerce and member businesses;
- Calgary Transit;
- Fortis Alberta;
- Rocky View County and Handi Bus; and
- University of Calgary – Parking and Transportation.

In addition to the two rounds of engagement, Calgary Transit was also involved in the ongoing regional service and fare integration discussions with Airdrie Transit. Below summarizes the engagement activities and communication undertaken as part of the TMP update.

- **Communication & Outreach:** The team used a multi-channel approach, including a dedicated webpage on Involve Airdrie, social media, Transit app notifications, and various print advertisements, to promote the study. Participation in the public information session and survey is further encouraged through prize draws and waiving local transit fares during the public session.
- **Survey (Rounds One & Two):** An online survey was shared with the public and employers on Involve Airdrie for three weeks for each round to collect data on current travel patterns and desired improvements in Round 1, followed by feedback on proposed service changes in Round 2.
- **Pop-up Session (Round One):** Two in-person sessions were held at Genesis Place to build public awareness and gather qualitative feedback on transit services. To facilitate interaction with participants, they were invited to share their thoughts using post-its on poster boards.

- **Stakeholder Interviews (Round One):** Six interview sessions were conducted with key groups to identify service priorities, resource availability, and the transit models that would receive the most community buy-in. These discussions focused on aligning transit services with the vision and values of Airdrie residents and employers.
- **Public Information Session (Round Two):** This session presented the draft Transit Master Plan (TMP), highlighting proposed network and service levels and technological updates. The project team used poster boards for information sharing and invited participants to share their thoughts using post-its to facilitate interactions.
- **Stakeholder Workshop (Round Two):** A targeted workshop was held to facilitate in-depth dialogue with the stakeholders regarding the draft TMP through presentation slides and facilitated group discussions.

2.3.2 Results

The engagement feedback collected from the various engagement activities is summarized in Table 6 below. Detailed engagement results can be found in the [Round One What We Heard Report](#) and [Round Two What We Heard Report](#).

Table 6: Engagement Results

Round	Theme	Feedback
Round One	Travel Patterns	• Key Destinations: Within Airdrie, common destinations include the downtown area and the east side, such as Genesis Place, while outside Airdrie, destinations are mainly in Calgary, such as downtown, the University of Calgary (U of C), and Foothills Medical Centre. • Time of Travel: Most transit users travel during the weekday midday period (9:00am-4:00pm), followed by weekday afternoon peak and morning peak.
	Service Strengths	• Service Satisfaction: 77% of survey participants rated their satisfaction with Airdrie Transit as average or better. • ICE and Hello To Go: ICE routes were deemed to have direct routings, and the Hello To Go service was appreciated for its flexibility and proximity to homes in newer neighbourhoods.
	Service Shortcomings	• Service Hours and Frequency: The most significant desires for improvement reflected in the survey relate to service hours and frequency, which are often inconvenient for non-traditional work hours and lead to long wait times. • Routing and Service Coverage: Routing and service coverage are also major concerns, especially access to newer neighbourhoods within Airdrie, which often requires long walks to bus stops with poor pedestrian paths. • Hello To Go Availability: The Hello To Go service is frequently unavailable due to high demand. • Customer-Facing Technology: the existing separation of apps for transit information, reservation, and ticketing creates inconvenience

Round Two	Desire for Future Service	• Expand Service Coverage: There was a strong desire for fixed-route coverage to new neighbourhoods in South Airdrie. There were also requests for direct connections to more key areas in Calgary, including Saddletowne, Martindale, the U of C (Brentwood Station), and the East Balzac industrial area. • Service Hours and Frequency: For ICE service (Route 900), there were hopes for longer hours to cover early morning and late-night shifts, and higher frequency, like every 20-30 minutes. For local service, an extension to cover weekday evenings and weekends all day was desired (implemented as of Sept 2, 2025).
	Service Expansion and Integration	• Relocation of Fortis Alberta: Fortis Alberta is relocating its head office to Airdrie by early 2027, which will bring about 400 employees from Calgary, generating a need for a transit service to the new office. • Integration and Cooperation: Stakeholders expressed openness to better integration of Airdrie Transit with Calgary Transit and the U-Pass program of the U of C for seamless payment and ticketing. • Expansion to Rocky View County: Rocky View County is open to discussions to expand transit service, with focus areas including the East Balzac employment and commercial area and West Balzac near the 24th Street transit corridor.
	Overall Service	• Desire for Increased Service Availability: Participants desired Airdrie Transit to evolve to keep pace with the City's rapid growth and emphasized the need for increased service availability, including longer operating hours, higher frequency on all routes, and expanded coverage to new neighbourhoods and key employment areas in Airdrie and Rocky View County. • Transfers and Directness: Both stakeholders and survey respondents preferred fewer transfers and more direct routes for both the ICE and Local networks, including service to key destinations in Calgary, such as the University of Calgary, SAIT, and the airport. • Support for Vulnerable Residents: Stakeholders specifically highlighted the necessity for transit to support the mobility needs of low-income and vulnerable residents, and participants welcomed service improvements for seniors.
	ICE Network	• Survey Responses: Over one-third (36%) of respondents were satisfied with the proposed changes, with feedback demonstrating strong support for the proposed service coverage and network directness. Dissatisfaction among residents was primarily related to service frequency and service hours. • Regional Integration: Participants stressed the need for regional service and fare integration with Calgary Transit, proposing a single payment fare system like the Arc card in Greater Edmonton and coordinated schedules to reduce transfer times.

Local Network	- Survey Responses: Half of the survey respondents were satisfied with the proposed changes, with feedback demonstrating strong support for the proposed service coverage of the network. Dissatisfaction among residents was primarily related to service frequency and service hours. Local Network Routing: Participants desired local network improvements like better connectivity in growing neighbourhoods, preserving east-west connections, and extending routes deeper into communities to shorten walking distances.
Passenger Experience	- Customer Technology: There was a call for improved customer technology, including a single, reliable app for real-time tracking, clear route information, and online ticket purchases. Vehicle and Stop Amenities: Participants desired more on-board amenities and stop facilities, such as bike racks, automatic voice announcement systems, and stop shelters.

2.4 Service Strengths and Gaps

Based on the existing network and service levels, and the analysis above, Table 7 below summarizes the service strengths and gaps of the existing Airdrie Transit service. These findings inform the service strategies explored in the later sections of this plan.

Table 7: Airdrie Transit Service Strengths and Gaps

Themes	Descriptions
Strengths	
Ridership	The existing ridership has outperformed the pre-pandemic levels. With the extensive city development ahead, promising ridership growth is expected.
Service Satisfaction	Over 75% of the survey participants rated their satisfaction with Airdrie Transit as average or better.
ICE Service	Direct ICE routes were appreciated by residents.
Hello To Go Service	- The Hello To Go service was appreciated for its flexibility and proximity to homes in newer neighbourhoods. - The existing Hello To Go service is co-mingled with Access Airdrie Local Service, which allows it to utilize spare capacity and achieve higher service efficiency.
Productivity	Most services have outperformed the service performance standard.
Gaps	
Finance	The revenue-to-cost ratio remains lower in 2024 (37%) than in 2019 (55%), largely due to ICE fare decreases. The current ratio is in line with industry norms.
Service Reliability	The current performance tracking system may not track on-time performance accurately.
Service Hours and Frequency	There is a desire for improved service hours and frequency, particularly at off-peak times.
Service Coverage	- There is a desire for fixed-route service to new neighbourhoods in the south of Airdrie. - Access to key destinations in Calgary, especially in northwest Calgary, is desired.
Hello To Go	Hello To Go service is frequently unavailable due to high demand.
Access Airdrie	- The existing Access Airdrie – Regional Service arrangement, where the contracted Checker Cab service is used, results in high operating costs. - Access Airdrie provides a curb-to-curb paratransit service, which is different from the typical door-to-door service among Canadian paratransit providers.
Customer-Facing Technology	The existing separation of apps for transit information (Transit), Hello To Go reservation (RideCo), and ticketing (HotSpot) creates inconvenience to passengers.
Fare	- Existing fare media is limited to cash, physical tickets and passes, and digital on HotSpot. A surcharge is added to fares purchased on HotSpot. - Integrated regional fares for travel to and in Calgary are not available. Separate Airdrie + Calgary fare journey prices are among the highest in Canada. - Fare products are validated by drivers manually, which increases the risk of fare evasion and revenue loss.
Special Event Service	Existing special event services do not include events in Calgary, such as Stampede and Calgary Flames games.

3.0 Policy Framework

A policy framework provides the overall direction for transit systems to plan and operate their services. Based on a review of planning and transportation policies, and the existing Airdrie transit market (including demographic composition, distribution of the socially vulnerable population, key destinations, land uses, and the development timeline of new communities), the project team prepared the following policy framework section, which helps guide the development of the TMP. This framework includes the vision, guiding principles, and objectives of the TMP and the associated strategies and actions associated with the Policy Framework Paper prepared internally for Airdrie Transit.

3.1 Vision

A vision statement embodies an organization's overarching desires in serving its community. The following vision statement is recommended for Airdrie Transit:

To provide a sustainable and efficient transit service that serves the evolving mobility needs of Airdrie residents and businesses.

This vision statement outlines the importance of satisfying passenger needs sustainably and efficiently. It stresses Airdrie Transit's endeavour to provide transit services balancing financial and environmental sustainability and serving the mobility needs of all Airdrie residents and businesses.

3.2 Guiding Principles

The proposed guiding principles for the TMP are presented in Figure 5 below:

Figure 5: TMP Guiding Principles

Convenience: Prioritize passenger satisfaction by ensuring safe, reliable, and convenient transit services that are responsive to diverse community needs and travel patterns.

Integration: Design and operate a transit system that is integrated seamlessly into the regional transit and active transportation networks.

Sustainability: Provide an environmentally sustainable transportation choice to reduce auto dependency and explore technological advancements for improved service delivery and passenger experience in consideration with fiscal sustainability.

Efficiency: Strive for service availability, high service productivity, schedule reliability, and fiscal responsibility through optimized routes, efficient operations, and leveraging technology.

These principles provide high-level guidance on how to achieve the two key transit service elements in the above vision statement: sustainability and efficiency. In addition, they offer additional explanations on the desired service level and network, which would be well integrated into the regional and active transportation networks and prioritize passengers' convenience. Together, these principles describe the strategic directions Airdrie Transit should adhere to meet the mobility needs of the Airdrie community.

3.3 Objectives

Table 8 proposes objectives to guide Airdrie Transit to achieve the proposed vision and guiding principles.

Table 8: Airdrie Transit Objectives

Principle	Objective
Convenience	● Actively Engage with the Public: Actively engage with residents and workers of Airdrie to ensure their travel patterns and feedback are adequately addressed. ● Optimize Service Availability: Improve service availability through extending operating hours and increasing service frequency and availability to accommodate passengers' demand and reduce wait times. ● Expand Service Coverage: Align with land use planning and introduce new services to new neighbourhoods in Airdrie and key destinations in Greater Calgary. ● Enhance Service Reliability: Consistently improve on-time performance for both fixed-route and Hello To Go services to build passenger trust and improve reliability. ● Improve Transit Infrastructure and Amenities: Upgrade transit infrastructure and amenities such as bus stops and on-board facilities with consideration for traffic operations and safety. ● Operate Safe Service: Operate transit service and undertake projects with a focus on the health and safety of passengers and workers. ● Provide Transit Technology for Higher Convenience: Provide passengers with innovative and seamless transit and fare technology solutions, such as more fare payment media and real-time bus information, to provide convenience and improve journey planning.
Integration	● Strengthen Regional Partnerships: Collaborate with nearby transit operators, in particular Calgary Transit, to align service plans and facilitate seamless inter-municipal travel. ● Diversify Fare Payment and Integration: Investigate fare integration with nearby agencies to benefit passengers and simplify regional travel. ● Integration with Other Transportation Modes: Integrate transit with other transportation modes, in particular active transportation, to increase the seamlessness and convenience of inter-modal journeys.
Sustainability	● Increase Transit Mode Share: Serve as a reliable and convenient alternative to personal automobiles. ● Integrate Community and Transit Planning: Align community and transit planning policies to ensure they are complementary and supportive of each other, including developing

	high-density mixed land uses along transit corridors to encourage future density, housing affordability, and intensification. • Maintain an Affordable Fare: Considering different passengers' ability to pay and what fare products may best suit these abilities, including providing subsidized fare products to residents facing financial barriers. • Conserve the Environment: Operate service in an environmentally sustainable manner that reduces greenhouse gas (GHG) emissions and improves air quality. Explore the use of alternative fuel vehicles, such as hybrid and zero-emission vehicles, to deliver service. • Endeavour in Financial Stewardship: Strike a balance between the provision of transit service and the use of financial resources from the City to maintain a sustainable operation. • Promote Social Inclusion: Ensure equitable and closer access to transit service and opportunities are provided for all residents regardless of background, identity, or circumstances. • Drive Economic Growth: Serve as a motivator for businesses to locate in Airdrie and staff to commute using transit service. • Innovative and Adaptable Service Model: Identify market trends and implement innovative measures to improve and adapt service as Airdrie and broader society evolve.
Efficiency	• Reduce Travel Time: Streamline routings and increase frequency and trip reliability to reduce the travel time of passengers. • Maintain Transit Productivity: Maintain a sound balance between customer experience and service utilization level by designating an appropriate frequency and vehicle deployed to provide service. • Optimize Fleet Management: Right-size the transit fleet to improve efficiency and reduce maintenance costs. • Leverage Technology for Improved Efficiency: Consistently improving transit technology to bring a more efficient transit operation in areas such as trip dispatch and accommodation.

4.0 Future Transit Network

The following section presents the recommended future transit system for implementation over the next ten years. These recommendations were developed based on the reviews and analyses in Sections 2.0 and 3.0, and include elements such as service routing, level, ridership forecast, and elements required to support the operation, including technology and service standards. The proposed system aims to address immediate operational concerns and long-term aspirations to create a more convenient and sustainable transit service for residents and staff of Airdrie.

4.1 Service Standards

The service standards of Airdrie Transit serve as the basis for planning and operating transit services. The original version was drafted as part of the last TMP in 2016. These service standards have been updated to reflect the current and potential future service types and models, and include more guidelines to help shape service effectively. The key updates include:

- Updated service classification definitions;
- Updated service hours and Hello To Go and Access Airdrie booking periods;
- Updated schedule reliability standard;
- Expanded transit stops guidelines;
- Consolidated modifications to existing services;
- Added service improvement triggers to the service productivity standard;
- Added route directness standard; and
- Expanded system-wide operational measures of success.

The new service standards are included in Appendix B of this plan.

4.2 Network

The following section presents the proposed service network for the next 10 years, including planning principles, routing, service level, and implementation timeline. A phased approach is adopted to implement the network, aligning with development timelines and prioritizing resources for areas that need them the most. Under this approach, an initial network is proposed, with the potential to build to an ultimate network within the timeframe of this TMP. As Airdrie would need time to refine and fund expansions to the network, the changes are expected to begin in 2027 and gradually finish by 2035.

4.2.1 Service Planning Principles

When drafting the network, the planning principles in Figure 6 were used. These were identified based on the policy framework, existing service standards, and service strengths and gaps in Table 7 above.

Figure 6: Service Planning Principles



A comparison of the service hours per capita of Airdrie Transit and peer agencies (Table 4) and the general desires of residents for longer service hours and higher service frequency in the community engagement imply that the service hours and level offered by Airdrie Transit require improvement. As Airdrie would see continued growth in the next ten years, an increase in service hours is crucial to adequately address the travel needs of the current and new residents and employees and encourage non-transit users to switch to transit instead. As such, a sustainable and manageable service hour target should be identified for Airdrie Transit to ensure the transit network recommendations would be achievable without excessive pressure on financial resources. Considering the gap between the hours provided by Airdrie Transit and the peer agencies, Airdrie is recommended to target providing one service hour per capita by the end of the next ten years.

4.2.2 Inter-Municipal Service

The proposed changes to inter-municipal service are divided into Phase 1 and the future phase. Changes in Phase 1 are proposed to be implemented from 2027 onwards. Progress to the future phase would be subject to discussions with neighbouring municipalities and the delivery of major transit projects in

Greater Calgary. Overall, the proposed changes are designed to integrate into a regional transit network and facilitate greater connectivity between Airdrie, Rocky View County, and Calgary.

4.2.2.1

Phase 1

In Airdrie, regional ICE routes are recommended to start and end at the South Transit Terminal. This centralized approach reduces overlap with Local transit services and ensures each part of the network is focused on what it does best. As a result, resources currently used to provide local service on ICE routes can be redirected toward improving ICE service levels, including frequency, reliability, and hours of operation.

Under this model, travel within Airdrie would be served primarily by the expanded Local transit network (described in Section 4.2.3). This network would provide broader neighbourhood coverage than the existing local portions of ICE routes and, in some cases, shorter travel times for local trips. Passengers would connect between Local and ICE services at the South Transit Terminal, with route schedules coordinated where feasible to minimize transfer times and support efficient overall journeys.

At the same time, the plan recognizes residents' interest in maintaining convenient, direct trips when possible. To balance customer convenience with cost-effective operations, Airdrie Transit should interline certain ICE routes with Local routes where it makes operational sense. Interlining means a bus operating on one route would, at the end of the first route, start a trip on a different route. In this way, passengers can stay onboard the bus and travel directly from an origin on one route to a destination on a different route without changing vehicles. This approach can:

- Provide one-seat rides for some passengers travelling within Airdrie;
- Reduce the number of buses required to operate the network;
- Make more efficient use of staff and fleet resources; and
- Help manage congestion and passenger volumes at the South Transit Terminal during peak periods.

Interlining should be applied only where it aligns well with existing ICE operations, delivers clear customer benefits, and maintains the integrity of the terminal-based network design. The following interlining opportunities may be considered:

- ICE Route 900 with Local Route 4
- ICE Route 901 with Local Route 5
- ICE Route 902 with Local Route 3

Outside Airdrie, the ICE network would focus on connecting passengers with Calgary Transit's Primary Transit Network (i.e. CTrain and MAX Bus Rapid Transit) to improve resource utilization and connectivity between Airdrie and Calgary Transit. Direct trips would continue to be provided on Route 901 (amalgamated with Route 902) between the South Transit Terminal and Downtown Calgary in peak times to facilitate work-related travel to Calgary. In other periods, or for connections to areas outside Downtown Calgary, passengers would need to transfer to Calgary Transit's services at key stations or

terminals. The routings of the existing ICE routes are largely similar, except for Route 900, which would be shortened to McKnight-Westwinds Station to reduce duplication with the CTrain Blue Line. Also, similar to the current service arrangement for CrossIron Mills and its funding model, Rocky View County may review the transit needs along the routing of Route 900 and propose to Airdrie Transit any potential businesses or destinations that would benefit from having service, provided that funding is offered.

To meet demand for access to key destinations in northwest Calgary, a new route to the North Pointe Terminal is proposed to facilitate trips to the area, in particular to the Airport, the University of Calgary, and SAIT. This route is assumed to be numbered as Route 903 hereafter, but may use 902 after existing Routes 901 and 902 are merged. The focus on connecting to Calgary Transit stations and terminals aims to provide access to more potential destinations in Calgary through Calgary Transit's extensive network while minimizing service duplication between the two transit systems. By comparison, direct routes from Airdrie to specific destinations in Calgary would offer fewer potential destinations to riders, be more expensive to operate, and therefore operate at a lower frequency.

Ridership growth, overall attractiveness, and long-term success of Routes 900 and 903 all depend on establishing fare integration with Calgary Transit. Under the existing non-integrated fare arrangement between the City of Airdrie and the City of Calgary, ICE riders who also use Calgary Transit are required to pay an adult fare of \$9.15—one of the highest transit fares in Canada. By contrast, fare and service integrations in regions such as Edmonton, Toronto, and Ottawa have helped spur ridership growth, improve the efficient use of transit resources, and support affordability for customers. Therefore, alongside the proposed route and service level changes, Airdrie Transit should work with Calgary Transit to implement fare and service integration. The proposed Phase 1 ICE network is summarized in Table 9 and Figure 7 below.

Table 9: Proposed Changes to the ICE Network

Route	Service Changes
All ICE Routes	- Shorten to the South Transit Terminal in Airdrie. Neighbourhoods in Airdrie are served by the expanded Local network. - Subject to operational constraints, ICE and Local routes would be coordinated to reduce transfer and overall trip time. - ICE trips would interline with Local routes to maintain one-seat journeys where possible.
900	Shorten to McKnight-Westwinds C-Train Station in Calgary.
901 & 902	Route 902 is merged into Route 901, with an additional evening departure added.
903	New direct route between the South Transit Terminal and North Pointe Terminal in Calgary, providing connections to destinations across the northwest, as well as: - MAX Green along Centre Street to Downtown - Route 8 to the University of Calgary - Route 89 to SAIT - Route 100 to the airport

To ensure a manageable service expansion for the municipal finance, the ICE routes would operate an initial service level in Phase 1, as shown in Table 10 below. Route 900 would continue to provide all-day service, seven days a week, whereas Route 901 and the new Route 903 would provide service in peak hours on weekdays only. For frequency, Route 900 would continue to operate an all-day 60-minute frequency, whereas Route 903 would operate an initial 60-minute frequency in peak hours. In response to residents' requests for a later departure from Calgary, an additional Route 901 trip departing downtown at 6:00pm and arriving in Airdrie at around 7:00pm is recommended. Also, the "reverse" commuting demand to Airdrie is expected to increase as more businesses (e.g., Fortis Alberta) grow their office space there. Airdrie Transit should continue to liaise with major businesses and add services on the ICE routes to cater for these work trips, should the demand increase.

Table 10: Phase 1 ICE Service Level

Route	Service Hours			Frequency (Minutes)				
	Weekdays	Saturdays	Sundays	Weekdays			Weekends	
				Peak	Daytime	Early & Evening	Daytime	Morning & Evening
900	6:00am-11:00pm	7:30am-10:00pm	8:30am-9:00pm	60	60	60	60	60
901	6:00am-9:30am 3:00pm-7:00pm	No Service	No Service	20-45	No Service	No Service	No Service	No Service
903	6:30am-9:30am 3:00pm-7:00pm	No Service	No Service	60	No Service	No Service	No Service	No Service

If service and fare integration with Calgary Transit is not achieved, customers may experience longer transfer times and pay a high double-fare to travel into Calgary. However, the expanded network, particularly Route 903, offers passengers more service, wider coverage in Calgary, and shorter travel times to Northwest Calgary. It should be noted that residents expressed concerns about losing direct access to the Peter Lougheed Centre on Route 900 as part of this change. Therefore, the proposed truncation should only be implemented if/when service and fare integration with Calgary Transit is implemented. For the rest of the changes, implementation in Year 1, regardless of the service and fare integration outcomes, is recommended.

4.2.2.2

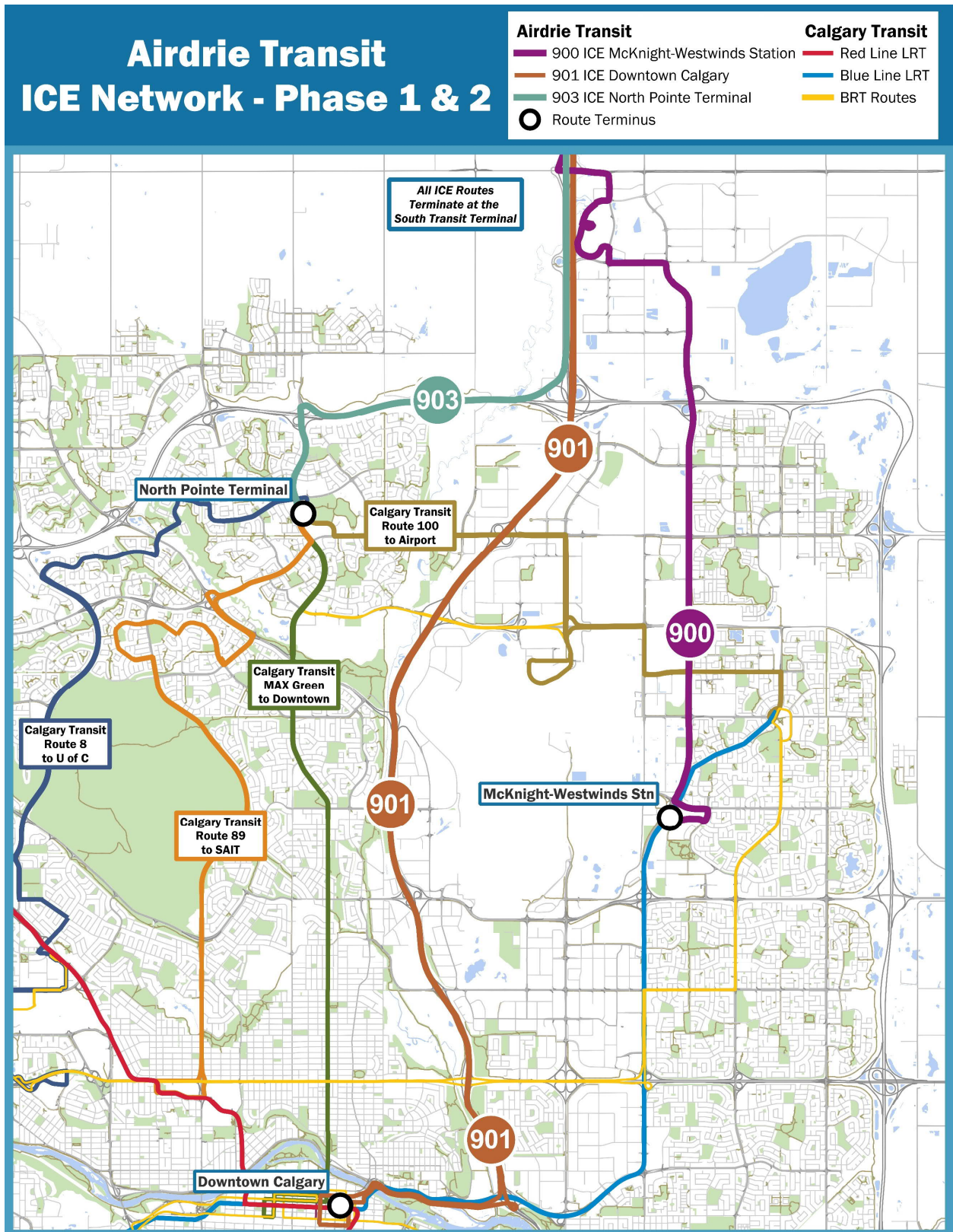
Phase 2

Phase 2 aims to expand services as Airdrie grows, enabling a higher ICE service level to be operated. The ICE routes would operate the same routings more frequently, as shown in Table 11 below. Compared to Phase 1, while Route 901 would continue its peak-time service on weekdays, Routes 900 and 903 would see a service improvement. Route 900 would have a higher frequency of 30 minutes in daytime periods, whereas Route 903 would have an expanded service span to cover off-peak periods on both weekdays and weekends, as well as an increased service headway of 30 minutes during peak times on weekdays.

Table 11: Phase 2 ICE Service Level

Route	Service Hours			Frequency (Minutes)				
	Weekdays	Saturdays	Sundays	Weekdays			Weekends	
				Peak	Daytime	Early & Evening	Daytime	Morning & Evening
900	6:00am-11:00pm	7:30am-10:00pm	8:30am-9:00pm	30	30	60	30	60
901	6:00am-9:30am 3:00pm-7:00pm	No Service	No Service	20-45	No Service	No Service	No Service	No Service
903	6:30am-9:30pm	7:30am-8:30pm	8:30am-8:30pm	30	60	60	60	60

Figure 7: Phase 1 and 2 Intercity Express Network



4.2.2.3

Future Phase

Within the timeframe of this TMP, the inter-municipal service network should grow towards the future, ultimate network, subject to community development and discussions with the City of Calgary and Rocky View County. These proposed changes include the following:

Route 900

Calgary Transit is designing the CTrain Blue Line extension project from Saddletowne to 88 Avenue NE. Upon completion, 88 Avenue NE would serve as a key transit node in Northeast Calgary. Should the new CTrain terminus be completed within the timeframe of this TMP, Route 900 could be shortened to 88 Avenue NE to maintain service connectivity with Calgary Transit and potentially increase service frequency (due to shorter Route 900 length). An en-route stop may be added in Cityscape, a Calgary neighbourhood, in response to residents' comments received during engagement and subject to discussion with Calgary Transit.

Route 903

The West Balzac area of Rocky View County is expected to experience significant development in the next decade. Along with this growth, 24th Street is also expected to start being developed, connecting Airdrie, West Balzac, and North Calgary. Subject to development progress in the area, alignment with the Transportation Master Plan, and discussions between the three municipalities, Route 903 may be rerouted along 24th Street to offer an Airdrie-West Balzac-Calgary corridor service.

East Balzac Industrial Area Shuttle

There is employment-related travel demand to and from the East Balzac industrial area; however, transit service within Rocky View County falls under the County's responsibility. While Airdrie and Rocky View County would need to coordinate on any intermunicipal connections, it is ultimately Rocky View County's role to explore the feasibility, funding, and delivery of transit service within its jurisdiction. Any service operating within Rocky View County would require Rocky View County to lead decision-making related to service design, funding, and implementation.

One potential option for Rocky View County to consider is an industrial shuttle operating entirely within the County to connect major employment areas in East Balzac with Route 900 at CrossIron Mills, which is currently the area's only transit access. Any such service would be expected to be funded by Rocky View County, with operations potentially delivered by Airdrie Transit or another service provider, subject to a formal agreement. Airdrie Transit's role would be limited to coordination on Route 900 connections and, if mutually agreed, service delivery under contract.

If implemented, the shuttle would likely operate with a single vehicle, provide 30-minute service throughout the day, and terminate at CrossIron Mills. Service hours should align with Route 900 and reflect the area's employment patterns, which typically span early morning to late night, seven days a

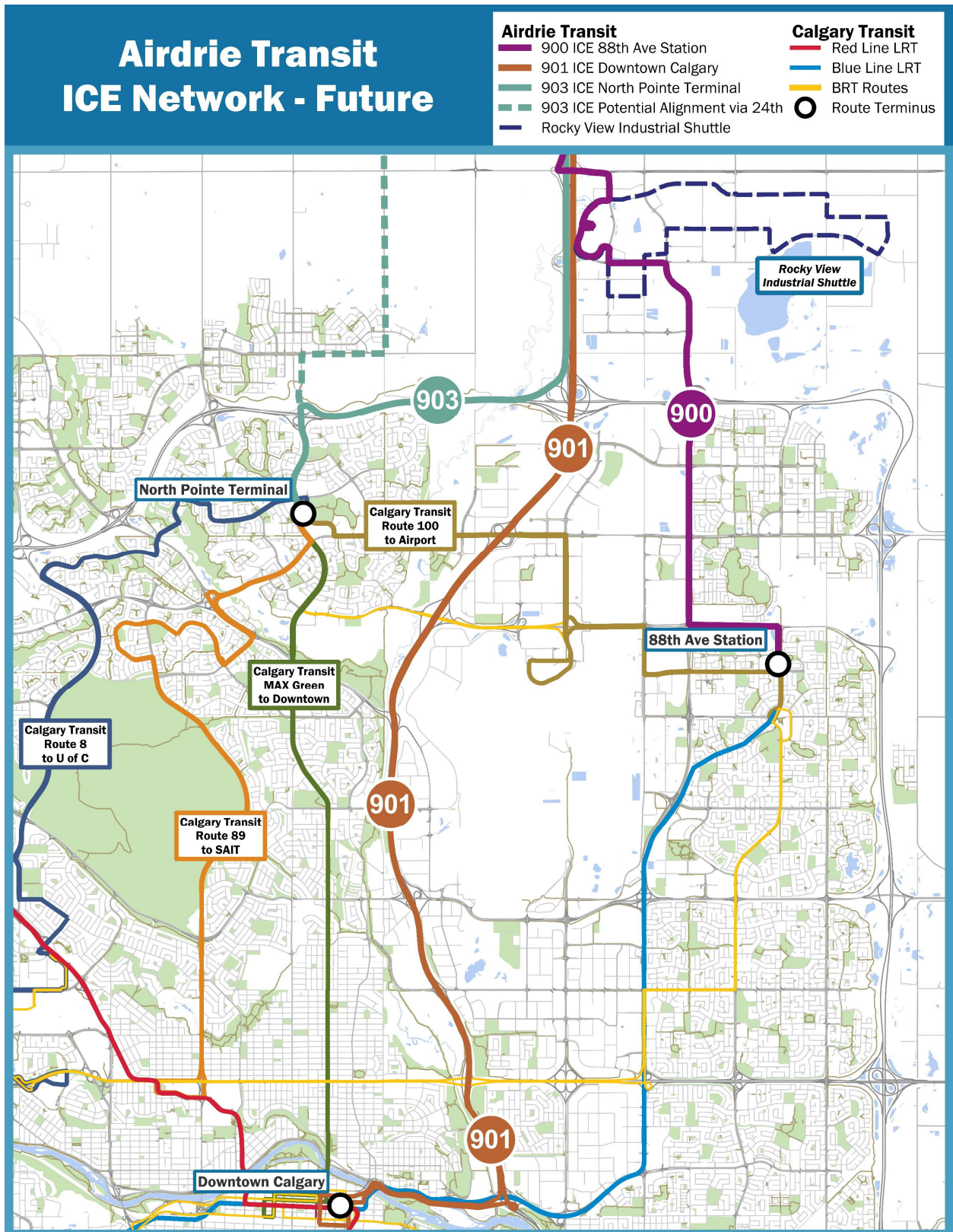
week. Coordination with local employers would be important to ensure the service aligns with shift times within the constraints of Route 900. Figure 8 below shows a proposed high-level routing to serve most of the factories or warehouses in the area.

Access Airdrie – Regional Service

To mitigate high operating costs and support fiscal sustainability, some Access Airdrie – Regional Service trips could be partially served by ICE routes using a Family of Services concept. This approach combines conventional transit and paratransit for all or part of a customer's journey, potentially offering more travel opportunities for a lower cost. For example, a passenger who needs to travel from their residence in Airdrie to a hospital in Calgary, the local Access Airdrie service could take them to the South Transit Terminal, where, with Access Airdrie driver's support, the passenger would transfer to an ICE route. Upon arriving at a terminal in Calgary, the passenger would be received by a Calgary Transit Access driver and transported to their destination. Compared to the contracted Checker Cab service model, this Family of Services concept utilizes the existing capacity of both conventional transit and paratransit services of both agencies, reducing service duplication and costs. However, this approach may not be suitable for all Access Airdrie customers and would therefore only be an option for some trips. To apply this service model, Airdrie would need to discuss with Calgary Transit how and where to integrate services to ensure a safe and seamless transfer for paratransit passengers. Given the existing ridership of only 25 trips per month, benefits are likely to be limited, and therefore, this would be a lower-priority initiative.

The future potential ICE network is presented in Figure 8 below.

Figure 8: Future Intercity Express Network



4.2.3 Local Service

The proposed changes to Local service are to be implemented in three phases. Rather than implementing the changes in a single phase, this approach helps Airdrie Transit and the Council to manage resource requirements and better aligns with the expected development over the next ten years. Overall, in addition to the above general principles in Figure 6, the Local network was developed according to the following principles:

- Recognize corridors identified as major housing and transit corridors with significant development expected in the next ten years, including 24th Street;
- Enhance service coverage, oriented around key travel destinations and high-demand areas, especially downtown;
- Improve accessibility and equitable access by ensuring that affordable housing areas, where transit-dependent riders are more likely to reside, receive frequent, reliable, and convenient transit service that supports access to daily needs, employment, and essential services; and
- Expand frequency, service hours, and coverage, allowing transit to be an option for more trips.

4.2.3.1 Phase 1

Figure 9 below shows the Local network in Phase 1. These changes would commence in early 2027 and be effective until late 2028 or early 2029. They include four new routes (Routes 1, 3, 4, and 5) that replace the existing two local circular loop routes. On the south side, all of them would terminate at the South Transit Terminal to facilitate transfers with the ICE services and between Local routes. Where possible, Local routes would be coordinated with ICE routes to minimize the transfer and overall trip time. An interline arrangement between the ICE routes and some Local routes is also recommended to provide direct trips in response to residents' requests. On the north side of Airdrie, these Local routes would converge in the downtown area to improve access to key destinations there, and also facilitate transfers between Local routes. The detailed downtown stop approach in the transfer zone is discussed further in Section 4.5.2.

To prioritize resources to the areas that need them the most, these initial four routes would focus on the more traditional and established neighbourhoods in Airdrie and continue to cover the neighbourhoods currently served by the two circular loops. Some neighbourhoods without existing fixed-route coverage, e.g., Hillcrest, South Windsong, Bayview, and Baysprings, would also be covered in the new network. Other newer peripheral neighbourhoods, as identified in the community area structure plans, would not have an adequate population level and road infrastructure to support fixed route operations in Phase 1. Therefore, these newer neighbourhoods, together with a small portion of interstitial areas (e.g., Canals and Bayside), would be outside of fixed route coverage (400 metres away from the closest fixed route stop). To fill the service coverage gaps, these areas would be supported by the Hello To Go service. It would continue to connect passengers to key destinations, terminals, and facilitate transfer to fixed routes. With increased fixed route coverage, it is fewer passengers would use the Hello To Go service, which would improve its trip accommodation rate and service reliability.

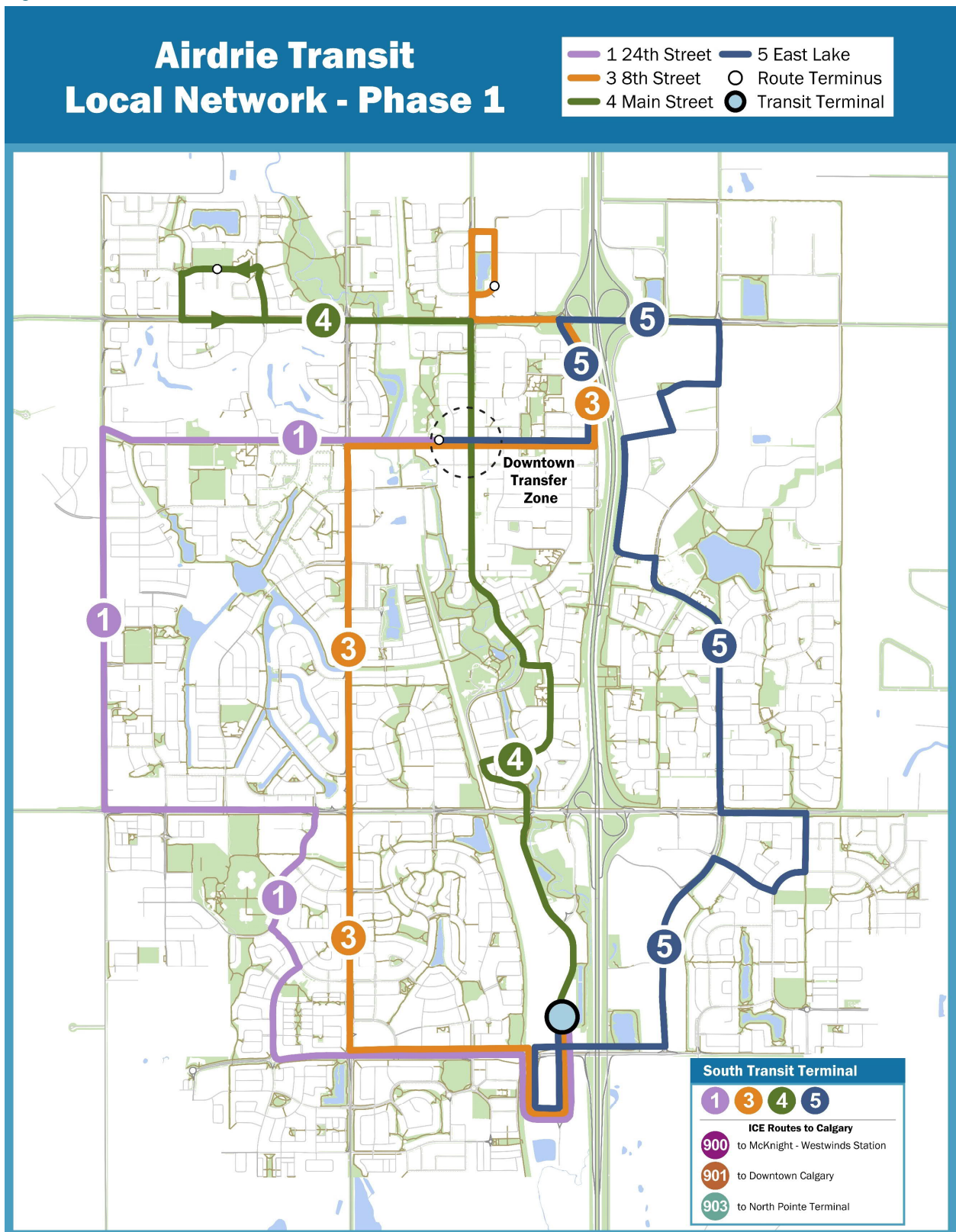
The network would adequately serve north-south travel and allow customers to reach most destinations on a single trip. While there is a desire for increased east-west connections, the presence of Highway 2 and the limited east-west corridors in Airdrie (40 Avenue SW, Yankee Valley Boulevard, and Veterans Boulevard) makes these connections challenging to serve effectively. To address this, Routes 1 and 5 are planned to interline, meaning that the two routes would operate together and offer a combined circular service whereby passengers wouldn't need to change buses to travel east-west in Airdrie. Interlining means a bus operating on one route would, at the end of the first route, start a trip on a different route. In this way, passengers can stay onboard the bus and travel directly from an origin on one route to a destination on a different route without changing vehicles.

In terms of the service level, in response to requests for service beyond peak hours on both weekdays and weekends, the Local network would be expanded to all-day service from early morning to late night, operating seven days a week. The operating hours would ensure connections with the ICE services at the South Transit Terminal. Considering the significant additional resources required to support the expanded network, the Phase 1 network would operate at an interim service level to allow the City and the Council to gradually increase the amount of resources dedicated to transit service. This interim service level includes a 30-minute frequency in peak hours and a 60-minute frequency in other periods for all Local routes. The proposed service levels are detailed in Table 12 below.

Table 12: Phase 1 Local Service Level

Route	Service Hours			Frequency (Minutes)				
	Weekdays	Saturdays	Sundays	Weekdays			Weekends	
				Peak	Daytime	Early Morning & Evening	Daytime	Morning & Evening
1	5:30am-11:30pm	7:00am-10:30pm	8:00am-10:00pm	30	60	60	60	60
3				30	60	60	60	60
4				30	60	60	60	60
5				30	60	60	60	60

Figure 9: Phase 1 Local Network



4.2.3.2 Phase 2

Around 2028 or 2029, significant growth in residences and road infrastructure is expected in Lanark, Chinook Gate, Cobblestone Creek, and Bayview. Also, the Southwest Recreation Centre Phase 1 and two high schools in South Windsong and Reunion, which can accommodate up to 1,810 and 435 students, respectively, would also be completed. These developments would generate significant transit demand in the peripheral communities in Airdrie, which signifies the need for expanded Local services in Phase 2.

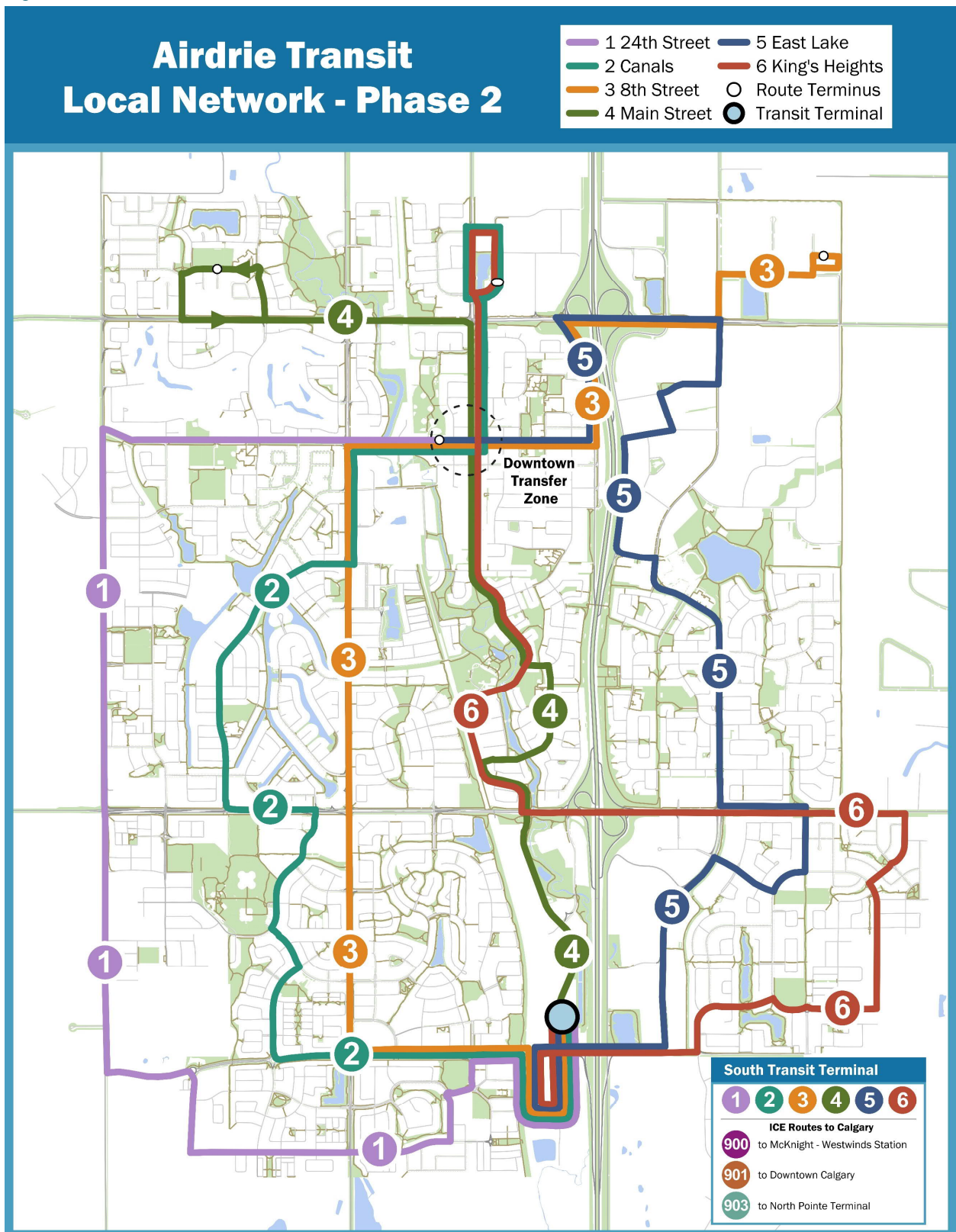
Figure 10 below shows the proposed Phase 2 Local network. By 2028/2029, more resources will be needed to support the expanded network, subject to the increase in approved service levels. During this phase, Routes 2 and 6 would be added, and would better cover both the interstitial and peripheral areas, such as the employment lands of Highland Park. Similar to other routes, these two would originate at the South Transit Terminal and route via the downtown area. Route 2's introduction would allow Route 1 to be adjusted to operate further west to serve the Southwest Recreation Centre (once suitable roads are constructed). The existing southern section of Route 1 would instead be served by the new Route 2. Areas without fixed-route connections, in particular East Lake Industrial Area and newly developed peripheral neighbourhoods, would be supported by Hello To Go, as was the case in Phase 1.

Table 13 below shows the service levels in Phase 2. Compared to Phase 1, the daytime frequency of all routes on both weekdays and weekends would be increased to 30 minutes. Only a small portion of periods in the early morning and evening with lower expected ridership would have a lower frequency of 60 minutes. Should any new areas demonstrate stronger demand as expected and necessitate a higher service level, Airdrie Transit may introduce fixed-route services that operate during certain periods with higher demand and support the rest of the periods with Hello To Go. Likewise, school specials may be operated if there is strong demand from students before the Phase 2 expansion. To continue facilitating east-west travel, Routes 1 and 5 would continue the interline arrangement in Phase 2. In addition, the entry of Route 6 would also improve east-west connections between the southeast communities and key destinations along Main Street and the downtown area.

Table 13: Proposed Local Network Service Level

Route	Service Hours			Frequency (Minutes)				
	Weekdays	Saturdays	Sundays	Weekdays			Weekends	
				Peak	Daytime	Early Morning & Evening	Daytime	Morning & Evening
1	5:30am-11:30pm	7:00am-10:30pm	8:00am-10:00pm	30	30	60	30	60
2				30	30	60	30	60
3				30	30	60	30	60
4				30	30	60	30	60
5				30	30	60	30	60
6				30	30	60	30	60

Figure 10: Phase 2 Local Network



4.2.3.3

Future Phase

Subject to development progress in new areas and resource availability from the Council, the following long-term changes in the future phase should be considered:

Crosstown Commuter Route (Route 7)

To continue to support direct east-west connections in the Local network and serve the eastward expansion of the East Lake Industrial Area (expected beyond 2030), there is potential to introduce an optional crosstown route. This would be in addition to the above Route 1/5 interline and Route 6. This service would offer a direct east-west connection along the majority of Yankee Valley Boulevard in Airdrie and offer additional fixed route service to the interstitial and peripheral areas served by Hello To Go. It would operate along new roads completed beyond 2030 to offer a more direct route, i.e., between East Lake Hill NE and Yankee Valley Boulevard on the east and Cobblestone Boulevard SW. The route has the potential to expand eastward to the industrial area in East Points, subject to development progress. Since it would focus on east-west commuting needs, this service would not deviate via the South Transit Terminal, nor downtown, but it would provide on-street, en-route connections with other Local routes (all routes except Route 1). The proposed routing is presented in Figure 11 below.

Routes 3 and 4 Outward Expansion

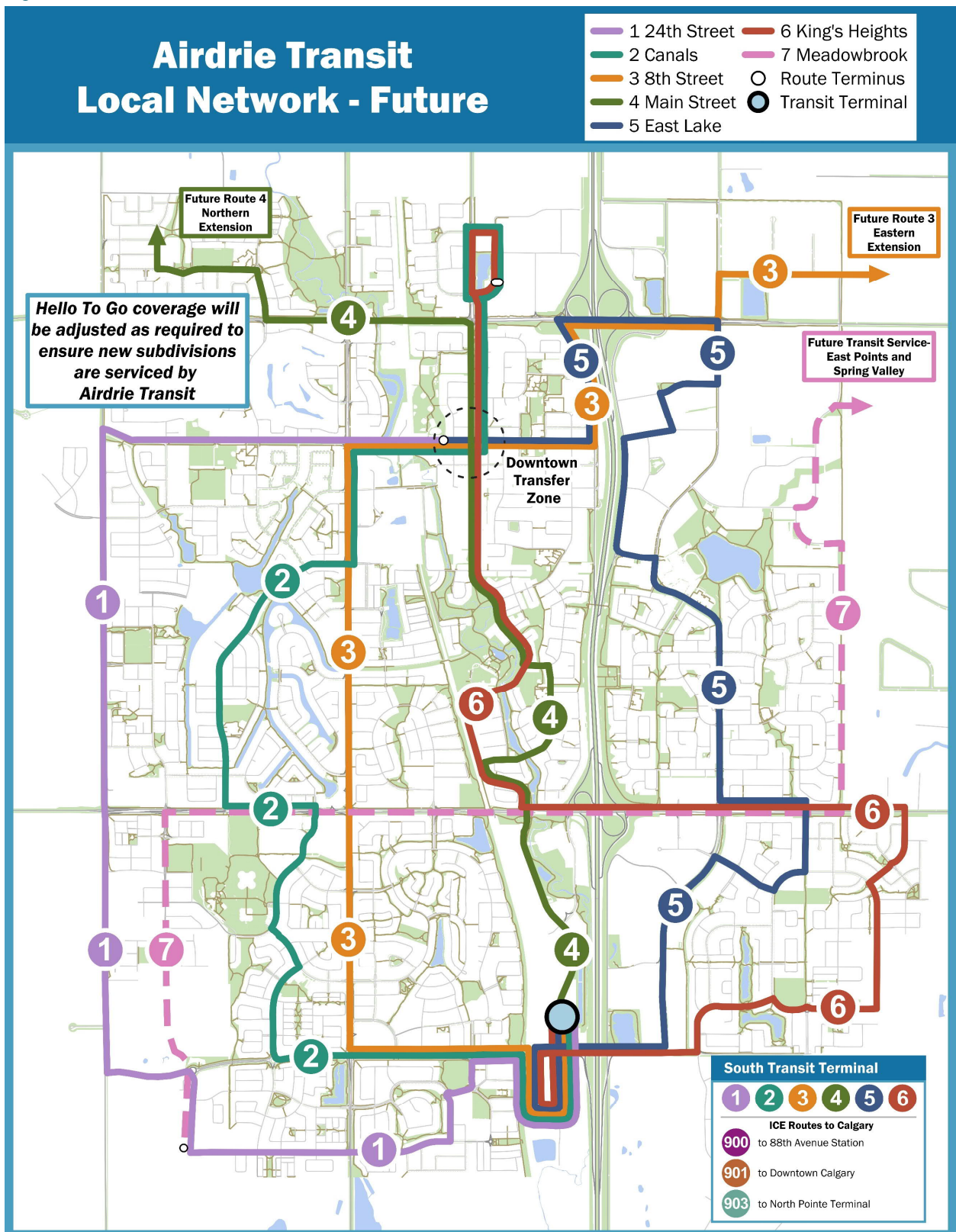
By the end of the TMP timeframe, new residential development is expected to be gradually completed in the northwest community of Sawgrass Park (north of Reunion and Williamstown). Also, the existing Highland Park Industrial Area is nearing completion. More growth is expected to expand eastward towards the north portion of the East Points development area. Subject to the actual development progress, Airdrie Transit may extend Routes 3 and 4 to these areas to replace the Hello To Go service there to provide better coverage, as per Figure 11 below. These service expansion decisions should be made with reference to the development thresholds stipulated in the Service Standards to ensure the transit demand would support the extended fixed routes.

Future Transit Opportunities

As Airdrie continues to expand over the next ten years, developments not currently anticipated in community area structure plans could occur. These developments could include large institutions or amenity destinations. They serve as important economic opportunities to Airdrie, for which flexible, responsive, and scalable transit services should be in place to provide adequate connections. Maintaining an efficient and adequate transit service is also conducive to encouraging developers and event organizers to pursue these opportunities in Airdrie. Should these developments and opportunities arise, Airdrie Transit is recommended to maintain close and frequent communication with developers or event organizers to understand the number of potential transit customers and identify appropriate transit services and fare options (e.g. employee and/or student passes) to capture the transit market. It should be noted that Hello To Go offers the flexibility to quickly serve new and emerging areas as they are developed, before conditions are suitable for fixed route services. Similar to the existing funding

model of Route 900, Airdrie Transit may warrant operational funding from them to introduce service. Timely service provision aligning with customers' needs is fundamental to establishing initial transit use and helps customers develop taking transit as a habit.

Figure 11: Future Phase Local Network



4.2.4

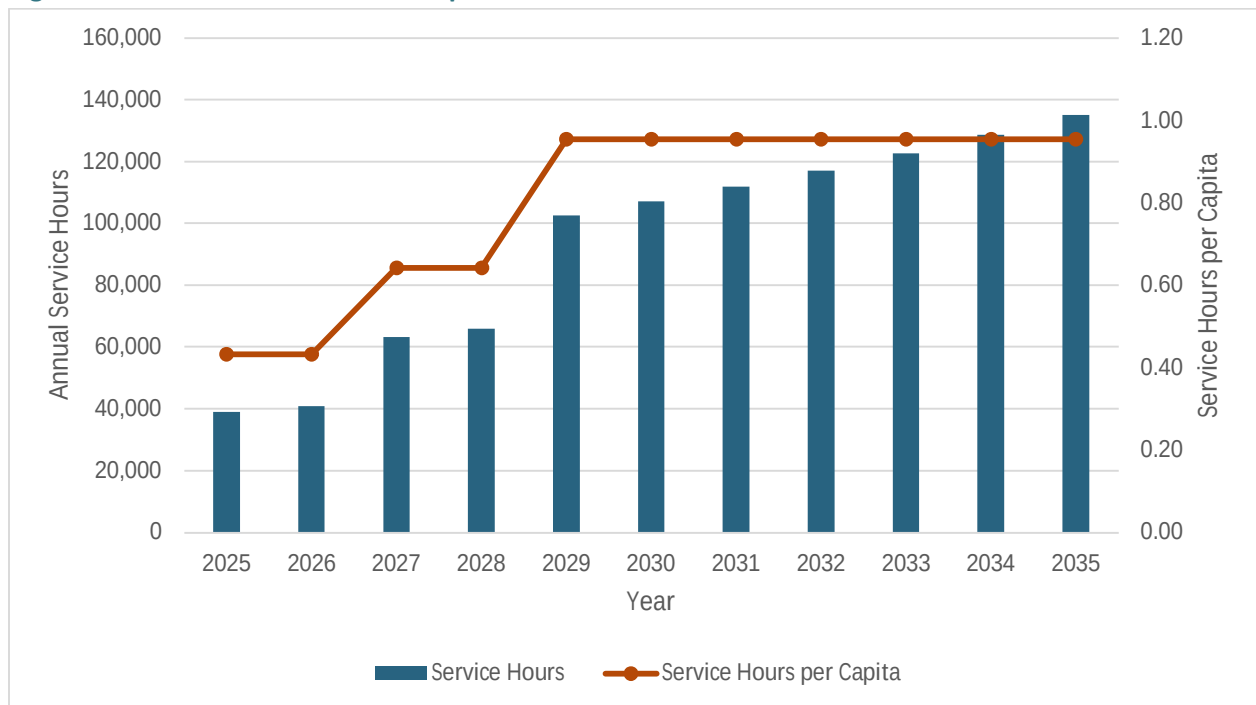
Service Hour Review

The above network and service level changes represent significant transit service growth, requiring additional service hours to meet existing and future demand. The annual service hours were calculated based on the following assumptions:

- **Population Growth:** The high population growth scenario forecasted by Nichols in the City of Airdrie Growth Projection Comparison Memo was used. It assumes a year-by-year population growth rate from 4.5% to 5.0% in the next ten years.
- **Service Hour Growth:** Before the new network implementation in 2027, it was assumed that service levels similar to the current system would be provided, where service hours were assumed to increase at the annual population growth rate. After the new network implementation, the service hours in the first year of each phase would align with the phased approach detailed in **Sections 4.2.2** and 4.2.3, and increase at the annual population growth rate from the second year onwards.

Figure 12 below presents the expected annual service hours and service hours per capita per year. As articulated in the chart below, Airdrie Transit's service hours would increase significantly in a short period of time. A 48% service hour increase to 0.64 hours/ capita would be required to transition to Phase 1 in 2027, and an additional 48% increase in hours to 0.96 hours/ capita would be needed to further transition to Phase 2 in 2029. Subject to the implementation of the additional services in the future phase, the service hours per capita would increase further after 2029. Although the service hours would double in the next few years, the increase is still conservative, as Airdrie's service levels would continue to be uncompetitive with those of municipalities of similar size, as detailed in Section 2.1.2.2.

Figure 12: Service Hour Distribution per Year



4.3 Special Event Service

Airdrie Transit provides shuttle and transit support for a variety of local community events, including the Annual Seniors Holiday Light Tour, New Year's Fireworks at Genesis Place, AirdrieFest, and the Calgary Co-op Stuff-A-Bus program. In 2025, AirdrieFest featured the most successful shuttle service delivered to date, offering free transportation to residents while helping to reduce parking congestion at the event site. Over a nine-hour period, two shuttle vans carried 344 riders, demonstrating strong community uptake and the effectiveness of shuttle service in managing event-related traffic and parking demand.

Currently, Airdrie Transit does not operate special event services to Calgary. Service options have been analyzed for major events such as the Calgary Stampede, including direct point-to-point service from the South Transit Terminal to the Stampede grounds, or a transfer connection at North Pointe to Calgary Transit's Stampede Express service (or via Route 903 once implemented). The transfer option at North Pointe is contingent on fare integration with Calgary Transit but provides a more cost-efficient model. Similar service models have also been evaluated for other Calgary events, such as Flames home games.

It is recommended that Airdrie Transit continue to support shuttle service options to maintain reliable local connectivity for community events. Additionally, a pilot special service from the South Transit Terminal to the Calgary Stampede is recommended to gauge ridership demand and inform potential future services to other major Calgary events.

4.4 Transit Technology

The transit technology gaps identified in Table 7 above reflect the potential for Airdrie Transit to further improve the customer-facing technology apps and solutions and customer experience. The existing technology solutions used by Airdrie Transit are more suitable for standalone small cities or urban areas with limited ridership. As Airdrie continues to grow and integrate into the regional transit network, these solutions require an upgrade to increase the solution capacity and user-friendliness to accommodate more riders, increase convenience, and facilitate service integration.

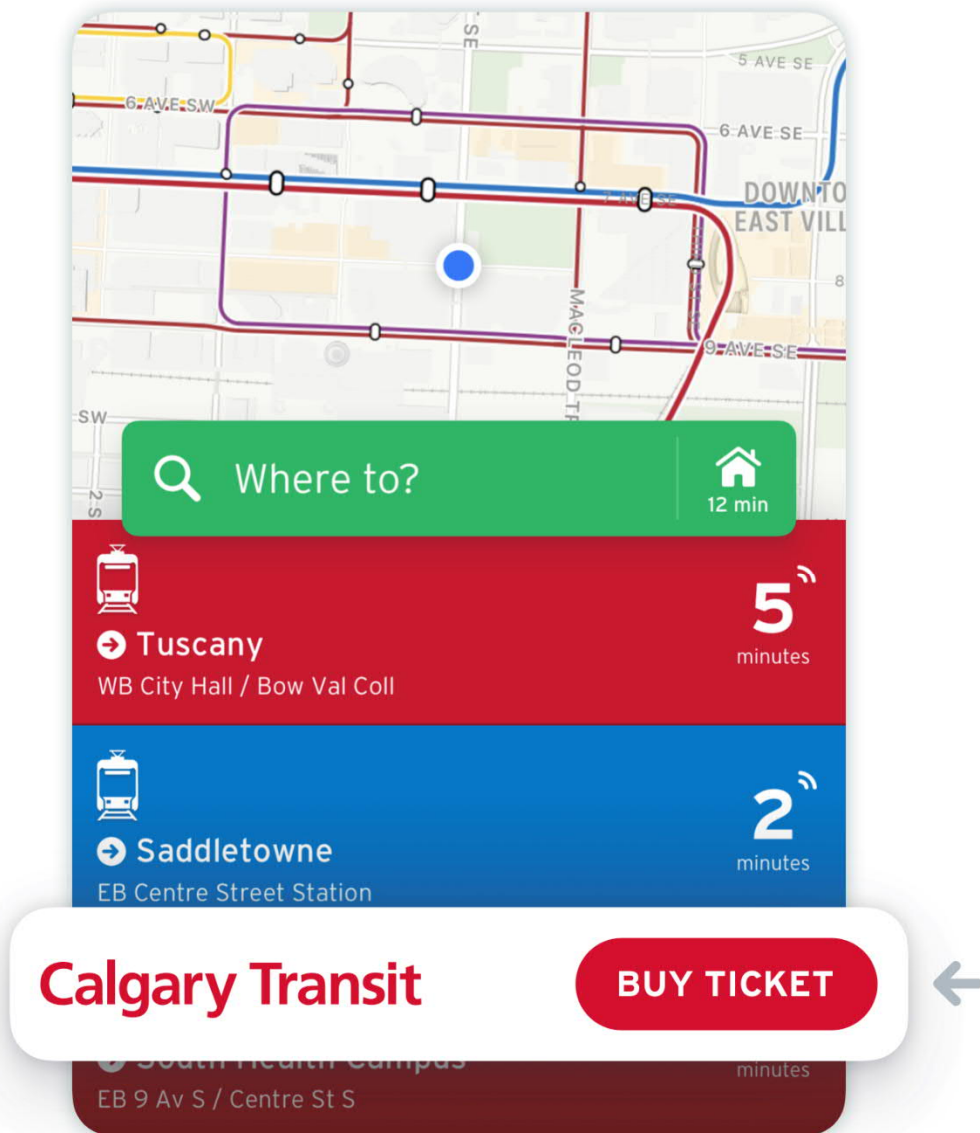
The following Table 14 summarizes the recommendations on the technology of Airdrie Transit, which can be categorized into app and fare technology.

Table 14: Transit Technology Recommendations

Category	Recommended Solution
Customer-Facing Apps	- Integrate customer-facing apps into a single app and improve customer experience, such as the ticketing integration example of Calgary Transit (Figure 13). - Improve overall information accuracy on apps.
Fare Media Options and Structure	- Consider implementing a sectional fare on Route 900 to/from CrossIron Mills by requiring customers to tap off², enabled by appropriate fare technology. - Liaise with Calgary Transit to: - Explore the feasibility of procuring a shared fare technology solution, which would facilitate regional fare integration and lower procurement costs through economies of scale. - Explore the use of more fare media options, e.g., payment QR code (currently in use by Calgary Transit), smart card, contactless open payment, and fare capping, as well as technology options that would support subsidized fare media purchases.
Digital Fare Products	Pays the existing surcharge applied to digital fare products to encourage their use, which would reduce the need to establish physical retail locations.
Fare Validation	Communicate with the fare technology solution provider to install fare validators onboard to reduce fare evasion and collect better ridership data.
Performance Tracking	Improve the on-time performance tracking system functionality to better monitor performance and make necessary service adjustments.

² Requiring passengers to tap on and tap off can record the distance travelled by the passenger, which can enable sectional fares to be implemented and charged based on the distance travelled and effectively reduce transit fares. In Airdrie Transit's context, a lower fare can be charged for Route 900 passengers travelling between CrossIron Mills and Airdrie/Calgary, given the shorter distance travelled compared to Airdrie-Calgary trips.

Figure 13: Embedded Ticketing Prompt of Calgary Transit on the Transit App



Source: [Calgary Transit](#)

4.5 Transit Terminals

Upon implementing the proposed network changes, the transit terminals in Airdrie would require infrastructural upgrades to accommodate additional routes and ridership. Recommendations are also made based on the project team's observations and the public comments during engagement. As the ICE routes would terminate at the South Transit Terminal and the expanded Local network would reduce the number of residents who park and ride.

4.5.1

South Transit Terminal

The number of routes accommodated by the terminal is expected to increase from five currently to nine by the next ten years. With a higher frequency and coordinated schedules, these services are expected to stop at the terminal at a specific time of the hour. The following upgrades are recommended to improve the terminal order and offer a better passenger experience:

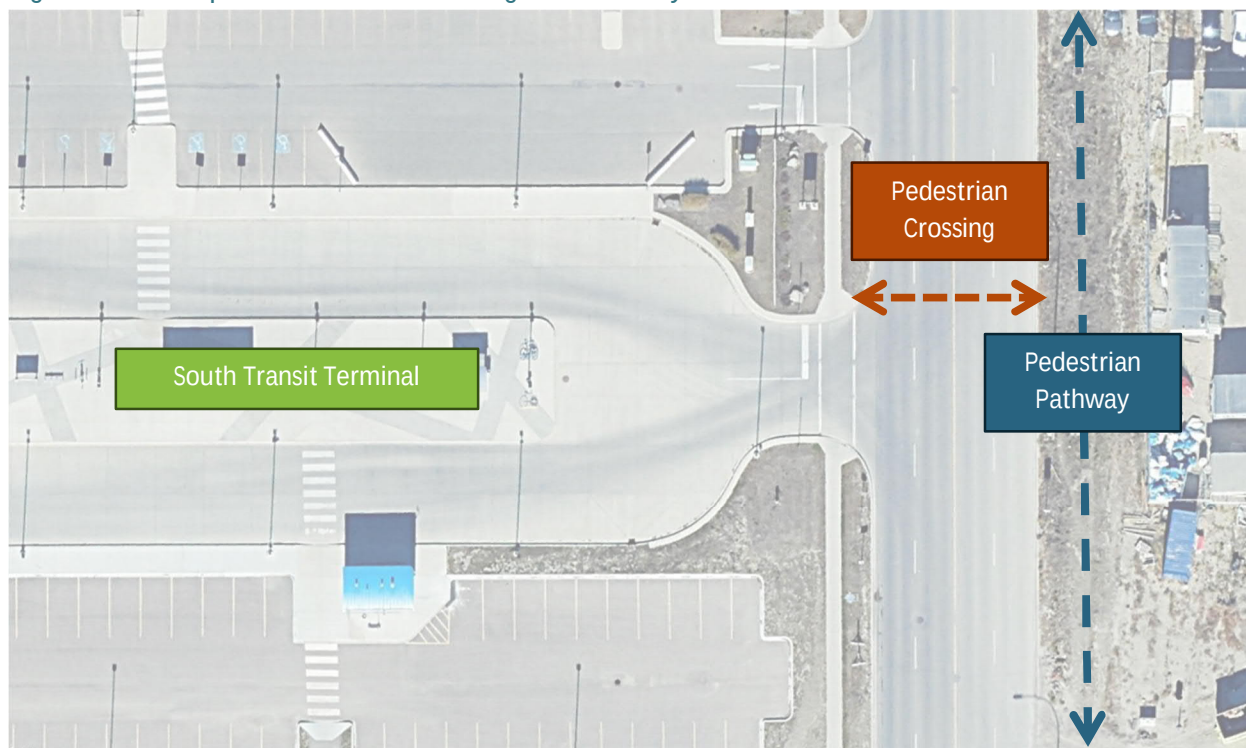
- Stop Indication:** From the project team's observations, the stop location of each route is not labelled at the terminal. Buses stop at random locations upon arrival, which creates chaos as passengers flock to the bus, especially during peak hours. Without indications, it also incurs wayfinding difficulties for occasional riders. As such, there needs to be a wayfinding upgrade to clearly indicate where each route would stop. Taking the wayfinding design of Calgary Transit terminals as an example, stop poles with large font indicating the route number are used to ensure that passengers can locate the route they ride (Figure 14).
- Route Information:** There is no route information, such as route maps, schedules, or passenger notices, provided at the terminal. Passengers would need to rely on their personal devices for this information. To improve wayfinding and communication, service information can be posted at the terminal, which would be especially beneficial for occasional riders. Electronic monitors or kiosks can be considered to ensure information is up to date, in addition to the potential for advertising.
- Terminal Amenities:** The terminal currently has three stop shelters, of which one is a closed, heated shelter (heat is activated when customers press a button or when the temperature drops below -15°C), and multiple bike racks. In response to passengers' requests in the engagement and the expected increased passenger flow, Airdrie Transit should consider upgrades to bus shelters based on the guidelines provided in the service standards document of this plan to accommodate more passengers, as well as installing more bike racks to offer a better passenger experience and encourage biking for the first mile and last mile trip.
- Parking Space:** While the expanded Local network is expected to reduce the number of passengers who park and ride, ridership growth, and the ICE network changes would, in turn, increase park-and-ride passengers at the terminal. Airdrie Transit shall target providing transit for the entire passenger trip, supported by active transportation for the first mile and last mile trip, but may also offer a park and ride option as an alternative. Therefore, there needs to be an increase in parking spaces at the terminal to ensure passengers choosing park and ride can park their vehicles safely and transfer to transit.
- Terminal Connectivity:** From the project team's observations, the road network configuration and limited access to pathways surrounding the terminal have made it vehicle-centric, which encourages access by transit or private vehicles, rather than by bike or on foot. As reflected in the engagement, residents desired easier access to the terminal and better integration with the pathway system. Subject to an overall safety and traffic operation assessment in the area, the City is recommended to construct a pedestrian path on the far side of the terminal on Main Street and a pedestrian crossing connecting the far side to the terminal (Figure 15).

Figure 14: A Stop Pole at Calgary Transit Terminals



Source: Google Earth

Figure 15: Conceptual Pedestrian Crossing and Pathway at the South Transit Terminal



Source: Google Earth

4.5.2 Downtown Transit Stops

As proposed in Section 4.2.3, local routes would converge in Downtown Airdrie, providing high levels of access and passenger transfer opportunities. To help facilitate this, two potential concepts for bus layovers in the downtown area have been proposed. The purpose of these concepts is to improve transfer connections and support schedule reliability.

Any long-term solution proposed must align with broader downtown revitalization outcomes and will be advanced in coordination with related City initiatives. Active transportation will be intentionally integrated to support walkability, cycling access, and overall downtown function. Further detailed design work is required for these solutions. During the transitional period, transit may operate from a temporary layover location while a permanent solution is identified and aligned with broader City plans.

4.5.2.1 On-Street Layover

The City has already constructed stops for both directions of Route 900 in downtown. In the northbound direction (NB Main St at 1 Av), there is a lay-by of approximately 30 metres long on the far side of the Main Street/ 1 Avenue intersection that allows buses to lay over for a short period of time without affecting oncoming traffic. This lay-by has the appropriate length to accommodate two 40-foot vehicles to pull in and out independently, or one 60-foot articulated bus. Without a designated terminal in downtown, longer layovers should be done elsewhere to avoid blocking oncoming traffic. Assuming buses would only stop for boarding passengers and lay over for up to a few minutes, an on-street layover option can be used. In the southbound direction, a layover is not recommended in this location due to road geometry and to avoid the removal of parking spaces in the downtown core.

To support Routes 1, 2, 3, and 5, a dedicated curbside layover location is required in the downtown area. To best support the Main Street-based downtown routes, east-west connections should be located as close as possible to Main Street and 1 Avenue NW. Ideally, this would be within the corridor between Main Street and 8 Street NW to support efficient transfers. The layover should be designed as a curbside lay-by comparable to the existing northbound layover on Main Street and include passenger amenities such as an electronic information display, shelter, seating, and bicycle racks. Prior to implementation, the proposed layover location would require review through the City's Land Acquisition Strategy.

Should the on-street layover option be chosen, passengers would be required to walk between the layovers on Main Street and 1 Ave to transfer between routes. In the short- and mid-term, this concept is proposed as a temporary measure before the completion of an off-street transit hub in the long-term (discussed in Section 4.5.2.2 below).

4.5.2.2 Conceptual Downtown Transit Hub

Another option investigated is an off-street hub. Under this option, the City would transform a land parcel into a dedicated bus loop for layovers and transfers. This option includes two possible design concepts:

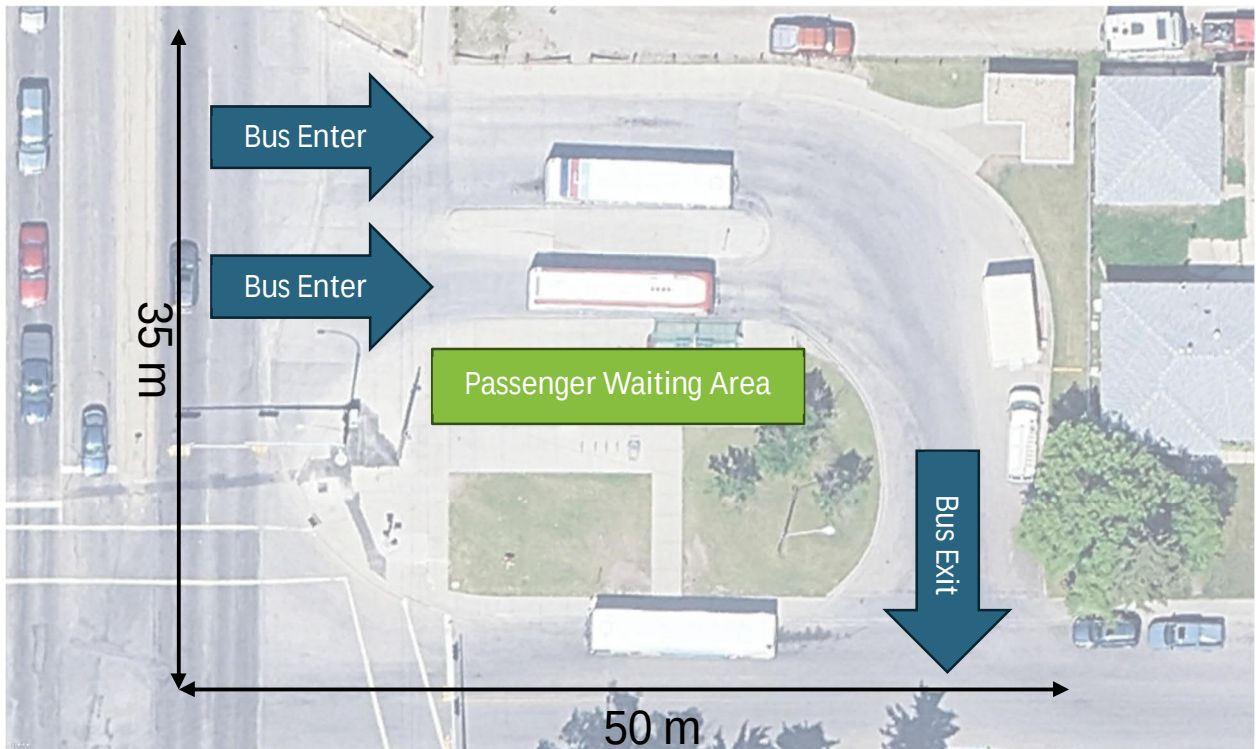
- **Side-by-Side:** This layout has at least one island that separates the platforms of each route and accommodates buses stopping side-by-side. Subject to the length of the platform, two buses can be accommodated in a lane. If the platform has sufficient length and a drive-through lane is available, buses can pull in and out independently; otherwise, the rear bus would be blocked by the bus in front, which may affect trip time and reliability. An example of this layout is the Calgary Transit 78 Avenue Bus Loop (Figure 16 & Figure 17).
- **Linear:** This layout has a linear, elongated curb with multiple platforms. Spaces are usually retained between platforms to allow independent pull-ins and pull-outs. If the platform is not long enough, buses may need to stop end-to-end and be blocked by the buses in front. A saw-tooth design may also be used for easier pull-outs. This layout is similar to the on-street option discussed, with the difference being that it moves buses off-street and minimizes traffic impact. An example of these layouts is the TransLink's UBC Exchange (Figure 18-Figure 20).

Figure 16: Calgary Transit 78 Avenue Bus Loop



Source: Google Earth, City of Calgary

Figure 17: Calgary Transit 78 Avenue Bus Loop Layout



Source: Google Earth

Figure 18: TransLink UBC Exchange Linear Platform



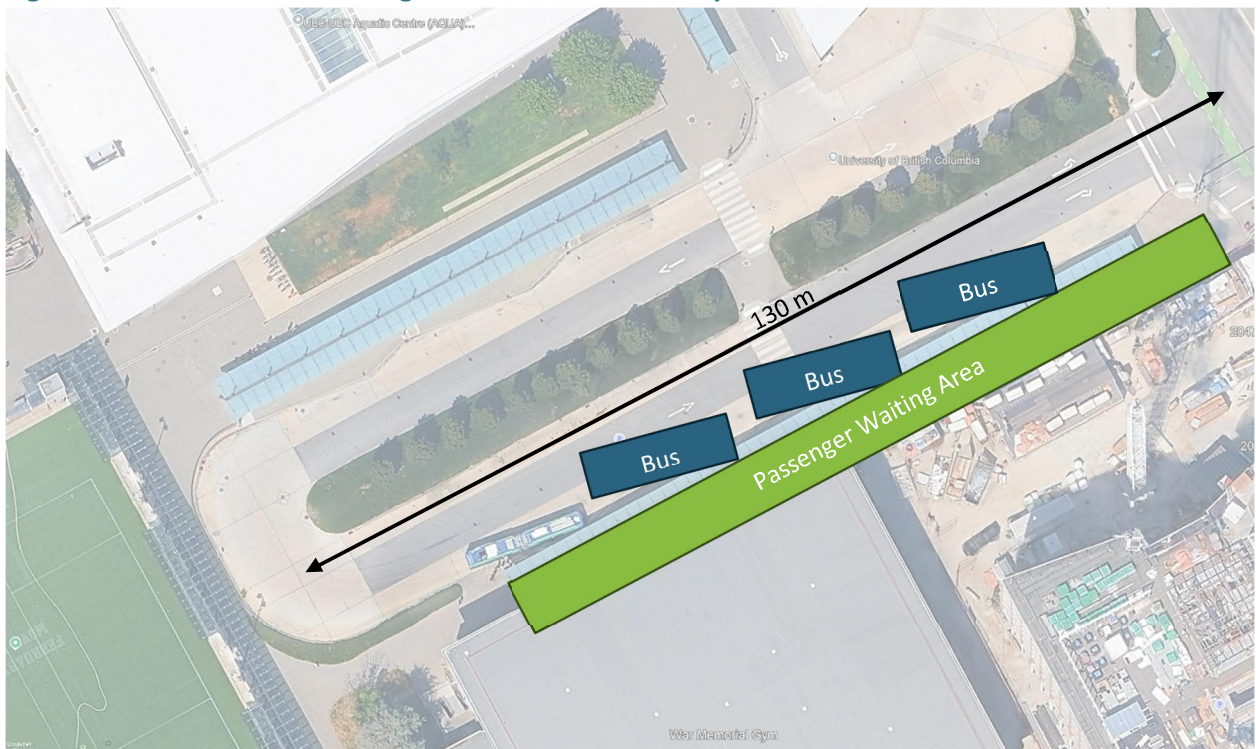
Source: Google Earth, UBC Studios

Figure 19: TransLink UBC Exchange Saw-Tooth Platform



Source: [Northwest](#), under the Creative Commons [Attribution-Share Alike 4.0 International](#) license.

Figure 20: TransLink UBC Exchange Saw-Tooth Platform Layout



Source: Google Earth, Vexcel Imaging US, Inc.

Compared to an on-street option, constructing a hub off-street would require a dedicated land parcel and may need land acquisition, alongside higher construction costs. Given that the downtown is already well-developed and the need to locate the hub closer to the downtown core, it could be difficult to identify an appropriate site. However, this option would allow same-stop transfers for passengers, minimize traffic impact, and the sharing of passenger amenities. Moving buses off-street would also offer higher scheduling flexibility, allowing buses to lay over for longer when needed. The City's land acquisition policy should prioritize appropriate parcels in the downtown area that meet specific criteria to support the potential development of a downtown transit hub in the long term. A preferable site should accommodate two bus lanes to maintain scheduling and layover flexibility, divert passengers to their respective platforms, and avoid overloading when buses arrive. Any hub development will require a traffic impact and operations assessment prior to development.

4.6 Ridership Forecast

With rapid city expansion and population and employment increase, alongside the service hour increase in the proposed network, the ridership of Airdrie Transit is expected to increase significantly in the next ten years. A ridership forecast is prepared to identify how sufficient the future service level would be to cope with the future demand. To prepare the forecast, the methodology of service hour calculations in Section 4.2.4 and the following assumptions are used:

- **Factors Affecting Ridership:** The growth in population and changes to service levels are assumed to be the factors affecting ridership. A fixed propensity to use transit as the existing condition is assumed, considering a similar development density in the new areas as the existing.
- **Ridership Time Lag:** Each service hour devoted in 2025 generated 14.00 passengers. A constant relationship between service hours and ridership is assumed to exist throughout the 10 years. As there is often a time lag for ridership to align with a service change due to information gaps and the time needed for travel patterns to change and settle, a 35% and 60% multiplier is assumed in the first and second year of service hour increase in each phase, respectively. A general observation of transit use in Canada reflects that ridership would reach full potential from the third year onwards.

Table 15 below shows the ridership forecast as a result. Compared to the existing service level, the annual service hours are expected to increase by 55% in both 2027 and 2029. The number of service hours per capita would increase from 0.43 currently to 0.96 in 2029. This increase in service hours is expected to almost quadruple the overall ridership from 546,000 in 2025 to 1.9 million in 2035. As a result of this increase, the ridership per capita is expected to increase from 6.06 currently to 13.37 in 2035. With this significant increase in ridership per capita, the transit mode share in Airdrie is also expected to increase.

Table 15: Service Hours and Ridership Forecast from 2025-2035

Metric	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Period	Existing		Phase 1		Phase 2/ Future						
Population	90,044	94,070	98,490	102,780	107,280	112,140	117,210	122,660	128,470	134,710	141,420
Service Hours	38,998	40,741	63,217	65,971	102,467	107,109	111,952	117,157	122,706	128,666	135,075
Service Hours per Capita	0.43	0.43	0.64	0.64	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Ridership	545,809	570,213	680,311	826,115	1,038,916	1,315,017	1,566,861	1,639,717	1,717,385	1,800,801	1,890,500
Ridership per Capita	6.06	6.06	6.91	8.04	9.68	11.73	13.37	13.37	13.37	13.37	13.37
Ridership per Service Hour	14.00	14.00	10.76	12.52	10.14	12.28	14.00	14.00	14.00	14.00	14.00

5.0 Implementation Strategy

This section discusses how the above future transit network changes could be implemented in a phased approach over the next ten years. These phases include staffing and financial impacts (using 2026 dollars), as well as other important tasks to support Airdrie Transit. To achieve the proposed network changes, three implementation phases are proposed:

- Short-Term (2026-2028): Implement the Phase 1 changes of both inter-municipal and local services.
- Mid-Term (2029-2032): Implement the Phase 2 changes of both inter-municipal and local services.
- Long-Term (2033-2035): Identify opportunities to implement the future phase changes of both inter-municipal and local services.

Importantly, any significant changes to transit service levels and routes will require Council funding approval and, to that end, will be brought for discussion prior to implementation. The proposed changes and phases detailed in this report are a guide and are likely to evolve to suit the City's growth patterns, overall needs, and resource constraints at the time of proposed implementation.

5.1 Staffing Requirements

The implementation of the new network would result in additional tasks that need to be undertaken by the City or the service contractor (Transdev Canada). This section discusses how these additional tasks should be divided to enable smooth service delivery.

5.1.1 Transit Planning and Operation Structure

The transit service planning and operations duties are currently divided between Airdrie Transit and Transdev in the following split in Table 16.

Table 16: Transit Service Planning and Operations Duty Split

Airdrie Transit/ City of Airdrie	Transdev
• Conduct strategic planning, including service network, level, fleet and technology procurement, inter-modal integration, and ensure services meet the city's growth targets and planning directions. • Identify service policies. • Handle service compliments, complaints, and inquiries. • Manage the performance of the service contractor and the tender process. • Liaise with peer municipalities on partnership opportunities.	• Provide the fixed route, co-mingled Hello To Go, and charter bus services using Airdrie Transit vehicles • Support and maintain transit technology, including fare, vehicle dispatch, communication, and monitoring technology. • Monitor routine service operation and handle interruptions. • Conduct service scheduling and runcutting. • Manage service vehicles, including servicing and maintenance.

• Manage stop facilities (Active Transportation Assistant). • Manage the garage and washroom at the South Transit Terminal (City of Airdrie). • Source advertising partners.	• Report service hour data and operating cost data (e.g., fuel, fleet maintenance, technology) to Airdrie Transit for reimbursement.
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The duty split above implies that Airdrie Transit is responsible for decision-making, including strategic planning on service and facilities and policy making, as well as managing the service contractor and handling customer service inquiries. In addition, the Active Transportation Assistant in the Airdrie Transit's structure is also responsible for maintaining bus stop facilities. Outside Airdrie Transit, the City of Airdrie (Building Maintenance Department) is responsible for managing the garage and the washroom at the South Transit Terminal, in addition to other City facilities. On the contractor side, Transdev is responsible for routine service scheduling, runcutting, and routine monitoring, as well as any communication and fleet servicing and maintenance to ensure smooth service operation, based on Airdrie Transit's directions.

5.1.2 New Network Implementation

The new network implementation would require more operators to operate the new routes and increased service hours, which would result in a lower admin-to-operator ratio and more workload for Airdrie Transit. Assuming the number of operators required would increase proportionally to service hour increases, this would increase the number of operators from 26 currently to 56 in 2035. By then, the admin-to-operator ratio would reduce to 1:14, which indicates the need to hire new staff or assign more work to the service contractor and reduce the workload undertaken by Airdrie Transit staff.

The above proposed transit network changes are expected to bring the following impacts on the tasks, which would be designated according to the following split:

- Airdrie Transit/ City of Airdrie:
 - More integration and coordination effort with Calgary and Rocky View County;
 - Management of the new downtown transit hub;
 - Procurement of the new fare technology integrated with Calgary Transit's system;
- Transdev:
 - Operate more routes and increase service hours;
 - Operate the new special event service to Calgary; and
 - Implement new scheduling requirements, including interlining and schedule integration with Calgary Transit.

The Dillon team investigated how Milton Transit in Ontario, which has a similar operating scale as Airdrie Transit and contracts service to PWTransit, operates and assigns work to the contractor. Table 17 below presents the key differences in how Airdrie Transit and Milton Transit designate work to the contractor.

Table 17: Key Differences in the Operation Structure of Airdrie and Milton Transit

Area	Airdrie Transit	Milton Transit
Customer Service	The City provides call-taking for Hello To Go bookings and cancellations and handles customer service inquiries, compliments and complaints. Transdev handles operational inquiries related to lost and found.	PWTransit is responsible for a comprehensive customer service headquarters, including phone support and reservationist functions.
Operations Facility	The City owns the facility at 90 Highland Park Common and leases it to Transdev.	The transit facility at 420 Morobel Drive is leased directly by the contractor from the property owner.
Technology	Transdev must provide necessary technology solutions for daily operations, including a bus tracking and vehicle communication solution.	PWTransit is responsible for housing, maintaining and servicing all Town-owned ITS and radio systems and assets.
Revenue Handling	Transdev is explicitly prohibited from handling cash or tickets.	PWTransit typically manages the maintenance and servicing of farebox assets.

In comparison, Airdrie Transit retains more control on service operation and finance by performing customer service functions, Hello To Go bookings and handling cash and tickets, while Milton Transit contracts all these functions to the contractor. This, while enabling Airdrie Transit to have better monitoring of service quality, incurs additional work for municipal employees. Considering that Airdrie Transit's workload would increase with the proposed network, especially coordination with nearby municipalities for service and fare integration, Airdrie Transit would require an additional staff member to support the extra workload. Meanwhile, Airdrie Transit may also explore the feasibility of delegating routine customer service functions and revenue handling to the service contractor.

Comparing the two proposals, delegating the routine functions to Transdev would unleash staff ability to support functions requiring decision-making. While this option would save the cost of hiring a new admin staff member, it would come at the risk of less operational control. Meanwhile, hiring a new staff member would maintain the existing service operational control, but comes with higher staff remuneration costs. Should the delegation proposal be chosen, the service contract with Transdev should be redrafted to mitigate service control risk and delineate responsibility.

5.2 Costing

The increased service level recommended for the next ten years will increase the transit operating and capital costs. The following section presents a high-level cost forecast for the City, for which a financial strategy can be developed.

5.2.1

Operating Costs

The operating costs of transit service include driver's remuneration and fuel. Aside from these direct operating costs, vehicle servicing and maintenance (technicians' hours and parts) and remuneration of non-operating staff, including transit planning and admin staff, are part of the indirect operating costs.

Transdev, the contracted operator of Airdrie Transit, currently charges an all-inclusive rate for all direct operating costs of fixed route and Hello To Go services. These existing contracted rates (excluding inflation) were used to forecast the financial impact of the proposed network in the next ten years.

It should be noted that, although the expansion of the fixed route local network and its conversion to all-day, seven-day-a-week service would replace part of the current Hello To Go service, more Hello To Go service hours would still be provided in the next ten years to improve current trip denial levels and accommodate growth from new development areas.

In addition, an all-day interline arrangement is assumed on Route 4 with Route 900 during all terms, where the impact on vehicle costs of this interlined service is reflected in those of Route 900. The impact of Route 4's vehicle costs in the short-term only covers those of the additional departures in peak hours on top of the interlined departures, due to the lower frequency of Route 900 during daytime. In the mid- and long-term, as the frequency of Route 900 and Route 4 is aligned across all periods, there would not be a standalone Route 4 service, resulting in a significant vehicle cost decrease. As the changes recommended in the long-term are conceptual and subject to change based on discussion with the peer municipalities, their impacts on vehicle costs are not assumed here.

In addition to regular services, a new special event service for Calgary Stampede was also recommended, as per Section 4.3.

In addition to the above contracted costs, the recommended changes would also incur an increase in vehicle maintenance and fare technology:

- **Vehicle Maintenance:** The annual fleet maintenance hours based on the current fleet size are estimated at 2,500. The annual maintenance hours are expected to increase and align with the fleet size stipulated in Table 19 below.
- **Fare Technology:**
 - As outlined in **Section 4.4**, Airdrie Transit should plan to transition away from its current fare technology solution at the end of the existing contract term and explore alternative fare technology options with lower ongoing subscription costs. This may include pursuing a partnership with Calgary Transit to leverage a shared fare platform that supports fare integration, or sourcing an independent solution that better aligns with Airdrie's long-term needs and scale.
 - In evaluating future fare technology options, Airdrie Transit should consider fare systems where transaction commissions are paid by the municipality rather than passed on to customers. While

this approach represents an additional operating cost to the municipality, it offers several important benefits. Removing transaction-related charges from customers promotes fare equity by ensuring riders pay the advertised fare, without additional surcharges that can disproportionately impact lower-income riders, youth, seniors, and frequent users who rely on mobile ticketing. A municipality-paid commission model also aligns with broader affordability and accessibility objectives.

- From a ridership and system growth perspective, absorbing transaction commissions at the agency level creates a simpler and more predictable fare experience, reducing barriers to adoption of digital fares. This can support higher mobile fare usage, faster boarding times, and improved customer satisfaction, all of which contribute to ridership retention and growth over time. Fare integration with Calgary Transit, if pursued, would further support regional travel and make transit a more competitive option for intermunicipal trips.
- If Airdrie Transit were to adopt a fare technology model similar to Calgary Transit's current approach, it would likely be subject to transaction commissions. These costs would need to be considered as part of future operating budget decisions and weighed against the long-term equity, customer experience, and ridership growth benefits.

5.2.2 Capital Costs

To support the increased service level and maintain a financially sustainable service, apart from the recommended changes to transit technology and terminals mentioned in Section 4.0 above, additional capital changes, including fleet, stop infrastructure, and facility, are recommended. Their estimated costs are presented below.

5.2.2.1 Fleet

The following section presents a fleet forecast for the next ten years. It is subject to the following assumptions or limitations:

- **Vehicle Delivery:** The delivery timeframe of conventional transit buses in Canada currently varies between 12 and 18 months. Assuming Airdrie Transit would obtain funding from the Council to place bus orders by the end of 2026 or early 2027, these new buses would be delivered by mid or late 2028. Therefore, the new conventional buses would only be available for mid-term network changes. As an interim measure in the short-term, Airdrie Transit is recommended to procure smaller buses (e.g., cutaway buses), which typically have a shorter delivery timeframe than the conventional buses.
- **Long-Term Network:** It is assumed that the conceptual route changes in the long term, including the new Route 7 and Rocky View Industrial Shuttle and the extension of Routes 3 and 4, would materialize.
- **Vehicle Deployment:** Considering the lower expected ridership on new local routes serving the new peripheral neighbourhoods in the beginning years and the short-term vehicle delivery limitations, the following vehicle deployment scenarios in Table 18 are assumed. Despite the deployment assumptions, larger or smaller vehicles may be assigned interchangeably to satisfy passenger and operational needs, provided these spares are available and that the road conditions permit.

- **Spare Ratio:** A 25% spare ratio is used to calculate the number of spare vehicles required and the total fleet required. Since the smaller buses procured in the short-term have higher capacity than the existing transit vans, they would be better spares than the vans and should be maintained in the fleet even after the delivery of conventional buses in the mid-term.

**Note: Spare ratio = No. of spare fleet ÷ peak vehicle fleet requirement. According to the American Public Transportation Association, the recommended spare ratio for an agency operating 50 or more fixed route vehicles is 20%. Considering that Airdrie Transit currently operates 26 vehicles, a higher 25% spare ratio is assumed.*

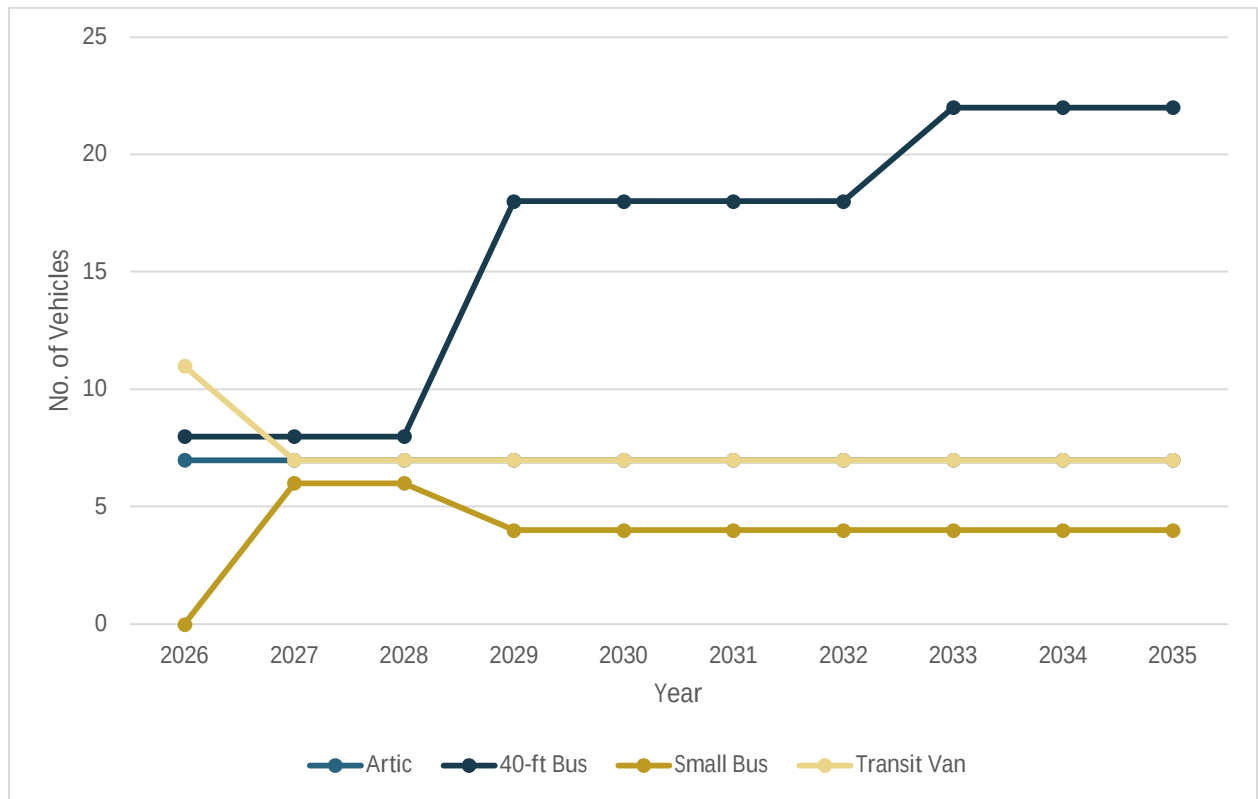
Table 18: Vehicle Deployment Scenarios

Route	Short-Term	Mid-Term	Long-Term
900	Artic	40-Ft	40-Ft
901	Artic	Artic	Artic
903	40-Ft	40-Ft	40-Ft
1	Small Bus	40-Ft	40-Ft
2	No service	40-Ft	40-Ft
3	40-Ft	40-Ft	40-Ft
4	Artic (Interline) 40-Ft (Standalone)	40-Ft	40-Ft
5	40-Ft	40-Ft	40-Ft
6	No service	Small Bus	40-Ft
7	No service	No service	Small Bus
Hello To Go	Transit Van	Transit Van	Transit Van
Rocky View Shuttle	No service	No service	Small Bus

As a result of these limitations and assumptions, Table 19 below presents the peak requirement and total and spare fleet distributions per vehicle type in the upcoming ten years, while Figure 21 presents a total fleet size graph. In the short-term, most articulated and 40-foot buses would be dispatched during peak periods. Small buses would be served as the main spares for these articulated and 40-foot buses in the fleet. Upon bus delivery from the mid-term onwards, the expanded fleet would better support the above deployment assumptions and provide greater vehicle use flexibility.

Table 19: Fleet Requirement and Distributions

Category	Fleet Type	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Peak Fleet	Artic	5	7	7	5	5	5	5	5	5	5
	40-Ft Bus	6	7	7	14	14	14	14	17	17	17
	Small Bus	0	2	2	2	2	2	2	3	3	3
	Transit Van	3	3	3	3	3	3	3	3	3	3
	Total	14	19	19	24	24	24	24	28	28	28
Total Fleet	Artic	7	7	7	7	7	7	7	7	7	7
	40-Ft Bus	8	8	8	18	18	18	18	22	22	22
	Small Bus	0	6	6	4	4	4	4	4	4	4
	Transit Van	11	7	7	7	7	7	7	7	7	7
	Total	26	28	28	36	36	36	36	40	40	40
Spare Fleet	Artic	2	0	0	2	2	2	2	2	2	2
	40-Ft Bus	2	1	1	4	4	4	4	5	5	5
	Small Bus	0	4	4	2	2	2	2	1	1	1
	Transit Van	8	4	4	4	4	4	4	4	4	4
	Total	12	9	9	12	12	12	12	12	12	12

Figure 21: Recommended Fleet Size from 2026-2035

According to the table and figure above, Airdrie Transit is recommended to expand its 40-foot bus fleet and procure new small buses to operate more fixed routes and meet the service level requirement. The total 40-foot bus fleet would almost triple from 8 currently to 22 in 2035. Given the planned expansion of fixed-route service in Airdrie, which is expected to reduce demand for the Hello To Go on-demand service, and the currently high spare ratio within the transit van fleet, Airdrie Transit should consider a modest fleet right-sizing in the short term. Rather than maintaining the current fleet of 11 vans, it is recommended that the fleet be reduced to 7 vehicles total, including 3 vehicles dedicated to on-demand peak operations and 4 vehicles retained as spares or for special events, contingency, or peak service needs. This approach would involve the disposal of 4 vehicles, allowing Airdrie Transit to better align fleet size with operational requirements while preserving adequate operational flexibility and resiliency.

While the affected vehicles were originally acquired using grant funding, meaning there was no upfront purchase cost to the municipality, they continue to generate ongoing expenses. These include insurance premiums, amortization, and other administrative costs. As such, retaining underutilized vehicles represents a continuing financial liability without a corresponding operational benefit. Reducing the fleet to seven vehicles would lower these fixed costs while maintaining sufficient capacity to support on-demand service delivery, spare coverage, and special event needs. This measured reduction balances fiscal responsibility with service reliability and reflects a more efficient use of municipal resources as service delivery priorities evolve.

For the articulated bus fleet, the number is recommended to remain unchanged. As the number of small buses required would reduce upon the delivery of 40-foot buses in the mid-term, Airdrie Transit could procure the four small buses required throughout the next 10 years and lease the two buses that are only needed in the short-term to reduce amortization costs.

5.2.2.2 Stop Infrastructure

In the new network, both the terminal and on-route stop infrastructure require an upgrade to serve the expanded service.

Terminal

- South Transit Terminal: As per **Section 4.5.1**, the Terminal would require better stop indication and route information, expanded passenger shelter, more parking spaces, and improved connectivity with the nearby pedestrian pathway network.
- Downtown Transit Layover: From **Section 4.5.2**, Airdrie Transit is recommended to proceed with an on-street option for the Downtown Transit Layover in the short- and mid-term that offers a temporary transfer option to passengers, and work on completing an off-street terminal option in the long-term that offers a better passenger experience and minimizes the impact on traffic. An on-street option is expected to cost significantly less than on off-street option.

On-Street Stops

The denser coverage of fixed route service within Airdrie would require more bus stops to be installed. Currently, there are 77 bus stops within Airdrie, covering the circular Routes 1 and 3 and the local section of Route 900. Assuming a bus stop spacing with reference to the stop spacing standard in the Service Standards (Appendix B) and considering that routes with sections overlapped could share bus stops, it is expected that Airdrie Transit would need to install 20 bus stops in the short-term and 60 bus stops in the mid-term. These 80 new bus stops would require amenities, such as bike racks, a bus shelter, and a bench, according to the Service Standards.

For stops of ICE routes in Calgary, stop amenities are shared with Calgary Transit. This practice is expected to continue in the new network, where Airdrie Transit is only required to install a stop pole at North Pointe Terminal for Route 903, and relocate or remove the Route 900 poles when it is shortened. For the services proposed in the long-term, as the service design is currently conceptual, where the routing is largely subject to change, it is not possible to estimate the number of stops required and their subsequent costs now.

5.2.2.3

Facility

The existing Airdrie Transit Operations Centre was recently completed in 2020. It was designed to house 32 vehicles, including 13 articulated buses, 11 40-foot buses, and 8 transit vans. Aside from the storage area, it also has two maintenance bays for articulated buses and one for buses up to 40 feet. As per the fleet forecast, Airdrie Transit would have 7 articulated buses, 22 40-foot buses, 4 small buses, and 7 transit vans. Since the number of articulated buses and transit vans would be lower than the design capacity, some of these spaces saved can be allocated to 40-foot and small buses to defer the need for facility expansion. In the long-term (i.e., from 2033 onwards), the fleet size would grow beyond the design capacity of the facility, which necessitates an expansion. Airdrie Transit may opt for constructing a sheltered area outdoors and storing part of the fleet there to save construction costs, as indicated in the example of Roam Transit's facility in Figure 22 below. Alongside an expansion of the storage area, there also needs to be modifications to the maintenance bay to adapt to the fleet composition, where Airdrie Transit is recommended to convert one for articulated buses to buses up to 40 feet.

Figure 22: Roam Transit Outdoor Fleet Storage Area



Source: Dillon Consulting Limited

5.2.2.4

Fare Technology

The new fare technology solution would also require an initial equipment and installation cost. Given the fleet growth scenario to 40 vehicles by the end of the next ten years, it has been assumed that onboard technology (e.g. validators) would need to be procured for 40 vehicles.

5.2.3

Cost Impacts

To conclude the above operating and capital costs, Table 20 below presents a summary of the magnitude of additional costs incurred to implement the new network. These are articulated as costs changes compared to the preceding term.

Table 20: Magnitude of New Network Costs

Area	Action Items	Short-Term	Mid-Term	Long-Term
Inter-Municipal Service	Operate the recommended ICE service	Low	Medium	
Local Service	Operate the recommended local service	Medium	High	
Special Event Service	Operate the recommended special event service	Low		
Fleet	Expand the 40-foot and small bus fleet	Medium	High	High
	Right-size the transit van fleet	Low (saving)		
	Increase fleet maintenance hours	Low	Low	Low
Garage	Retrofit the Transit Operations Centre		High	
Stop Infrastructure	Retrofit and expand the South Transit Terminal	Medium		
	Construct an on-street downtown layover	Low		
	Construct an off-street downtown transit hub	High		
	Install new bus stops and the necessary amenities	Low	Medium	
Fare Technology	Procure a new fare technology vendor with Calgary Transit	Low	Low	Low
	Operate the new fare technology system	Low	Low	Low

From the above ridership and cost forecasts, Table 21 below presents a financial forecast for Airdrie Transit's service in the next ten years. With higher ridership per capita, Airdrie Transit would be able to recover more operating costs from fare revenue, leading to a higher revenue-to-cost ratio and improved financial conditions.

Table 21: 10-Year Performance Forecast

Metric	Existing	Short-Term	Mid-Term	Long-Term
Year	2024	2027	2029	2033
Ridership	657,615	826,000	1,315,000	1,801,000
Service Hours	33,331	63,217	102,467	122,706
Revenue-to-Cost Ratio	Medium	Medium	Medium	High

5.3 Land Use Policy

Land use and transportation planning are interrelated, such that one's policy often affects the other. For example, land use density tends to exhibit a positive correlation with transit use, where high-density and mixed land use areas often present higher transit use. Meanwhile, areas with good access to transit service tend to encourage higher-density land uses. In the next ten years, the City is recommended to

implement the following land use and community planning policies to favour density intensification and encourage transit use:

- Support flexible land use policy to support a broader range of housing types and higher-density residences;
- Support a mix of land uses to support mixed-use development, particularly around major transportation corridors;
- At such a time as land along transportation corridors is developed and redeveloped, where possible, require upgrades to pedestrian infrastructure such as sidewalks, crosswalks, or transit infrastructure; and
- Consider transit routing and key transportation corridors when planning for higher-density areas and areas to encourage future density.

5.4 Implementation Plan

Airdrie Transit is recommended to implement the above recommendations in a phased approach. The following presents the key steps to be undertaken in each term. These key steps, however, are subject to change depending on the recommended concept and progress of the regional rail network currently underway by the province, for which Airdrie Transit shall monitor and adjust the concepts recommended in this TMP accordingly.

5.4.1 Short-Term (2026-2028)

- **Network Launch and Monitoring (Phase 1):** Transition to the Phase 1 inter-municipal and local network and operate the special event service. Monitor performance and review passengers' feedback on the new network and service level to fine-tune service.
- **Regional Integration:** Initiate negotiations with Calgary Transit to establish fare and service integration, specifically targeting the shared use of terminal facilities and fare integration to avoid a double fare and implement a regional fare structure and products.
- **Active Transportation Integration:** Retrofit stops and vehicles to encourage inter-modal trips, including adding bike racks on vehicles and at stops.
- **Infrastructure Upgrades:**
 - Install new on-street bus stops and upgrade facilities to support the expanded local coverage in Phase 1, including the downtown layover stops.
 - Confirm the downtown transit hub design and begin the land acquisition (if needed), planning, and construction work, and target completion before the implementation of the future phase network.
- **Technology & Fare:**
 - Explore the procurement of a new fare technology vendor and implement the recommended fare changes.
 - Discuss with the existing technology solution providers to improve passengers' experience in trip planning and receiving trip updates.

- Explore with post-secondary institutions in Calgary on the need and feasibility for U-passes.
- **Fleet Growth and Rightsizing:** Expand the 40-foot bus fleet and downsize the Mobility Van fleet. Before vehicle delivery, services can be provided by the spare articulated buses to meet the recommended service level in the transitional period.
- **Operation Structure:** Explore staffing requirements to determine whether support functions are best fulfilled through the addition of a municipal employee or through delegation to contracted staff.
- **Review Development Progress:** Monitor the city expansion progress and key special events and discuss with developers and event organizers to introduce additional services as needed.
- **Passenger Rail Master Plan:** Monitor progress on the Rail Master Plan and participate in engagement opportunities as available.

5.4.2 Mid-Term (2029-2032)

- **Network Expansion and Monitoring (Phase 2):** Transition to the Phase 2 inter-municipal and local network. Monitor performance and review passengers' feedback on the new network and service level to fine-tune service.
- **Infrastructure Upgrades:**
 - Retrofit the South Transit Terminal with improved wayfinding, expanded passenger amenities, and more parking spaces.
 - Install new on-street bus stops to support the expanded local coverage in Phase 2.
- **Fleet Growth:**
 - Procure the additional 40-foot buses to the fleet as indicated to accommodate the expanded Phase 2 network requirements.
 - Implement the recommendations in the Alberta Municipalities Transit Fleet Electrification Planning Study to begin fleet electrification.
- **Facility Expansion:** Retrofit and expand the Transit Operations Centre to accommodate an expanded fleet. The expansion should target completion before the future service implementation in the long-term period.
- **Reform Access Airdrie – Regional Service:** Reform the service model to utilize a family of service concept and reduce fares and operating costs.

5.4.3 Long-Term (2033-2035)

- **Future Network Adjustments:**
 - Evaluate the need for Route 7 and outward extensions of Routes 3 and 4 based on passengers' travel patterns and actual development progress.
 - Monitor development and transit project progress in Calgary and Rocky View County to identify the need for the Rocky View Industrial Shuttle, and the timeframe to convert Route 900 and 903 to the ultimate routing.
- **Fleet Growth:** Procure the additional 40-foot buses as indicated to accommodate the expanded future network requirements.

- Infrastructure Upgrades: Open the new downtown transit hub and monitor operations.
- **Rail Integration:**
 - Identify opportunities to encourage future rail use.
 - Consider potential commuter rail development when planning for new communities within Airdrie.
 - Review municipal plans and update where necessary to plan for future rail opportunities.
 - Monitor the confirmed regional rail concept in the Rail Master Plan and adjust the service network to be rail-oriented.
- New Transit Master Plan: Begin the preparation of a new transit master plan when approaching the end of the ten years.

Appendix A

Existing Airdrie Transit Network

EB Gateway Li
at Gateway Dr

NB Main St at
Gateway Dr

WB Gateway Dr
at Superstore

SB Main St at 6th Av

NB Main St at Flett Dr

SB Main St at 4th Av

NB Main St
at Jensen Dr

SB Main St at 1st Av

NB Main St at 1st Av

SB Main St at
Centre Av (Shell)

NB Main St at
ATB (City Hall)

SB Main St at Safeway

SB Main St at
Ridgeway Wy

NB Main St at Elk Hl

SB Main St at
St Paul's Church

NB Main St at
Eldorado Rd

SB Main St at
Summerfield Cl

NB Main St at Summerfield Cl

SB Main St at Co-op

NB Main St at Co-op

SB Main St at
Sierra Springs Dr

NB Main St at
Sierra Springs Dr

NB Bass Pro Wy
at CrossIron Mills
(Entry 2)

To Airdrie

ICE Route 900

○ To Airdrie Stops

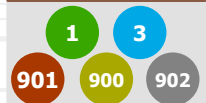
○ To Calgary Stops

--- 900 to Airdrie

— 900 to Calgary

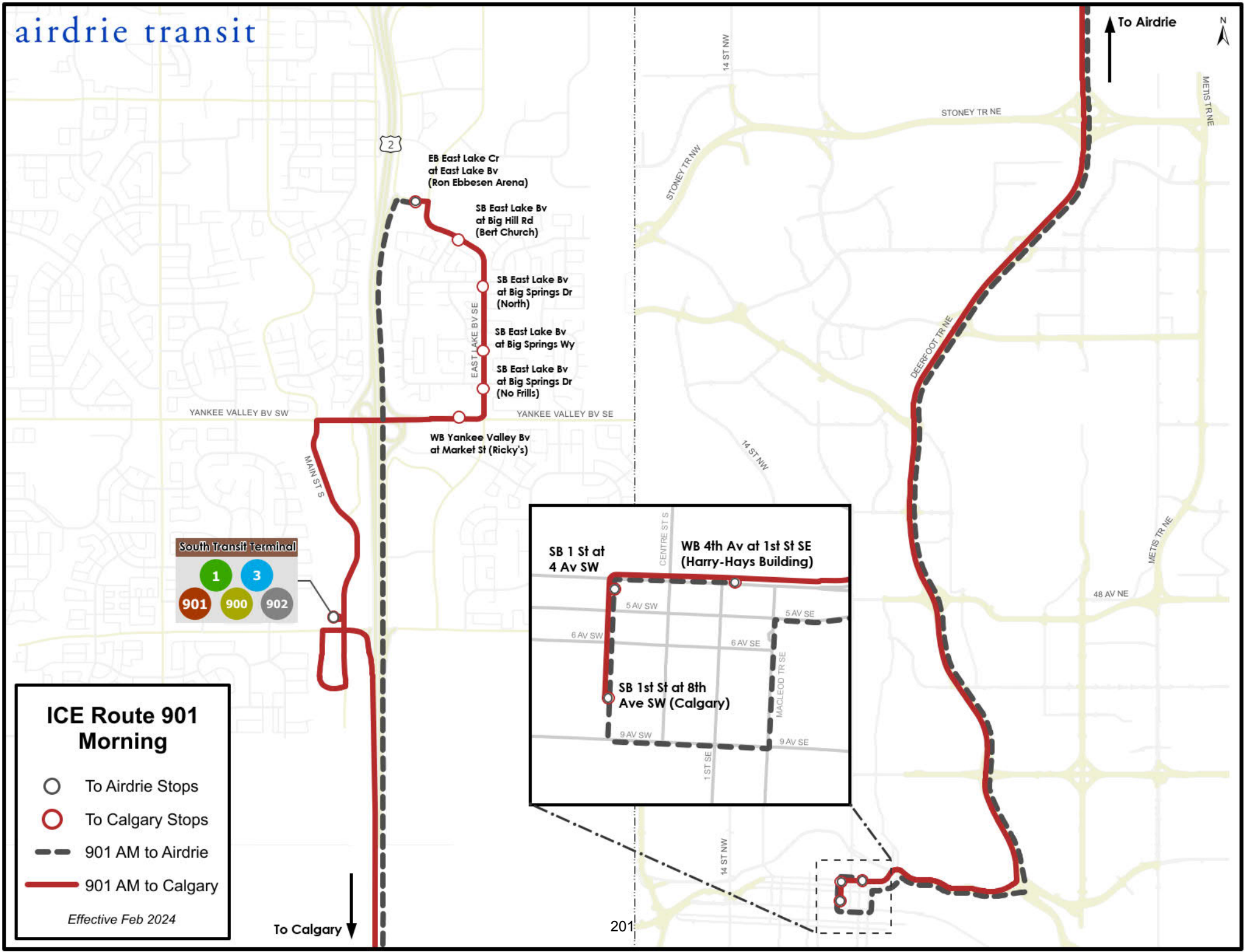
Effective Sept. 2024

South Transit Terminal



To Calgary

200

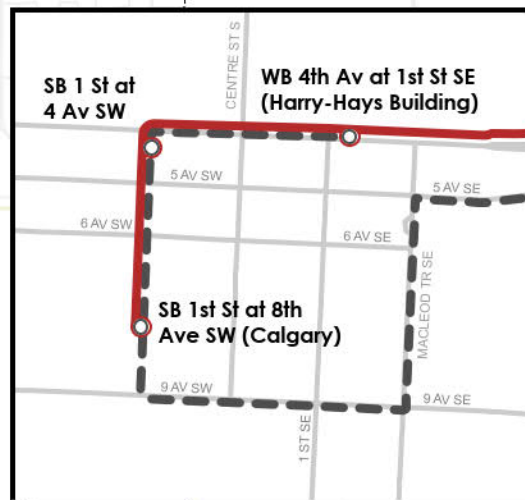


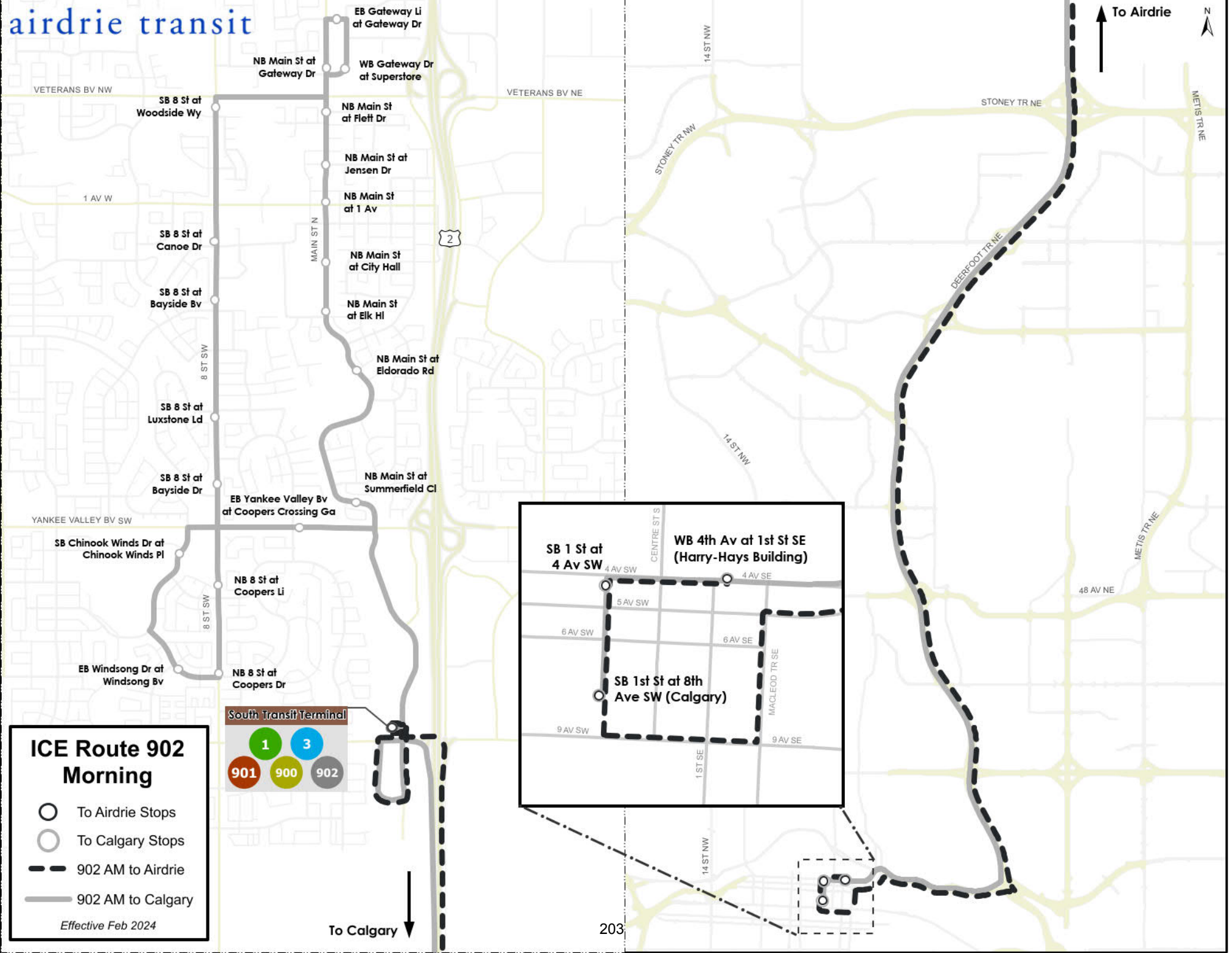


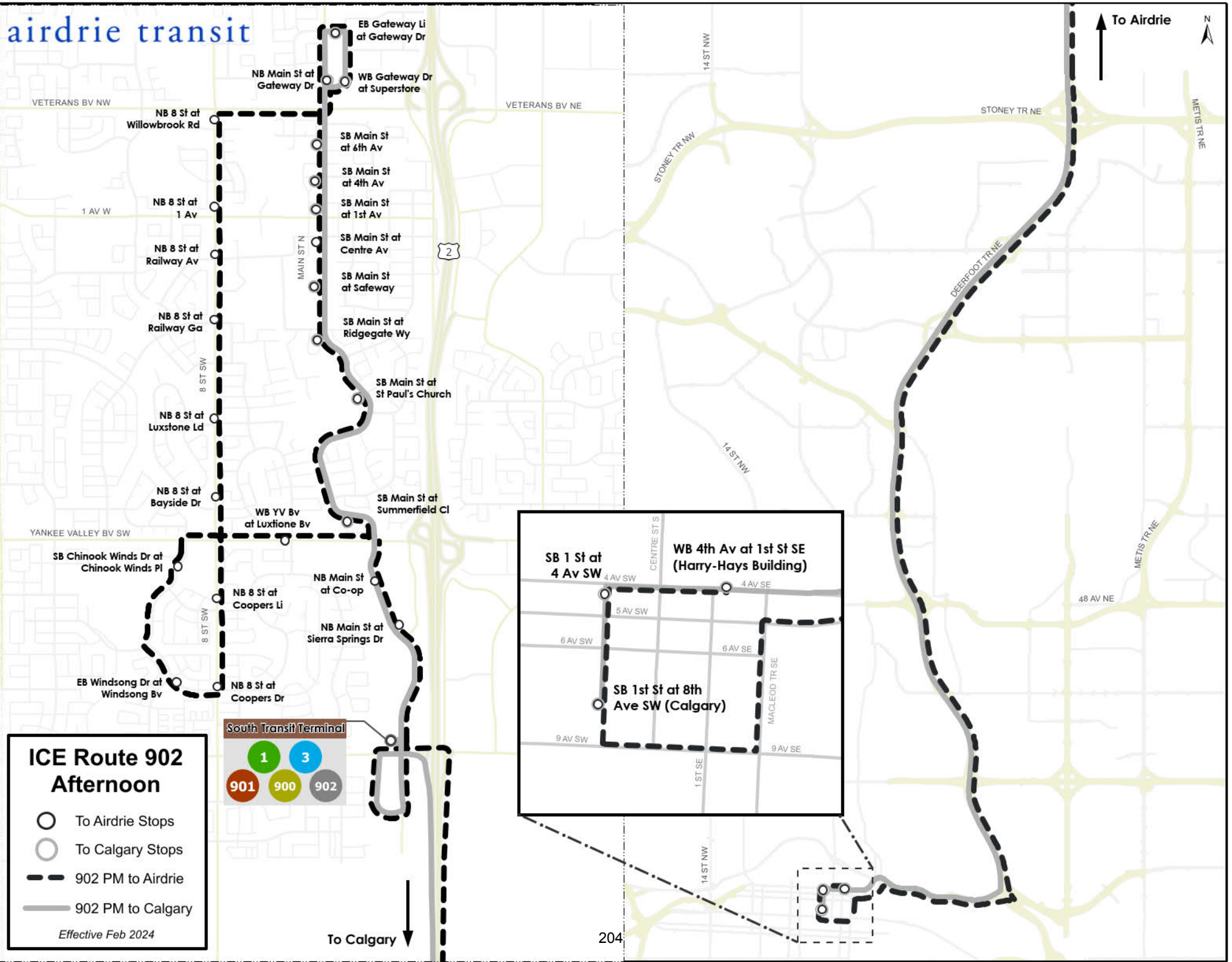
ICE Route 901 Afternoon

-  To Airdrie Stops
-  To Calgary Stops
-  901 PM to Airdrie
- 901 PM to Calgary

Effective Feb 2024









Route 1

 Route 1 Stops

 Route 1

Effective Jan 2024

NB - North Bound

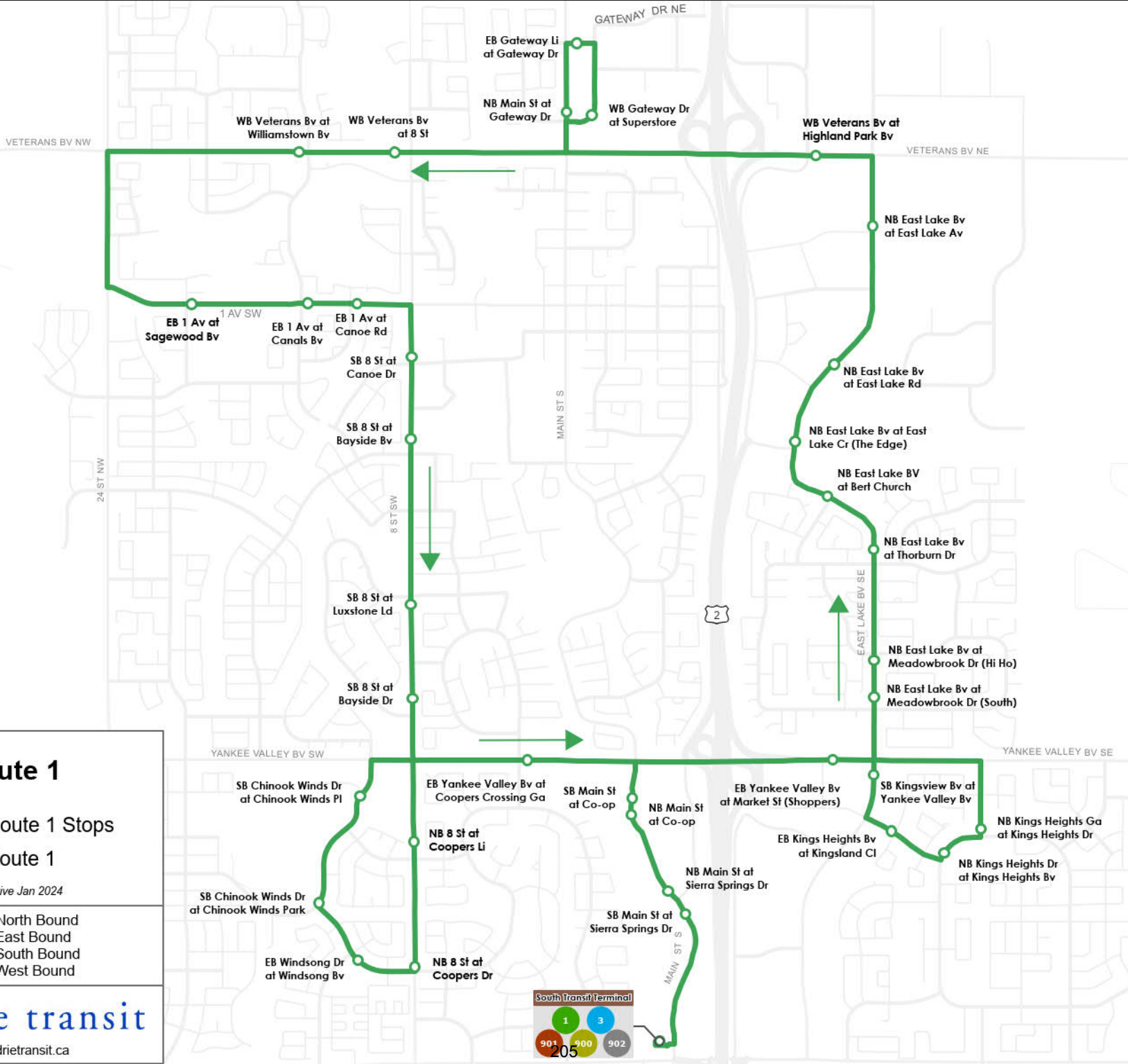
EB - East Bound

SB - South Bound

WB - West Bound

airdrie transit

www.airdrietransit.ca





Route 3

 Route 3 Stops

 Route 3

Effective Jan 2024

NB - North Bound

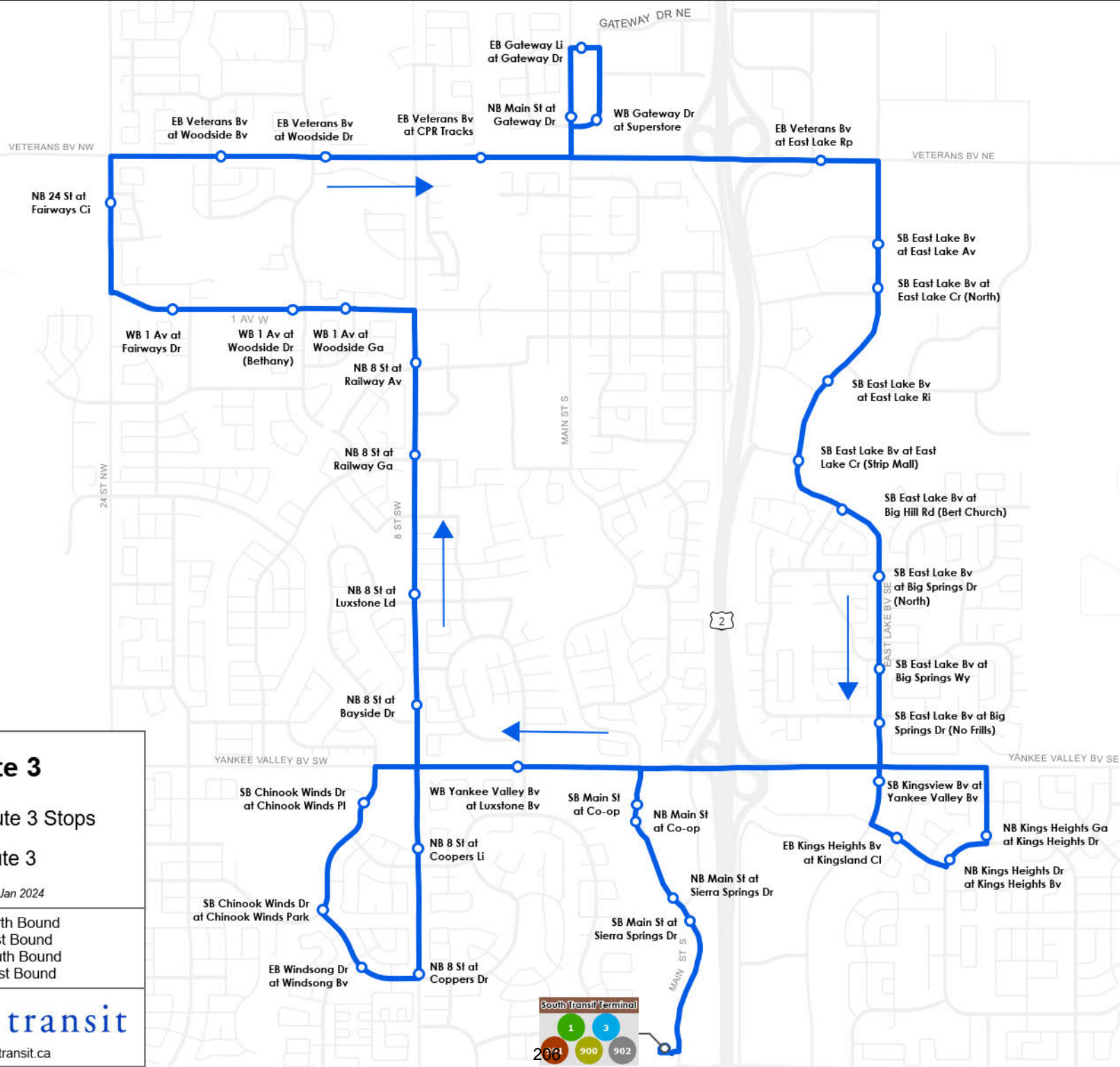
EB - East Bound

SB - South Bound

WB - West Bound



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Appendix B

Service Standards

1.0

Service Standards

A Service Standards document was developed and updated based on the Service Standards detailed in the Airdrie Transit Master Plan (2016). Service Standards provide for a consistent and fair evaluation of both existing and proposed services and establish a framework for guiding decisions on how to best serve customers' diverse travel needs within prevailing budgetary and resource limits.

1.1

Service Classification Definitions

Service standards are defined for the different service classifications that form the overall family of services offered by Airdrie Transit. The proposed route classifications are as follows:

- **Intercity Express (ICE):** ICE routes provide a direct connection between Airdrie and high-demand destinations or transfer points within an adjacent municipality, making limited stops where significant ridership activity takes place at specific transit nodes and facilitating transfers to the future primary transit network services in the municipality. ICE services primarily operate on the provincial highway network or the arterial road network and can be a precursor to future rapid transit routes.
- **Local Transit Route:** Local Transit Routes are designed to provide fixed route services within the City of Airdrie. The focus of these routes should be on arterial and collector roads connecting to places of employment, schools, local activity centres, and transfer points for connections to other services. Operation on local residential streets should be limited and only considered to serve major passenger destinations where no other options exist to meet service proximity objectives, or to accommodate operational needs, such as a turnaround.
- **Demand-Responsive Transit:** Demand-Responsive Transit provides flexible routing and scheduling within a defined service area based on customer requests for trips. These typically use small/medium vehicles (including buses, taxis and vans) operating in shared-ride mode between pick-up and drop-off locations according to customer needs. The service strategy is typically deployed for specific low-demand markets with greater accessibility needs (such as persons with disabilities) or in low-demand periods and areas where Local Transit do not meet minimum productivity standards. The service strategy may also be applied to provide a higher and more convenient level of service to a targeted market. Currently, Airdrie Transit provides the following Demand-Responsive Transit services:
 - **Hello-To-Go:** A stop-to-stop conventional Demand-Responsive Transit service operated in low-demand areas and periods within the Airdrie city limits. It focuses on connecting passengers outside Local Transit Route access to key destinations and the fixed-route service network for wider transit access in Airdrie and adjacent municipalities.
 - **Access Airdrie:** A pre-registered, specialized Demand-Responsive Transit service for people with disabilities who face difficulties in using conventional transit. Services are divided into local service within the Airdrie city limits and regional service to Calgary.

1.2 Service Design Standards

Service Design Standards provide specific criteria for route design and service levels and cover key characteristics such as system proximity, route directness, service frequencies and period of service.

1.2.1 Proximity/Walking Distances to Transit

The maximum walking distance to the closest transit stops in the urban area of Airdrie should be:

- 400 metres for 90% of residences, with consideration for stops closer to:
 - medium and high-density residential developments
 - affordable and supportive housing
 - major seniors' residences & activity centres
- 600 metres to 90% of industrial land uses

1.2.2 Service Period and Frequency

Airdrie Transit services should be provided according to the following service period and frequency/ wait time standards (Table 1). For demand-responsive transit, service requests should be accepted up to seven days in advance of the ride. The maximum wait time for immediate trip requests should match the maximum local service headway in each period.

Table 1: Service Period and Frequency

Service Day	Operating Period	Max. Headway – Intercity Express (Mins)	Max. Headway – Local (Mins)	Max. Wait Time – Demand-Responsive Transit (Mins)
Weekday	AM/ PM Peak	60	30	60
	Midday	60	30	60
	Early Morning/ Evening	60	60	60
Weekend	All Day	60	60	60

1.2.3 Service Transfers

The following service standards aim to support connectivity between local transit and ICE services:

- All ICE services should offer connections to local transit services with less than a 10-minute wait
- During peak times, opportunities to through-route ICE trips to/from local transit services should be explored

1.2.4 Route Directness

The fixed route services of Airdrie Transit will follow a direct routing to balance travel time and service coverage. Route directness is calculated according to the following formula:

$$\frac{\text{Length of Route with Deviation}}{\text{Length of Route Corridor without Deviation}} = \text{Route Directness Factor}$$

Table 2 below presents the route directness standard of ICE and Local Transit Routes:

Table 2: Route Directness Standard

Service Type	Route Directness	Explanation
ICE Route	1.0-1.2	Service to adjacent municipalities will follow a direct routing to facilitate inter-municipal travel and transfers. Deviations should be avoided.
Local Transit Route	1.2-1.4	Balance route directness between two points or communities and service coverage. As warranted by demand or to achieve proximity standards, deviations to serve local areas and major destinations shall be permitted.

1.2.5

Transit Stops

Location and Spacing

The following service standard regarding transit stop location and spacing is recommended:

- Proximity to intersections: Bus stops should be located with consideration to intersection geometry and traffic flow. Ideally, stops should be placed on the far side of intersections to improve safety and operational efficiency.
- Dedicated laybys: In general, buses should stop in the traffic lane to avoid delaying bus pull-outs and thereby reducing service speed and reliability. At timed stops, layovers, and locations with high passenger boarding numbers, laybys may be considered to avoid traffic disruption.
- Winter maintenance: Stop placement should consider ease of winter maintenance, including snow clearing and sanding operations.
- Sightlines and visibility: Stops should be placed where they do not obstruct driver or pedestrian sightlines, especially near driveways or intersections.
- Service type-specific standards:
 - Local Transit Route and Demand-Responsive Transit – Stops should be located no closer than 250 metres apart.
 - ICE – Outside Airdrie city limits, stops should be minimized to be placed only at key destinations or transit nodes to shorten travel time and facilitate transfers to primary transit services of the adjacent municipalities.

Accessibility

The following service standard regarding transit stop accessibility is recommended:

- 100% of all transit stops within the City of Airdrie should be accessible.

- Stops should be integrated with pedestrian infrastructure, e.g., sidewalks, crosswalks, and lighting, to ensure safe and accessible access for all users.
- Airdrie Transit should only use accessible stops at CrossIron Mills and in Calgary.

Amenities

- A minimum space of 8 meters wide and 5 meters deep should be allocated at bus stops for the future installation of shelters, signage, benches, and waste bins, even if these amenities are not installed immediately upon stop placement.
- All amenities should not protrude into the sidewalk connecting the stop or the passengers' path of travel where the bus stop door would be located. Except for the stop signage, these amenities should maintain a minimum distance of 1.5 meters from the curb.
- Transit shelters are installed at stops based on a priority identified by a point system, which includes the criteria of passenger usage, physical applications, and Service area, as presented in Table 3 below, up to a maximum of 100 points:

Table 3: Passenger Shelter Warrant Point System

Criterion	Description
Passenger Usage	1 point per daily average passenger boardings for all routes servicing the stop, up to a maximum of 50 points.
Physical Applications	• Exposure to Weather Elements: Measures the degree of protection in a waiting area: ○ Protected (Buildings or Other Shelter): 0 points ○ Minor (Residential/ Local Street): 5 points ○ Moderate (Collector or Arterial, Wide Right-of-Way): 10 points ○ Extreme (Wide Open Area, Wind Swept, No Refuge): 15 points • Site Line Hazard: Whether the shelter installation would constitute a sight line hazard to vehicular traffic or pedestrians: ○ Yes: 0 points ○ No: 5 points • Lighting: Night-time illumination in the waiting area: ○ Poor: 0 points ○ Good: 5 points
Service Area	Points are awarded based on the type of area being serviced: • Undeveloped: 0 points • Under Development: 5 points • Industrial/ Commercial: 10 points • Residential – Low Density: 10 points • Residential – Medium Density: 15 points • Residential – High Density: 20 points • Transfer Point: 25 points

	• Special Location (Hospital, Seniors' Housing, Shopping Mall, Special Needs Locations): 25 points
Other Criteria	The following factors would be considered when installing a bus shelter: • Land available; • Usable shelter pad available; • Installation cost; • Accessibility – No bus shelter would be installed if the stop is not accessible to the nearby pedestrian pathway network; and • Heated shelters should be installed at terminals.

- In addition to bus shelters, other customer amenities should be implemented at Airdrie Transit stops based on the following priority:
 - At terminals – benches, real-time customer information, bike racks;
 - At major transfer points and stops served by two or more routes – benches, bike racks;
 - At high volume local stops – benches, bike racks;
 - At all stops – accessible stops, with bus stop signage and adequate lighting.
- At stops outside the Airdrie city limits, amenities are shared with the local transit agency where available. Amenities provided will follow the above standards where possible.

Snow Clearance

The following service standard regarding snow clearance at transit stops is recommended:

- Transit stops – all bus stops to be cleared of snow within 24 hours of a snow event on days that transit is operating.
- Terminals and park-and-ride lots – all terminals and park-and-ride lots to be cleared of snow one hour prior to service operations, on days that transit is operating.
- Transit operations facility – to be cleared of snow one hour prior to service operations, on days that transit is operating.

1.3 Service Performance Standards

Performance measures are used primarily to set desired and achievable goals for the performance of Airdrie Transit and permit evaluation and feedback on how well these goals are being met. The following section guides the overall performance of the system in terms of the effectiveness of the service provided and the customer experience. This includes specific criteria for measuring passenger comfort, service utilization, service reliability and guidelines for service expansion.

1.3.1 Schedule Reliability

- 90% of all fixed-route trips should depart timed stops between 0 minutes early and 3 minutes late
- 90% of all fixed-route trips should arrive at timed stops between 3 minutes early and 1 minute late

- Demand-Responsive Transit should arrive at a scheduled pick-up point no more than 5 minutes late, 90% of the time.

1.3.2 Service Reliability

- 100% of scheduled service should be provided 98% of the time.
- Demand-Responsive Transit trip requests made within a booking window of 60 minutes to 7 days in advance (non-immediate requests) of the scheduled pick-up time should be accommodated 90% of the time.

1.3.3 Service Productivity

Individual route performance should be assessed annually, with potential for changes based on productivity targets measured in boardings per revenue vehicle hour, as outlined in Table 4. Improvement triggers signify the ridership level where service improvement should be considered to accommodate passenger demand.

Table 4: Daily Service Productivity Targets (boardings per revenue vehicle hour)

Service Type	Vehicle Type	Route Minimum			Improvement Trigger		
		Weekday Peaks	Weekday Off-Peak	Weekends	Weekday Peaks	Weekday Off-Peak	Weekends
ICE Service	40-Foot	20	15	15	40	30	30
	60-Foot	40	30	30	75	60	60
Local Transit Routes	40-Foot	10	6	6	25	15	15
Demand-Responsive Transit	Transit Van	5	3	3	7	5	5

Ridership data generated from the Automatic Passenger Counting (APC) system, in conjunction with service hour statistics from the scheduling software, should be used to obtain boardings per revenue hour data, by route and time period for each service type. This analysis should be completed, at a minimum, on an annual basis.

1.3.4 Modifications to Existing Services

The following service standards regarding service additions or reductions (e.g. frequencies, different service start or finish times, new routes) are recommended:

- Consider service level enhancements, either in frequency or service vehicle deployed, when the boardings per revenue vehicle hour in the time period in question consistently exceed the improvement trigger during 75% of the time over three consecutive months.
- Consider service level enhancements for earlier start times or later finish times if the administration receives passenger requests consistently, provided the service enhancements are expected to achieve and maintain the minimum productivity targets.

- Consider service level reductions or restructuring when boardings per revenue vehicle hours in the time period in question are consistently less than the minimum target 75% of the time over three consecutive months.

Services that exceed the improvement trigger level should be monitored and reviewed for potential improved service levels and/or reclassification to a higher level of service type (i.e., convert Demand-Responsive Transit to a Local Transit Route).

Services consistently not meeting the prescribed minimum should be reviewed to identify the best option to improve performance. Options for remedial action should consider the characteristics of each route/service, and could include service level adjustments, route restructuring, and operational modifications. When adjusting individual routes and services, care must be taken to consider the impacts on the proximity standards and the connecting routes.

1.3.5 Introduction of Service to New Areas

Expansion Stages and Thresholds

For services expanded to new areas in Airdrie, a gradual service expansion approach with the expansion stages and thresholds in Table 5 should be followed. Service may be introduced earlier than the expansion thresholds if the productivity targets in Table 4 are expected to be quickly achieved.

Table 5: New Service Expansion Stages and Thresholds

Expansion Stage	Expansion Threshold
1. Demand-Responsive Transit	The new area is 25 percent developed and has at least 400 residents or employees located outside 400 metres of the existing transit service.
2. Weekday Peak Period Local Transit Route	The new neighbourhood is 40 percent developed, subject to road network development and connectivity.
3. Weekday Daytime Local Transit Route	The new neighbourhood is 60 percent developed, subject to road network development and connectivity.
4. Weekday All-day Local Transit Route	The new neighbourhood is 70 percent developed, subject to road network development and connectivity.
5. Weekday and Weekend All-Day Local Transit Route	The new neighbourhood is 80 percent developed, subject to road network development and connectivity.

In stages 2 to 5, alongside the Local Transit Routes, the remaining service periods where the Local Transit Route does not provide service should be supported by Demand-Responsive Transit to provide all-day transit service seven days a week. Ultimately, observed ridership should guide service expansion and the potential conversion from demand-responsive to fixed route service.

Pilot Period

Services introduced in new areas should operate for a minimum pilot period of 12 months to ensure adequate time for travel patterns to adjust and year-round ridership patterns to be assessed. Interim ridership targets are as follows:

- 3 months after operation: 25% of the minimum productivity target
- 6 months after operation: 50% of the minimum productivity target
- 9 months after operation: 75% of the minimum productivity target

Upon the conclusion of the pilot period, if the minimum productivity target is not reached 50% of the time, options for service level reductions or restructuring, including replacement of the Local Transit Route with Demand-Responsive Transit, should be considered.

1.3.6 System-Wide Measures of Success

In order to measure success, service standards will often include performance targets that should be monitored and revised as necessary. Regarding Airdrie Transit, the following operational measures are recommended for the five-year period 2026-2030:

- System Ridership
 - 22 boardings/hour (current 19.7)
- System Ridership
 - 10 rides/capita (current 7.7)
- Amount of Service
 - 0.75 hours/capita (current 0.4)
- Cost Recovery
 - Revenue/Cost - 35% (current 37%)

These targets should be measured on an annual basis and, if they are not met, Airdrie Transit should investigate and consider what changes to make to achieve the targets. Conversely, if it is concluded that the target(s) cannot be met, despite all efforts to achieve the target(s), Airdrie Transit should report that conclusion and subsequently seek approval to reduce the target(s) in the future.



COUNCIL – AGENDA REPORT

Meeting Date: 21 April 2026

Subject: Bylaw B-10/2026 - User Fees and Charges Bylaw Amendment
– 2027 User Fees and Charges

Directorate: Corporate Services and CFO

Issue:

Council is being asked to give three readings to Bylaw B-10/2026, being a bylaw to amend Schedule “A” of Bylaw B-41/2023, with updated and new user fees and charges effective September 1, 2026 and January 1, 2027.

Policy / Council Direction:

User fees and charges have been reviewed and compiled as per Council’s approved User Fees and Charges Policy P-COM-65-C.

Background:

On March 4, 2025, Council approved amendments to the User Fees and Charges Policy P-COM-65-C, which requires user fees and charges to be brought forward during budget development so that related revenues can be incorporated into the Operating Budget for Council Deliberation. The policy also establishes a four-year review cycle, with a full review of all user fees and charges completed in year one of the budget cycle, followed by CPI-based adjustments in years two through four for fees not tied to cost recovery.

As 2027 represents year one of the current budget cycle, Administration has completed a full review of user fees and charges included in Schedule A of the User Fees and Charges Bylaw. The proposed amendments are included in Attachment #1, with a red-line comparison of 2026 to 2027 fees provided in Attachment #2.

Under the *Municipal Government Act* (MGA), Council may establish fees, rates, and charges for goods and services provided by the municipality. User fees are an important revenue source that supports a user-pay approach, helping to recover costs from those who directly benefit from a service rather than relying solely on property taxes or utility rates. If user fees are reduced the cost of providing that service would be spread amongst all residents through either increased tax or utility rates.

Bylaw B-41/2023 establishes the City's schedule of user fees and charges and does not apply to taxes, levies, fines, penalties, or fees established through contracts or procurement processes. Programming fees for activities such as swimming lessons and day camps are set by the City Manager or delegate in accordance with Council policy and are not included in this bylaw.

Administration is proposing amendments to Schedule A to introduce new and updated user fees, with recreation and transit fees proposed to take effect September 1, 2026, and all other fees and charges effective January 1, 2027.

Recreation Fees Methodology

Genesis Place user fees are classified as Group A fees, which under the User Fees and Charges Bylaw are to be established using the median rate of comparable facilities within a 30-minute drive radius.

Administration notes that the proposed Genesis Place fees do not fully align with this prescribed methodology. While comparator facilities meet bylaw criteria, an average rate was applied rather than the required median. Applying the median methodology would have resulted in a significantly higher fee increase.

Given that two fee increases were implemented in 2025 and that the facility is currently experiencing a decline in passholder numbers, Administration is concerned that a larger increase could negatively impact participation levels. For transparency, Attachment #3 illustrates the difference between average-based and median-based fee calculations for Council's consideration.

User Fee Review Approach and Considerations

Administration completed the year one full review in accordance with Policy P-COM-65-C. In some cases, standard methodologies did not fully account for service context or the availability of appropriate market comparators. In these cases, professional judgment was applied. Administration is satisfied the proposed Schedule A is appropriate for Council's consideration and approval. Subject matter experts will be in attendance at the April 21 meeting to provide additional information as requested during Council deliberations and voting on the bylaw.

Council Committee Routed Through:

As Administration is requesting that Council approve the 2027 User Fees and Charges Bylaw No. B-10/2026, this report has not been routed through a committee.

Administration Recommendation:

That Council gives three readings to Bylaw B-10/2026, as presented.

Alternatives/Implications:

Alternative 1: Approve all Group A and Transit (Group C) fees as proposed

Council may approve all Group A user fees and Transit fees within Group C (Section 12) as presented in Bylaw B-10/2026, with an effective date of September 1, 2026. Timely approval is required of these fees to allow sufficient notice to user groups. Delayed approval may require revised effective dates.

Alternative 2: Amend Schedule A prior to approval

Council may amend Schedule A of Bylaw B-10/2026 prior to giving three readings, which may result in changes to projected revenues and corresponding impacts to the 2027 Operating Budget.

Budget Implications:

The user fees and charges proposed in Bylaw No. B- 10/2026 will be incorporated into the 2027 Operating Budget for Council Deliberation. Based on current volumes, adoption of all proposed fees is projected to generate approximately \$720,000 in additional tax- supported revenues and \$283,000 in utility- supported revenues.

If Council does not adopt the proposed fee changes, an equivalent increase in property taxes and utility revenues would be required to fund these services and maintain approved service levels.

Communications and Engagement:

All user fees and charges for the City will be communicated on the City's website.

Recommendation:

That Council gives three readings to Bylaw B-10/2026, as presented.

Etinah Murumbi, CPA, BComm.
Team Leader, Budget and Financial Planning

Staff Presenter:	Etinah Murumbi
External Presenter:	N/A
Department:	Corporate Services and CFO
Reviewed by:	ELT
Attachments:	#1: Bylaw No. B-10/2026 #2: Redline of Schedule "A" #3: Recreation Fees Methodology Comparison

**BYLAW NO. B-10/2026
CITY OF AIRDRIE
PROVINCE OF ALBERTA**

Being a bylaw to amend the *User Fees and Charges Bylaw* No. B-41/2023

WHEREAS the *Municipal Government Act*, RSA 2000, c M-26, allows Council to amend bylaws; and

WHEREAS the Council deems it desirable to amend the *User Fees and Charges Bylaw* No. B-41/2023 as outlined below; and

The Council of the City of Airdrie enacts as follows:

Amendments

- 1 Schedule “A” of the *User Fees and Charges Bylaw* No. B-41/2023 is repealed and replaced by Schedule “A” attached to this bylaw.

Read a first time this 21st day of April 2026.

Read a second time this 21st day of April 2026.

Read a third time this 21st day of April 2026.

This bylaw was executed as of the latest date below.

Mayor

City Clerk

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
All fees are effective from January 1, 2027, unless noted ** services are effective from September 1, 2026. Fees noted * mean that Safety Code levies (charges) also apply to the fee or charge. Safety Code levies are the greater of \$4.50 or 4%. Safety Code levies are non-refundable once permit processing begins. Carriage and garden suites are covered under the Single family dwelling component. The use of "CC" means construction costs. Fees noted a means New Fees added effective May 1, 2026					
Group A: Indoor/Outdoor Recreation Fees and Facility Rental Fees					
1.0	Parks				
1.1	Ball Diamonds				
1.1.1	Adult Users	\$39		\$39	
1.1.2	Youth users	\$7		\$7	
1.1.3	Non-local (out-of-town) user	\$56		\$56	
1.2	Sports Fields				
1.2.1	Adult users	\$39		\$39	
1.2.2	Youth users	\$7		\$7	
1.2.3	Non-local (out-of-town) user	\$56		\$56	
1.2.4	Tennis, Pickleball and Volleyball courts (Resident) (per hour, per court)	\$6		\$6	
1.2.5	Tennis, Pickleball and Volleyball courts (Special Events) (per hour, per court)	\$25		\$25	
2	Genesis Place				
2.1	***Passes and admissions				
2.1.1	Drop-in (age)				
2.1.2	Infant (0 to 2)	Free	Free		
2.1.3	Preschool (3 to 5)	Free	Free		
2.1.4	Child (6 to 12)	\$8.33	\$8.57		
2.1.5	Youth (13 to 17)	\$10.24	\$10.71		
2.1.6	Student (18 to 24)	\$14.52	\$14.76		
2.1.7	Adult (25 to 64)	\$17.14	\$17.62		
2.1.8	Veteran	\$10.24	\$10.71		
2.1.9	Senior (65 to 79)	\$10.24	\$10.71		
2.1.10	Senior (80+)	Free	Free		
2.1.11	Family (1 adult)	\$30.24	\$30.71		
2.1.12	Family (2 adults)	\$32.14	\$32.86		
2.1.13	10-time Pass	10x pass for 9x price	10x pass for 9x price		
2.1.14	Continuous monthly pass (age)				
2.1.15	Infant (0 to 2)	Free	Free		
2.1.16	Preschool (3 to 5)	Free	Free		
2.1.17	Child (6 to 12)	\$357.38	\$372.14		
2.1.18	Youth (13 to 17)	\$479.52	\$490.00		
2.1.19	Student (18 to 24)	\$787.38	\$806.19		
2.1.20	Adult (25 to 64)	\$900.71	\$936.19		
2.1.21	Veteran	\$595.71	\$628.81		
2.1.22	Senior (65 to 79)	\$595.71	\$628.81		
2.1.23	Senior (80+)	Free	Free		
2.1.24	Family (1 adult)	\$1269.76	\$1123.81		
2.1.25	Family (2 adults)	\$1688.33	\$1759.05		
2.1.26	Pass activation fee (administration fee) (per activation)		\$19.29		
2.1.27	Corporate pass	10% Discount from posted rates	10% Discount from posted rates		
2.2	**Facility Rentals				
2.2.1	Field house (per hour)				
2.2.2	Prime time - Adult (18-years old and older) (Monday to Friday from 4:30 PM to close, Weekends, Statutory holiday)	\$188.10	\$188.10		
2.2.3	Prime time - Youth (under 18-years old) (Monday to Friday from 4:30 PM to close, Weekends, Statutory holiday)	\$170.95	\$173.81		
2.2.4	Non-prime time - All users (Monday to Friday from open to 4:30 PM)	\$144.05	\$144.05		
2.2.5	Gym (age) (per hour)				
2.2.6	Prime time - Adult users (18+)	\$115.24	\$115.24		
2.2.7	Prime time - Youth users (0 to 17)	\$103.57	\$103.57		
2.2.8	Non-prime time	\$95.00	\$95.00		
2.2.9	Aquatic lane rental (per hour)	\$18.33	\$18.33		
2.2.10	Fitness / Activity space - Mind and Body Room / Dance Studio (per hour)	\$43.57	\$43.81		
2.2.11	Meeting Rooms				
2.2.12	Community Room (per hour)	\$43.57	\$43.81		
2.2.13	Rotary Room (per hour)	\$65.48	\$66.67		
2.2.14	Autobody Room (per hour)	\$43.57	\$43.81		

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
2.2.15	Aecon & Lumley Room (per hour)	\$20.71	\$21.90		
2.2.16	Multipurpose Room (per hour)	\$43.57	\$43.81		
2.2.17	Fun Place (per hour)	\$65.95	\$66.67		
2.2.18	Birthday party packages	Based on Admission Fees and Room Rental Rates	Based on Admission Fees and Room Rental Rates		
2.2.19	Outdoor Track				
2.2.20	Adult users (18+)	\$95.48	\$97.38		
2.2.21	Youth users (0 to 17)	\$90.00	\$91.90		
2.2.22	Outdoor artificial turf				
2.2.23	Adult users (18+)	\$147.38	\$147.38		
2.2.24	Youth users (0 to 17)	\$116.19	\$116.19		
2.2.25	Arenas (age) (per hour)				
2.2.26	Adult users (18+) - Prime time	\$283.10	\$283.10		
2.2.27	Adult users (18+) - Non-prime time	\$142.62	\$142.62		
2.2.28	Youth users (0 to 17) - Prime time	\$226.19	\$226.19		
2.2.29	Youth users (0 to 17) - Non-prime time	\$106.19	\$106.19		
2.2.30	Dry pad - Prime time	\$108.81	\$108.81		
2.2.31	Dry pad - Non-prime time	\$88.33	\$88.33		
3	Bert Church Live Theatre				
3.1	**Full Facility/ Performance (3 hours minimum)				
3.1.1	Performance – Regular rate (per hour)	\$262.38	\$270.24		
3.1.2	Performance - Local rate (per hour)	\$204.52	\$210.71		
3.2	**Auditorium Only/ Rehearsal (3 hour minimum)				
3.2.1	Rehearsal – Regular rate (per hour)	\$147.38	\$156.19		
3.2.2	Rehearsal – Local rate (per hour)	\$112.62	\$119.29		
3.3	**Lobby/ Black Box Theatre (3 hours minimum)				
3.3.1	Lobby / Black Box Theatre – Regular rate (per hour)	\$144.52	\$148.81		
3.3.2	Lobby / Black Box Theatre – Local rate (per hour)	\$110.71	\$114.05		
4	Town and Country Centre				
4.1	**Facility Rental				
4.2	Kitchen (3 hour minimum)				
4.2.1	Kitchen rental (per hour)	\$36.19	\$37.14		
4.3	Small hall				
4.3.1	Small hall rental (per hour)	\$56.90	\$58.57		
4.4	Small hall with kitchen (3 hour minimum)^a				
4.4.1	Small hall with kitchen rental (per hour)	\$74.76	\$76.90		
4.5	Full facility (3 hour minimum)^a				
4.5.1	Non-prime time - Monday to Friday (per hour)	\$165.71	\$170.71		
4.5.2	Prime time - Saturday - Sunday (per hour)	\$191.43	\$197.14		
5	**Inspire				
5.1	Presenter Space				
5.1.1	Presenter Space	\$87.14	\$87.14		
5.2	Multipurpose Room / Meeting Rooms (per hour)				
5.2.1	Large MPR (E & F)	\$65.48	\$66.67		
5.2.2	MPR E	\$32.62	\$33.34		
5.2.3	MPR F	\$32.62	\$33.34		
5.2.4	Round MPR J	\$43.57	\$43.81		
5.2.5	Conference Room A	\$43.57	\$43.81		
5.2.6	Meeting Room D, G & H	\$14.52	\$14.52		
5.3	Art Studios				
5.3.1	Art Studio K (x24)	\$65.48	\$66.67		
5.3.2	Art Studio L (x 16)	\$43.57	\$43.81		
5.3.3	Art Studio Drop In (Individual)	\$11.67	\$11.67		
5.4	Digital Media Studio				
5.4.1	Digital Media Studio B & C	\$24.29	\$24.29		
5.5	Artisan Markets				
5.5.1	Artisan Market Booth	\$29.05	\$29.05		
Group B: Licenses, Permits and Approval Fees					
6	Municipal Enforcement				
6.1	Business licences				
6.1.1	Airdrie resident business / Airdrie-based business				
6.1.2	Home-based business	\$165		\$170	E
6.1.3	Commercial or industrial business	\$165		\$170	E
6.1.4	Not for Profit (with documentation)			Fee Exempt (with proof)	E
6.1.5	Administration Fee / late fees for not renewing on time			\$50	E
6.1.6	Out-of-town business				
6.1.7	Non-resident business	\$503		\$510	E
6.1.8	Temporary business / Seasonal business				
6.1.9	Temporary (Operating for a maximum of 30 days)	\$117		\$117	E
6.1.10	Transfer licence to new owner (resident or non-resident)	\$20		\$25	E
6.1.11	Massage				

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
6.1.12	Reinstatement after licence suspended or revoked	\$305		\$305	E
6.1.13	Licence replacement	\$25		\$25	E
6.1.14	Massage card - new	\$76		\$76	E
6.1.15	Massage card - renewal	\$25		\$25	E
6.2	Animal licences				
6.2.1	Dog licences				
6.2.2	Female / Male	\$78		\$78	E
6.2.3	Neutered / Spayed	\$48		\$48	E
6.2.4	Vicious dog	\$254		\$254	E
6.2.5	Foster dog	Free		Free	E
6.2.6	Service dog	Free		Free	E
6.2.7	Dog replacement tag	\$10		\$10	E
6.2.8	Cat licences				
6.2.9	Female / Male	\$58		\$58	E
6.2.10	Neutered / Spayed	\$29		\$29	E
6.2.11	Foster cat	Free		Free	E
6.2.12	Cat replacement tag	\$10		\$10	E
6.2.13	Impounded animal				
6.2.14	Cat trap	\$102		\$102	E
6.2.15	First impoundment within calendar year	\$61		\$61	E
6.2.16	Second impoundment within calendar year	\$76		\$76	E
6.2.17	Third impoundment within calendar year	\$102		\$102	E
6.2.18	Vicious dog impoundment	\$254		\$254	E
6.2.19	Care and sustenance (per day)	\$25		\$25	E
6.2.20	Veterinary fees	Actual costs		Actual Costs	E
6.2.21	Destruction (if animal destroyed)	Actual costs		Actual Costs	E
6.2.22	Prohibited animal	Actual costs		Actual Costs	E
	Other permits and fees				
6.3.1	Dangerous Goods permit	\$25		\$25	E
6.3.2	Community Standards Bylaw enforcement administrative fee	\$25 or 10% of amount owing, whichever is greater		\$25 or 10% of amount owing, whichever is greater	E
6.4	Taxi and Rideshare				
6.4.1	Licence replacement	\$163		\$163	E
6.4.2	Taxi log book	\$5		\$5	E
6.4.3	Taxi - Driver (chauffeur) licence / Senior's transportation services licence				
6.4.4	1 to 3 drivers (per driver)	Free		Free	E
6.4.5	4 or more drivers (per driver)	\$61		\$61	E
6.4.6	Taxi - Vehicle Licence				
6.4.7	1 to 3 vehicles (per vehicle)	Free		Free	E
6.4.8	4 or more vehicles (per vehicle)	\$61		\$61	E
6.4.9	Transfer of vehicle licence (Taxi driver (chauffeur) / Senior's transportation service)	\$61		\$61	E
6.4.10	Rideshare - Unified licence				
6.4.11	1 to 3 drivers (per driver)	\$61		\$61	E
6.4.12	4 to 10 drivers (per driver; maximum \$336)	\$61		\$61	E
6.4.13	11 to 50 drivers	\$3,051		\$3,051	E
6.4.14	51 to 100 drivers	\$6,102		\$6,102	E
6.4.15	101 to 500 drivers	\$12,204		\$12,204	E
6.4.16	501 to 1,000 drivers	\$18,306		\$18,306	E
7	Building inspections				
7.1	Residential permits				
7.1.1	*Residential building permit				
7.1.1.1	New Single Detached / Semi Detached / Townhouses				
7.1.1.2	Up to 1500 square feet	\$2,271		\$2,800	E
7.1.1.3	1501 to 2000 square feet	\$2,605		\$3,150	E
7.1.1.4	2001 to 2500 square feet	\$3,022		\$3,550	E
7.1.1.5	Over 2501 square feet	\$3,382		\$3,900	E
7.1.1.6	Building permit, HVAC, Electrical, Plumbing, Gas, Post & Pad, Rough in, Temp Heat, and Lighting permits included				
7.1.1.7	Basement development (per square foot: minimum \$137)	\$0.40		\$0.40	E
7.1.1.8	Basement secondary suites development (per square foot; minimum \$137)	\$0.59		\$0.59	E
7.1.1.9	Permit based on construction costs (CC) declared, \$10.17 per thousand (minimum \$135)				
7.1.1.10	Garages/Decks/ Residential Additions/Accessory/ Kitchen/ Wood	\$10.17		\$10.17	E
7.1.1.11	Demolition / Relocation (per square foot; minimum \$135)	\$0.19		\$0.19	E
7.1.1.12	Manufactured homes / Mobile homes (without basement foundation)	\$137		\$137	E
7.1.1.13	Manufactured homes / Mobile homes (with basement foundation)	\$270		\$270	E
7.1.1.14	Residential Hot Tub/Swimming Pool (greater than 600mm in depth of water)	\$147		\$147	E
7.1.2	*Residential electrical permit				
7.1.2.1	Renovation/Additions/Accessory/ Kitchen/ Basement Development/ Secondary Suite	\$162		\$162	E
7.1.2.2	Hot tub/ Air Conditioner/ Unit heater/ EV/ Solar Installations (under 10 kilowatts)	\$144		\$144	E

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
7.1.2.3	Homeowner fee; where the owner resides or intends to reside in the residence performs the work, and the work serves the dwelling	\$100 plus the permit fee		\$100 plus the permit fee	E
7.1.3	*Residential gas permit				
7.1.3.1	Individual gas fireplace / Dyer / Stove / Barbeque / Unit heater / Replacement hot water tank / Furnace / Gas line	\$137		\$137	E
7.1.3.2	Temporary propane or natural gas heating / Gas line	\$137		\$137	E
7.1.3.3	Homeowner fee; where the owner resides or intends to reside in the residence performs the work, and the work serves the dwelling	\$100 plus the permit fee		\$100 plus the permit fee	E
7.1.4	*Residential plumbing permit				
7.1.4.1	Private sewage	\$240		\$240	E
7.1.4.2	Renovation/ Additions/Accessory/ Basement development/ Secondary Suites	\$158		\$158	E
7.1.4.3	Homeowner Fee; where the owner resides or intends to reside in the residence performs the work, and the work serves the dwelling	\$100 plus the permit fee		\$100 plus the permit fee	E
7.1.5	*Residential heating permit				
7.1.5.1	Secondary suites/ Renovation/ Addition / Kitchen hood fan/ Accessory permit - HVAC/ Ventilation	\$137		\$137	E
7.1.6	Lot grading permit				
7.1.6.1	Semi-Detached / Single Detached / Freehold Townhouse dwelling	\$162		\$162	E
7.1.7	Application fee for filing extension (non-refundable)				
7.1.7.1	Before Schedule "E" is sent	\$107		\$107	E
7.1.7.2	Once Schedule "E" is sent	\$214		\$214	E
7.2	Commercial Permits				
7.2.1	*Commercial building permit				
7.2.1.1	Commercial / Industrial / Institutional / Multifamily (per \$1,000 construction cost; minimum \$135)	\$10.17		\$10.17	E
7.2.1.2	Start work early (per square foot; minimum \$135)	\$0.10		\$0.10	E
7.2.1.3	Alterations / Re-classifications	\$137		\$137	E
7.2.1.4	Occupancy certificate (new or change of occupancy)	\$219		\$250	E
7.2.2	*Commercial electrical permit				
7.2.2.1	Commercial / Industrial / Institutional / Multifamily / Accessory permit / Temporary service connections (Based on construction cost declared)				
7.2.2.2	\$0 to \$1000.00	\$162		\$162	E
7.2.2.3	\$1,000.01 to \$5,000.00	\$208		\$208	E
7.2.2.4	\$5,000.01 to \$10,000.00	\$240		\$240	E
7.2.2.5	\$10,000.01 to \$20,000.00	\$323		\$323	E
7.2.2.6	\$20,000.01 to \$40,000.00	\$475		\$475	E
7.2.2.7	\$40,000.01 to \$80,000.00	\$753		\$753	E
7.2.2.8	\$80,000.01 to \$100,000.00	\$908		\$908	E
7.2.2.9	\$100,000.01 to \$200,000.00	\$1,793		\$1,793	E
7.2.2.10	Over \$200,000.01 (\$10.17 per \$1,000.00 of construction cost)	\$10.17		\$10.17	E
7.2.2.11	Annual maintenance electrical permit up to \$10,000 construction cost	\$198		\$198	E
7.2.3	*Commercial gas permit				
7.2.3.1	Commercial / Industrial / Institutional / Multifamily - BTU per hour (per gas meter)				
7.2.3.2	0 to 250,000	\$227		\$227	E
7.2.3.3	250,001 to 500,000	\$292		\$292	E
7.2.3.4	500,001 to 750,000	\$380		\$380	E
7.2.3.5	750,001 to 1,000,000	\$432		\$432	E
7.2.3.6	1,000,001 to 2,500,000	\$485		\$485	E
7.2.3.7	2,500,001 to 5,000,000	\$542		\$542	E
7.2.3.8	Above 5,000,001	\$756		\$756	E
7.2.4	*Commercial plumbing permit				
7.2.4.1	Commercial / Industrial / Institutional / Multifamily / Base renovation				
7.2.4.2	Up to 1 Fixture	\$137		\$137	E
7.2.4.3	Per each additional fixture (including new backflow device)	\$15		\$15	E
7.2.4.4	Service connection to City services	\$147		\$147	E
7.2.4.5	Fire hydrant	\$137		\$137	E
7.2.5	*Commercial heating permit				
7.2.5.1	Forced Air and Hydronic Heating System (including replacement, alterations or extensions based on construction costs)				
7.2.5.2	\$0 to \$5,000	\$153		\$153	E
7.2.5.3	\$5,001 to \$20,000	\$244		\$244	E
7.2.5.4	\$20,001 to \$35,000	\$315		\$315	E
7.2.5.5	Over \$35,000 (nearest thousand) calculated at \$10.17 per thousand	\$10.17		\$10.17	E
7.2.5.6	Mechanical exhaust system (like restaurant hood, carbon monoxide, dust collection, spray booth, etc.)	\$137		\$137	E
7.2.6	Other fees and permits requirements				
7.2.6.1	* Sprinkler / Fire alarm / Standpipe / Hose Systems (based on construction cost (CC) declared - \$10.17 per \$1,000 construction costs declared; minimum \$135)	\$10.17		\$10.17	E
7.2.6.2	Starting Construction / Construction Completed Without a Permit or Prior to Permit Issuance	100% of the permit fee		100% of the permit fee	E
7.2.6.3	*Additional inspection	\$272		\$272	E
7.2.6.4	Second offence	\$485		\$485	E
7.2.6.5	Third offence	\$703		\$703	E
7.2.6.6	Failure to file a verification of compliance	\$272		\$272	E

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
7.2.6.7	Occupying a building prior to passing final inspection	\$750		\$750	E
7.2.6.8	Safety inspection (environmental remediation)	\$6,255		\$6,255	E
7.2.6.9	* Permit extension for a residential accessory permit	\$86		\$87	E
7.2.6.10	Permit Extension for all other buildings - First occurrence (minimum \$135)	Residential SFD/Townhome use - \$135 per unit Multifamily / Commercial/ Industrial - 5% of the permit fee		Residential SFD/Townhouse - \$135 per unit Multifamily / Commercial/ Industrial - 5% of the permit fee	E
7.2.6.11	Permit Extension for all other buildings - Second occurrence (minimum \$135)	10% of the permit fee		10% of the permit fee	E
7.2.6.12	Permit Extensions for all other buildings - All subsequent occurrence (minimum \$135)	50% of the permit fee		50% of the permit fee	E
7.2.6.13	Reinstatement/Renewal of Permit (After Expiry)(minimum \$135)	50% of the permit fee		50% of the permit fee	E
7.2.6.14	Cancellation and refund requests on a submitted application (minimum hourly rate \$137) when made within 90 days of the milestones noted.	\$137		\$137	E
7.2.6.15	No plan review completed	The greater of the minimum hourly rate or 10% of permit value		The greater of the minimum hourly rate or 10% of permit value	E
7.2.6.16	Plan review started	The greater of the minimum hourly rate or 25% of permit		The greater of the minimum hourly rate or 25% of permit value	E
7.2.6.17	Permit issued	The greater of the minimum hourly rate or 50% of permit value		The greater of the minimum hourly rate or 50% of permit value	E
7.2.6.18	Review of alternative solutions / variances on site or not - Building <599m2	\$270		\$270	E
7.2.6.19	Review of alternative solutions / variances on site or not - Building >600m2	\$1,350		\$1,350	E
7.2.6.20	Failure to call or recall inspection	\$272		\$272	E
7.2.6.21	Miscellaneous reports for administrative or inspections (per hour)	\$137		\$137	E
7.2.6.22	Inspection Added out of Sequence			\$137	E
7.2.6.23	Weekend/ Statutory Holiday Inspection (hourly rate)			\$137	E
7.2.7	Revision fee				
7.2.7.1	Commercial, duplex townhouse	10% of the permit fee		10% of the permit fee (maximum \$1,000)	E
7.2.7.2	Single-family	10% of the permit fee		10% of the permit fee (maximum \$1,000)	E
8	Planning and Development				
8.1	Development Permits				
8.1.1	Exemption letter	Free		Free	E
8.2	Residential low density				
8.2.1	Permitted use	\$203		\$203	E
8.2.2	Discretionary use	\$407		\$407	E
8.2.3	Residential townhouses / Other multi-residential development	\$800 + \$50		\$800 + \$60 per unit	E
8.2.4	Residential live-work / Mixed-use building	\$500 + \$50 per Unit + \$0.51/m ² GFA (Non- Residential)		\$500 + \$50 per Unit + \$1.00/m ² GFA (Non- Residential)	E
8.2.5	Commercial service land use	\$800 + \$1.02/m ² GFA		\$800 + \$1.10 /m ² GFA	E
8.2.6	Industrial land uses	\$500 + \$0.51/m ² GFA		\$500 + \$1.10 /m ² GFA	E
8.2.7	Transportation land use	\$500 + \$0.51/m ² GFA		\$500 + \$1.10 /m ² GFA	E
8.2.8	Vehicle service land use	\$500 + \$0.51/m ² GFA		\$500 + \$1.10 /m ² GFA	E
8.2.9	Retail land use	\$800 + \$1.02/m ² GFA		\$800 + \$1.10 /m ² GFA	E
8.2.10	Food & lodging land use	\$800 + \$1.02/m ² GFA		\$800 + \$1.10 /m ² GFA	E
8.2.11	Recreation & entertainment land use	\$800 + \$1.02/m ² GFA		\$800 + \$1.10 /m ² GFA	E
8.2.12	Storage & distribution land uses	\$800 + \$1.02/m ² GFA		\$800 + \$1.10 /m ² GFA	E
8.2.13	Community & institutional land use	\$500 + \$0.51/m ² GFA		\$500 + \$1.10 /m ² GFA	E
8.2.14	Government service land use	\$500 + \$0.51/m ² GFA		\$500 + \$1.10 /m ² GFA	E
8.2.15	Health & supportive service land use	\$500 + \$0.51/m ² GFA		\$500 + \$1.10 /m ² GFA	E
8.2.16	Agriculture land use	\$200 + \$0.25/m ² GFA		\$200 + \$1.10/m ² GFA	E
8.2.17	Accessory land use				
8.2.18	Home business / General / Major	\$203		\$250	E
8.2.19	Accessory suite	\$305		\$350	E
8.2.20	Mobile food vendor	\$500 + \$153 for each additional site or location		\$500 + \$153 for each additional site or location	E
8.2.21	Outdoor Patio			\$500	E
8.2.22	Temporary events	\$509		\$509	E
8.2.23	Urban agriculture	\$203		\$203	E
8.2.24	Change of use				

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
8.2.25	Permitted use	\$254		\$254	E
8.2.26	Discretionary uses	\$458		\$458	E
8.2.27	Temporary sign application				
8.2.28	Temporary up to 30 days	\$92		\$92	E
8.2.29	Temporary up to 120 days	\$178		\$178	E
8.2.30	Temporary for annual permit	\$331		\$331	E
8.2.31	Permanent building sign	\$356		\$356	E
8.2.32	Permanent freestanding sign	\$509		\$509	E
8.2.33	Billboard application				
8.2.34	New permit	\$2,543		\$27,000	E
8.2.35	Renewal	\$1,017		\$27,000	E
8.2.36	Stripping & grading				
8.2.37	Greater than 10 hectares	\$1,017		\$1,017	E
8.2.38	Less than 10 hectares	\$2,543		\$2,543	E
8.2.39	Letter of concurrence (Cell towers)				
8.2.40	Co-located on existing tower	\$254		\$254	E
8.2.41	Rooftop mount on building	\$649		\$649	E
8.2.42	New freestanding tower	\$3,716		\$15,000	E
8.3	Fee adjustments				
8.3.1	Recirculating fee - Third and subsequent circulations	Minimum \$500 or Actual Costs		Minimum \$500 or Actual Costs	E
8.3.2	Revised application				
8.3.3	Administrative	\$102		\$102	E
8.3.4	Minor revisions (<i>Land Use Bylaw</i> s. 2.4.9)	50% of Original Application Fee		50% of Original Application Fee	E
8.3.5	Major revisions (<i>Land Use Bylaw</i> s. 2.4.9)	New Development Permit Application Required		New Development Permit Application Required	E
8.3.6	Time extension requests	\$509		\$509	E
8.3.7	Time extension requests - Residential uses	50% of Original Application Fee		50% of Original Application Fee	E
8.3.8	Refunds				
8.3.9	Prior to circulation or within 5 business days	75% of Application Fee Refunded		75% of Application Fee Refunded	E
8.3.10	Refunds - Prior to decision, Development Authority	25% of Application Fee Refunded		25% of Application Fee Refunded	E
8.3.11	Following decision	No refund		No refund	E
8.3.12	Development commenced without approvals	No refund and 200% of Application Fees		No refund and 200% of Application Fees	E
8.4	Other planning and development fees				
8.4.1	Agreements	Minimum \$200 or Actual Costs		Minimum \$200 or Actual Costs	E
8.4.2	Discharge of registered documents	\$51		\$51	E
8.4.3	Road closure	\$2,034		\$2,034	E
8.4.4	Municipal reserve disposition	\$2,034		\$2,034	E
8.4.5	Development Completion Certificate (DCC) Re-inspection fee - Third and subsequent inspections	\$509		\$509	E
8.4.6	Pre-application (Basic) (First/initial meeting free, subsequent meetings will be charged and deducted if a completed application is submitted)	\$250 (deducted from application fee)		\$250 (deducted from application fee if submitted within 12 months)	E
8.4.7	Master Site Plan	\$5,085		\$5,085	E
8.4.8	Master Site Plan Amendment	\$2,543		\$2,543	E
8.4.9	Mail notification (developer public engagement)	Actual Costs + 30% Administrative fee		Actual Costs + 30% Administrative e fee	E
8.4.10	Variance				
8.4.11	Legal non-conforming (<i>Land Use Bylaw</i> s. 1.9)	\$150 residential / \$300 non-residential		\$150 residential / \$300 non-residential	E
8.4.12	Minor variance request (<20% of requirement) per variance	\$153		\$153 / variance	E
8.4.13	Major variance request >=20% of requirement) per variance	\$305		\$305 / variance	E
8.4.14	Compliance certificate				
8.4.15	Residential low density (including annexation area residential)	\$195		\$195	E
8.4.16	Residential low density - expedited	\$374		\$374	E
8.4.17	Other land uses	\$506		\$506	E
8.4.18	Zoning confirmation letter	\$123		\$123	E
8.4.19	Certificate of title / Registered documents	\$25		\$25	E
8.4.20	Document copies				
8.4.21	Planning bylaws and studies	\$61		\$61	E
8.4.22	Agreements	\$51		\$51	E
8.4.23	Technical reports	\$41		\$41	E
8.4.24	Photocopies (letter or legal size, per page)	\$1		\$1	E
8.4.25	Property research and assistance inquiry	\$76 residential / \$179 non-residential		\$76 residential / \$179 non-residential	E

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
8.4.26	Environmental assessment inquiry	\$153 first 2 hours + \$36 each additional 0.5 hour		\$153 first 2 hours + \$36 each additional 0.5 hour	E
8.4.27	Planning review fee	\$153		\$153	E
8.5	Statutory plans and bylaws				
8.5.1	Statutory plan amendment	\$5,594		\$5,594	E
8.5.2	Statutory plan amendment - Map / figure only	\$3,560		\$3,560	E
8.5.3	Land Use Bylaw (LUB) amendment				
8.5.4	Rezoning	\$4,068		\$4,068	E
8.5.5	Text amendment other than rezoning	\$2,543		\$2,543	E
8.5.6	Map / figure only	\$1,017		\$1,017	E
8.5.7	Applications				
8.5.8	Community area structure plan (CASP) application (per quarter section)	\$5,085		\$5,085	E
8.5.9	Area redevelopment plan (ARP) application	\$5,085		\$5,085	E
8.5.10	Neighbourhood structure plan (NSP) application	\$20,340		\$20,340	E
8.5.11	Community area structure plan (CASP) justification report	Consulting Cost Recovery		Consulting Cost Recovery	E
8.6	Subdivision Applications				
8.6.1	Subdivision application (per lot; \$1,500 minimum base fee)	\$305		\$305	E
8.6.2	Endorsement (per lot; \$500 minimum base fee)	\$102		\$150	E
8.6.3	Lot line adjustment	\$361		\$361	E
8.6.4	Condominium certificate (per unit)	\$41		\$41	E
8.6.5	First parcel out	\$509		\$509	E
8.6.6	Phase splitting (creating additional Subdivision Servicing Agreement (SSA))	\$509		\$509	E
8.6.7	Tentative plan adjustment				
8.6.8	Minor adjustments	\$254		\$254	E
8.6.9	Major adjustments	25% of Original Application Fee		25% of Original Application Fee	E
Group C: Other Fees					
9	RCMP Administration				
9.1	Criminal record checks (CRC)				
9.1.1	Record suspension	\$71		\$71	E
9.1.2	Employment (adult)	\$71		\$71	E
9.1.3	Volunteer	\$21		\$15	E
9.1.4	Student	\$36		\$36	E
9.1.5	Adoption / Fostering (per person)	\$50		\$50	E
9.1.6	Name change	\$71		\$71	E
9.2	Fingerprints				
9.2.1	Local (Airdrie resident) (no CRC required)	\$77		\$77	E
9.2.2	Non-local (out-of-town resident) of Airdrie detachment area	\$90		\$90	E
9.2.3	Adoption / Fostering / Name Change (per person)	\$51		\$51	E
9.2.4	Vulnerable sector Volunteer / Student (paying for CRC)	Free		Free	E
9.3	Request for reports				
9.3.1	Certifying true copies	\$46		\$46	E
9.3.2	Insurance letters / Criminal reports	\$79		\$79	E
9.3.3	Reissuance of documents	\$26		\$26	E
9.4	RCMP false alarm fee (per year)				
9.4.1	Residential				
9.4.2	First response	Free		Free	E
9.4.3	Second response	\$76		\$76	E
9.4.4	Third response and plus	\$153		\$153	E
9.4.5	Commercial				
9.4.6	First response	Free		Free	E
9.4.7	Second response	\$127		\$127	E
9.4.8	Third response and plus	\$254		\$254	E
10	Taxation administration				
10.1.1	Tax report request / Mortgage	\$44		\$44	E
10.1.2	Tax certificate online	\$54		\$54	E
10.1.3	Transfer to tax roll	\$53		\$53	E
10.1.4	Tax agreement administration fee	\$107		\$107	E
10.1.5	Tax arrears notification to Land Titles	\$107		\$107	E
10.1.6	Mobile home liens	\$53		\$53	E
10.1.7	Duplicate tax notice/statement or assessment notice			\$10	E
10.1.8	History printout			\$10	E
10.1.9	Refund request (customer error e.g. didn't cancel MTPP)			\$25	E
10.1.10	Roll transfer (customer pays old tax roll or utility account)			\$10	E
11	Parks				
11.1	Forced account work	Actual costs		Actual costs	E
11.2	Cemetery				
11.2.1	Interment rights				
11.2.2	Adult casket lot	\$3,712		\$3,712	

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
11.2.3	Veteran's Field of Honour casket lot	\$1,762		\$1,762	
11.2.4	Veteran's Field of Honour cremation lot	\$1,196		\$1,196	
11.2.5	Child / Infant casket lot	\$1,345		\$1,345	
11.2.6	Single cremation lot	\$3,554		\$3,554	
11.2.7	Columbarium niche (Category 1)	\$4,527		\$4,527	
11.2.8	Columbarium niche (Category 2)	\$3,992		\$3,992	
11.2.9	Columbarium niche (Category 3)	\$3,605		\$3,605	
11.2.10	Interment rights Social Services Fees (Provincial approval required)				
11.2.11	Casket Lot	50% of regular fee		50% of regular fee	
11.2.12	In-Ground Cremation	50% of regular fee		50% of regular fee	
11.2.13	Columbarium (Category 1)	50% of regular fee		50% of regular fee	
11.2.14	Columbarium (Category 2)	50% of regular fee		50% of regular fee	
11.2.15	Columbarium (Category 3)	50% of regular fee		50% of regular fee	
11.2.16	Infant & Child	50% of regular fee		50% of regular fee	
11.2.17	Opening and closing fees				
11.2.18	Adult casket - Single depth	\$1,790		\$1,790	
11.2.19	Child / Infant casket	\$715		\$715	
11.2.20	Cremation ground interment	\$629		\$629	
11.2.21	Cremation niche inurnment	\$405		\$405	
11.2.22	Disinterment - Adult casket	\$3,807		\$3,807	
11.2.23	Disinterment - Cremation ground	\$917		\$917	
11.2.24	Disinterment - Columbarium niche	\$231		\$231	
11.2.25	Surcharges (weekend, holidays, after hours)				
11.2.26	Adult casket	\$1,180		\$1,180	
11.2.27	Child / Infant	\$590		\$590	
11.2.28	Cremation ground	\$382		\$382	
11.2.29	Columbarium niche	\$371		\$371	
11.2.30	Additional Fees				
11.2.31	Administrative fee / transfer of ownership	\$211		\$211	
11.2.32	Monument permit	\$348		\$348	
11.2.33	Niche door engraving	\$371		\$371	
11.2.34	Memorial Fees				
11.2.35	Bench – 5 year term	\$2,110		\$2,110	
11.2.36	Bench – 10 year term	\$2,365		\$2,365	
11.2.37	Bench – 15 year term	\$2,619		\$2,619	
11.2.38	Bench – 20 year term	\$2,873		\$2,873	
11.2.39	Tree	\$992		\$992	
12	Transit				
12.1	**Cash (one-way fare)				
12.1.1	Hello-to-go and local service	\$2.95	\$3		E
12.1.2	Route 900 (Regional)	\$5.45	\$5.50		E
12.1.3	ICE Routes 901 and 902 (Downtown commuter)	\$7.85	\$7.50		E
12.1.4	Specialized medical trips to Calgary (per one-way)	\$30.50	\$30.50		E
12.2	**Ticket booklet (10 tickets)				
12.2.1	Hello-to-go and local service	\$24.90	\$25.25		E
12.2.2	Route 900 (Regional)	\$48.30	\$49		E
12.2.3	ICE Routes 901 and 902 (Downtown commuter)	\$58.90	\$59		E
12.3	**Monthly pass (age)				
12.3.1	Hello-to-go and local service				
12.3.2	Adult (19 to 64)	\$70.15	\$72		E
12.3.3	Youth / Student (6 to 25)	\$49.60	\$50		E
12.3.4	Youth / Student (July and August)	\$25.00	\$25		E
12.3.5	Senior (65+)	\$40.70	\$41		E
12.3.6	Route 900 (Regional)				
12.3.7	Adult (19 to 64)	\$89.50	\$90		E
12.3.8	Youth / Student (6 to 25)	\$64.05	\$60		E
12.3.9	Senior (65+)	\$64.05	\$60		E
12.3.10	ICE routes 901 and 902 (Downtown commuter)				
12.3.11	Adult (19 to 64)	\$133.75	\$134		E
12.3.12	Youth / Student (6 to 25)	\$99.15	\$95		E
12.3.13	Senior (65+)	\$75.75	\$69		E
13	Roads				
13.1	Winter Seasonal Use of Streets Permit	\$51		\$51	E
13.2	High loads				
13.2.1	Light turning fee	\$305		\$310	E
13.2.2	Short notice fee (less than 2 business days)	\$510		\$510	E
13.2.3	Cancellation fee (if less than 3 hours notice given)	\$610		\$610	E
13.2.4	Standby fee	\$305		\$305	E
13.2.5	Commercial oversize / over dimensional permit	\$25		\$25	E
14	Information Technology				
14.1	Civic Number change - single address application fee	\$840		\$840	

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
14.2	Civic Number change – multiple addresses	\$840 + \$96 per additional address		\$840 + \$96 per additional address	
14.3	Street name change application fee	\$840 + \$96 per additional address		\$840 + \$96 per additional address	
15	Procurement				
15.1	City of Airdrie flag	\$173		\$175	
16	Utility Administration				
16.1	Non-compliance, card hanging fee	\$28		\$28	E
16.2	Application fee	\$44		\$44	E
16.2.3	Late submission processing fee			\$50	E
16.2.4	Misallocated payment			\$15	E
16.3	Meter services				
16.3.1	Seasonal meter maintenance	\$170		\$170	E
16.3.2	Consumer requested meter read	\$43		\$43	E
16.3.3	No show for appointment	\$66		\$66	E
16.3.4	Water meter test	\$203		\$300	E
16.4	Water disconnect / reconnect				
16.4.1	Water disconnect, during regular business hours (Monday to Friday from 8:30 AM to 4:30 PM, excluding statutory holidays)	\$123		\$123	E
16.4.2	Water reconnect, during regular business hours (Monday to Friday from 8:30 AM to 4:30 PM, excluding statutory holidays)	\$76		\$76	E
16.4.3	Water disconnect, outside regular business hours			\$173	E
16.4.4	Water reconnect, outside regular business hours			\$126	E
17	Water and Sewer Utility				
17.1	RV sanit-station	\$6.60		\$6.75	E
17.2	Administrative fee for <i>Sewage Bylaw</i> violation (maximum \$150)	\$25 or 10% of amount owing		\$25 or 10% of amount owing	E
17.3	Bulk water	\$6.60		\$6.75	E
17.4	Industrial monitoring				
17.4.1	Customer-requested overstrength effluent test	\$509		\$510	E
17.5	Rain barrel				
17.5.1	Local (Airdrie resident)	\$66		\$90	
17.5.2	Non-local (out-of-town resident)	\$76		\$120	
17.6	Sewer utility connection fee				
17.6.1	Meter size: 5/8" / 15 mm	\$519		\$530	E
17.6.2	Meter size: 3/4" / 20 mm	\$783		\$800	E
17.6.3	Meter size: 1.0" / 25 mm	\$1,312		\$1,340	E
17.6.4	Meter size: 1.5" / 40 mm	\$2,614		\$2,670	E
17.6.5	Meter size: 2.0" / 50 mm	\$4,180		\$4,270	E
17.6.6	Meter size: 3.0" / 75 mm	\$7,841		\$8,005	E
17.6.7	Meter size: 4.0" / 100 mm	\$13,079		\$13,355	E
17.6.8	Meter size: 6.0" / 150 mm	\$26,157		\$26,705	E
17.7	Water utility connection fee				
17.7.1	Meter size: 5/8" / 15 mm	\$580		\$595	E
17.7.2	Meter size: 3/4" / 20 mm	\$864		\$885	E
17.7.3	Meter size: 1.0" / 25 mm	\$1,444		\$1,475	E
17.7.4	Meter size: 1.5" / 40 mm	\$2,878		\$2,940	E
17.7.5	Meter size: 2.0" / 50 mm	\$4,617		\$4,715	E
17.7.6	Meter size: 3.0" / 75 mm	\$8,645		\$8,830	E
17.7.7	Meter size: 4.0" / 100 mm	\$14,411		\$14,715	E
17.7.8	Meter size: 6.0" / 150 mm	\$28,822		\$29,430	E
17.8	Meter fees				
17.8.1	Meter size: 5/8" or 15 mm	\$610		\$610	E
17.8.2	Meter size: 3/4" or 20 mm	\$712		\$715	E
17.8.3	Meter size: 1.0" or 25 mm	\$814		\$815	E
17.8.4	Meter size: 1.5" or 40 mm PD	\$1,526		\$1,525	E
17.8.5	Meter size: 1.5" or 40 mm Turbo	\$3,763		\$3,765	E
17.8.6	Meter size: 2.0" or 50 mm PD	\$3,051		\$3,050	E
17.8.7	Meter size: 2.0" or 50 mm Turbo	\$4,068		\$4,070	E
17.8.8	Meter size: 3.0" or 75 mm Compound	\$5,594		\$6,000	E
17.8.9	Meter size: 3.0" or 75 mm Turbo	\$4,271		\$4,270	E
17.8.10	Meter size: 4.0" or 100 mm Compound	\$8,746		\$9,200	E
17.8.11	Meter size: 4.0" or 100 mm Turbo	\$5,899		\$5,900	E
17.8.12	Meter size: 6.0" or 150 mm Compound	\$12,306		\$13,000	E
17.8.13	Meter size: 6.0" or 150 mm Turbo	\$7,119		\$11,000	E
18	Waste and Recycling				
18.1	Waste & recycling				
18.1.1	Replacement residential black cart			\$88	
18.1.2	Replacement residential green cart	\$88		\$88	
18.1.3	Excess waste tag	\$3		\$3	E
18.2	Transfer site				
18.2.1	Level truckload or trailer load				
18.2.2	Unsecured load	\$41		\$50	E

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
18.2.3	Secured full load	\$31		\$40	E
18.2.4	Secured minimum load	\$20		\$25	E
18.2.5	Plastic bag (each)	\$3		\$3	E
18.2.6	Single appliance	\$10		\$15	E
18.2.7	Refrigerant removal as applicable,(in addition to any charge)	\$20		\$20	E
18.2.8	Mattress or box spring (each)	\$20		\$25	E
18.2.9	Child car seat (each)	\$17		\$18	E
18.2.10	Branches / grass / leaves (per bag)	\$3		\$3	E
18.2.11	Branches / grass / leaves (maximum load charge)	\$15		\$20	E
19	Legislative Services				
19.1	Assessment Review Boards				
19.1.1	Local Assessment Review Board (LARB) - Residential - 1 to 3 dwellings / farm land	\$50		\$50	E
19.1.2	Local Assessment Review Board (LARB) - Residential - 4 or more dwellings	\$650		\$650	E
19.1.3	Composite Assessment Review Board (CARB) - Non-residential	\$650		\$650	E
19.1.4	Tax notices	\$30		\$30	E
19.2	Subdivision and Development Appeal Board				
19.2.1	Development permit appeal	\$250		\$250	E
19.2.2	Stop order appeal	\$250		\$250	E
19.2.3	Subdivision application appeal	\$350		\$350	E
19.3	General Appeal Board (GAB)				
19.3.1	Appeal fee	\$150		\$150	E
19.4	External ARB services				
19.4.1	Local Assessment Review Board (LARB) services to other municipalities (per complaint)	\$483		\$483	E
19.4.2	Composite Assessment Review Board (CARB) services to other municipalities (per complaint)	\$864		\$864	E
19.4.3	Joint Assessment Review Board - Member scheduling	\$50		\$50	E
19.5	Other services				
19.5.1	Election - Nomination deposit	\$100		\$100	E
20	Engineering				
20.1	Engineering administration fee	10% Construction Cost		10% Construction Cost	
20.2	Request for Information				
20.2.1	City of Airdrie plan profiles processing fee	\$31		\$31	
20.3	Utility line assignment				
20.3.1	Application fee	\$254		\$254	E
20.3.2	Multi-shallow utility alignment (per meter)	\$2.54		\$2.54	E
20.3.3	Single shallow utility alignment (per meter)	\$10		\$10	E
20.4	Reports & studies				
20.4.1	Traffic signal operations report				
20.4.2	CanTraffic after 2014	\$211		\$257	
20.4.3	Traffic data (per location)	\$20		\$20	
20.4.4	Subdivision				
20.4.5	Engineering fees			\$1,425 / acre	
20.4.6	Levy report fees			\$460 / acre	
20.5	Re-inspection and submittal re-reviews				
20.5.1	Re-inspection for Construction Completion Certificate (CCC), Final Acceptance Certificate (FAC), Development Completion Certificate (DCC) inspections	\$509		\$509	E
20.5.2	Engineering review recirculation fee	\$1,017		\$1,017	E
20.6	Road and lane closures				
20.6.1	Temporary road / lane closure (arterial / primary collector)	\$2,034		\$2,034	E
20.6.2	Temporary road / lane closure (local)	\$203		\$203	E
20.6.3	Excavating within roads				
20.6.4	Asphalt degradation fee – Area calculation: (classification rate) x (width + 2m) x (length + 2m)				
20.6.5	Arterial (per m ²)	\$60		\$60	E
20.6.6	Collector (per m ²)	\$54		\$54	E
20.6.7	Local (per m ²)	\$49		\$49	E
20.6.8	Road condition surcharge fee (required for good or very good condition roads as per City's Asset Management database) – Area calculation: (classification rate) x (width + 2m) x (length + 2m)				
20.6.9	Arterial / Collector / Local (per m ²)	\$59		\$59	E
21	Fire				
21.1	General fees				
21.1.1	Open Air Burning Permit	\$94		\$94	E
21.1.2	Occupant load certificate	\$153		\$153	
21.1.3	Temporary	\$153		\$153	
21.1.4	Replacement certificate	\$76		\$76	
21.1.5	Fire related report	\$305		\$305	
21.1.6	Fire photographs				
21.1.7	First 5 photographs	\$51		\$51	
21.1.8	Each photo after first 5 photographs	\$10		\$10	
21.1.9	Release of information	\$153		\$153	

Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
			Effective September 1, 2026	Effective January 1, 2027	
21.2	Inspections				
21.2.1	Mobile cooking operations (food trucks) inspection (non-quality management plan)	\$127		\$127	
21.2.2	First / initial inspection (not urgent)	Free		Free	
21.2.3	Emergency / urgent inspection (less than 1 business day)	\$203		\$203	
21.2.4	Second or more inspection with compliance on outstanding violations	Free		Free	
21.3	Re-inspection without compliance on outstanding violations				
21.3.1	Second inspection	\$254		\$254	
21.3.2	Third inspection	\$509		\$509	
21.3.3	Fourth or more inspection	\$763		\$763	
21.3.4	Missed or unprepared inspection appointment	\$102		\$102	
21.4	Inspection / investigation				
21.4.1	Safety Codes Officer - Fire, investigations, inspections, and special events (per hour)				
21.4.2	Regular office hours (8:00 AM - 4:30 PM on Monday to Friday)	\$127		\$127	
21.4.3	After hours (4:31 PM - 7:59 AM on Monday to Friday; Saturday to Sunday; holidays)	\$191		\$191	
21.4.4	Urgent request (less than 24 hours notice)	\$250		\$250	
21.5	Response fees				
21.5.1	Engine and ladder apparatus (includes personnel) (per hour)	\$1,170		\$1,170	E
21.5.2	Emergency Rescue Unit (includes personnel) (per hour)	\$1,170		\$1,170	E
21.5.3	Tower (includes personnel) (per hour)	\$1,271		\$1,271	E
21.5.4	Tender (includes personnel) (per hour)	\$864		\$864	E
21.5.5	Bush buggy Unit (includes personnel) (per hour)	\$636		\$636	E
21.5.6	Command unit (includes personnel) (per hour)	\$483		\$483	E
21.5.7	Additional personnel (per hour per person)	Actual costs		Actual costs	E
21.5.8	Administration fee on all above response fees (per incident)	\$102		\$102	E
21.5.9	Consumable products and supplies	Cost + 20%		Cost + 20%	
21.5.10	Third-party charges	Cost + 20%		Cost + 20%	
21.6	False alarm fee (per year)				
21.6.1	First response	Free		Free	E
21.6.2	Second response	\$203		\$203	E
21.6.3	Third response	\$509		\$509	E
21.6.4	Fourth and subsequent responses	\$1,017		\$1,017	E
21.7	Plan review				
21.7.1	Commercial / Industrial / Multi- family dwellings (per plan)	\$305		\$305	E
22	Banking charges				
22.1	Banking charges (non-sufficient funds charge, bank returns, etc.)	\$10		\$10	E
22.2	Credit card fee	2%		2%	E

CITY OF AIRDRIE PROVINCE OF ALBERTA BYLAW NO. B-41/2023

SCHEDULE "A" ¹						
Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
All fees are effective from January 1, 2027 unless noted ** services are effective from September 1, 2026. Fees noted * mean that Safety Code levies (charges) also apply to the fee or charge. Safety Code levies are the greater of \$4.50 or 4%. Safety Code levies are non-refundable once permit processing begins. Carriage and garden suites are covered under the Single family dwelling component. The use of "CC" means construction costs. Fees noted a means New Fees added effective May 1, 2026						
Group A: Indoor/Outdoor Recreation Fees and Facility Rental Fees						
1.0	1.0	Parks				
1.1	1.1	Ball Diamonds				
1.1.1	1.1.1	Adult Users	\$39		\$39	
1.1.2	1.1.2	Youth users	\$7		\$7	
1.1.3	1.1.3	Non-local (out-of-town) user	\$56		\$56	
1.2	1.2	Sports Fields				
1.2.1	1.2.1	Adult users	\$39		\$39	
1.2.2	1.2.2	Youth users	\$7		\$7	
1.2.3	1.2.3	Non-local (out-of-town) user	\$56		\$56	
1.2.4	1.2.4	Tennis, Pickleball and Volleyball courts (Resident) (per hour, per court)	\$6		\$6	
1.2.5	1.2.5	Tennis, Pickleball and Volleyball courts (Special Events) (per hour, per court)	\$25		\$25	
2	2	Genesis Place				
2.1	2.1	**Passes and admissions				
2.1.1	2.1.1	Drop-in (age)				
2.1.2	2.1.2	Infant (0 to 2)	Free	Free		
2.1.3	2.1.3	Preschool (3 to 5)	Free	Free		
2.1.4	2.1.4	Child (6 to 12)	\$8.33	\$8.57		
2.1.5	2.1.5	Youth (13 to 17)	\$10.24	\$10.71		
2.1.6	2.1.6	Student (18 to 24)	\$14.52	\$14.76		
2.1.7	2.1.7	Adult (25 to 64)	\$17.14	\$17.62		
2.1.8	2.1.8	Veteran	\$10.24	\$10.71		
2.1.9	2.1.9	Senior (65 to 79)	\$10.24	\$10.71		
2.1.10	2.1.10	Senior (80+)	Free	Free		
2.1.11	2.1.11	Family (1 adult)	\$30.24	\$30.71		
2.1.12	2.1.12	Family (2 adults)	\$32.14	\$32.86		
2.1.13	2.1.13	10-time Pass	10x pass for 9x price	10x pass for 9x price		
2.1.14	2.1.14	Continuous monthly pass (age)				
2.1.15	2.1.15	Infant (0 to 2)	Free	Free		
2.1.16	2.1.16	Preschool (3 to 5)	Free	Free		
2.1.17	2.1.17	Child (6 to 12)	\$357.38	\$372.14		
2.1.18	2.1.18	Youth (13 to 17)	\$479.52	\$490.00		
2.1.19	2.1.19	Student (18 to 24)	\$787.38	\$806.19		
2.1.20	2.1.20	Adult (25 to 64)	\$900.71	\$936.19		
2.1.21	2.1.21	Veteran	\$595.71	\$628.81		
2.1.22	2.1.22	Senior (65 to 79)	\$595.71	\$628.81		
2.1.23	2.1.23	Senior (80+)	Free	Free		
2.1.24	2.1.24	Family (1 adult)	\$1269.76	\$1123.81		
2.1.25	2.1.25	Family (2 adults)	\$1688.33	\$1759.05		
2.1.26	2.1.26	Pass activation fee (administration fee) (per activation)	\$19.29	\$19.29		
2.1.27	2.1.27	Corporate pass	10% Discount from posted rates	10% Discount from posted rates		
2.2		**Leisure / Fitness				
2.2.1		Personal training / 5-hour package	\$300.24			
2.3	2.2	**Facility Rentals				
2.3.1	2.2.1	Field house (per hour)				
2.3.2	2.2.2	Prime time - Adult (18-years old and older) (Monday to Friday from 4:30 PM to close, Weekends, Statutory holiday)	\$188.10	\$188.10		
2.3.3	2.2.3	Prime time - Youth (under 18-years old) (Monday to Friday from 4:30 PM to close, Weekends, Statutory holiday)	\$170.95	\$173.81		
2.3.4	2.2.4	Non-prime time - All users (Monday to Friday from open to 4:30 PM)	\$144.05	\$144.05		
2.3.5	2.2.5	Gym (age) (per hour)				
2.3.6	2.2.6	Prime time - Adult users (18+)	\$115.24	\$115.24		
2.3.7	2.2.7	Prime time - Youth users (0 to 17)	\$103.57	\$103.57		
2.3.8	2.2.8	Non-prime time	\$95.00	\$95.00		
2.3.9	2.2.9	Aquatic lane rental (per hour)				
2.3.10	2.2.10	Fitness / Activity space - Mind and Body Room / Dance Studio (per hour)	\$43.57	\$43.81		
2.3.11	2.2.11	Meeting Rooms				
2.3.12	2.2.12	Community Room (per hour)	\$43.57	\$43.81		
2.3.13	2.2.13	Rotary Room (per hour)	\$65.48	\$66.67		
2.3.14	2.2.14	Autobody Room (per hour)	\$43.57	\$43.81		

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
2.3.15	2.2.15	Aecon & Lumley Room (per hour)	\$20.71	\$21.90		
2.3.16	2.2.16	Multipurpose Room (per hour)	\$43.57	\$43.81		
2.3.17	2.2.17	Fun Place (per hour)	\$65.95	\$66.67		
2.3.18	2.2.18	Birthday party packages	Based on Admission Fees and Room Rental Rates	Based on Admission Fees and Room Rental Rates		
2.3.19	2.2.19	Outdoor Track				
2.3.20	2.2.20	Adult users (18+)	\$95.48	\$97.38		
2.3.21	2.2.21	Youth users (0 to 17)	\$90.00	\$91.90		
2.3.22	2.2.22	Outdoor artificial turf				
2.3.23	2.2.23	Adult users (18+)	\$147.38	\$147.38		
2.3.24	2.2.24	Youth users (0 to 17)	\$116.19	\$116.19		
2.3.25	2.2.25	Arenas (age) (per hour)				
2.3.26	2.2.26	Adult users (18+) - Prime time	\$283.10	\$283.10		
2.3.27	2.2.27	Adult users (18+) - Non-prime time	\$142.62	\$142.62		
2.3.28	2.2.28	Youth users (0 to 17) - Prime time	\$226.19	\$226.19		
2.3.29	2.2.29	Youth users (0 to 17) - Non-prime time	\$106.19	\$106.19		
2.3.30	2.2.30	Dry pad - Prime time	\$108.81	\$108.81		
2.3.31	2.2.31	Dry pad - Non-prime time	\$88.33	\$88.33		
3	3	Bert Church Live Theatre				
3.1	3.1	**Full Facility/ Performance (3 hours minimum)				
3.1.1	3.1.1	Performance – Regular rate (per hour)	\$262.38	\$270.24		
3.1.2	3.1.2	Performance - Local rate (per hour)	\$204.52	\$210.71		
3.2	3.2	**Auditorium Only/ Rehearsal (3 hour minimum)				
3.2.1	3.2.1	Rehearsal – Regular rate (per hour)	\$147.38	\$156.19		
3.2.2	3.2.2	Rehearsal – Local rate (per hour)	\$112.62	\$119.29		
3.3	3.3	**Lobby/ Black Box Theatre (3 hours minimum)				
3.3.1	3.3.1	Lobby / Black Box Theatre – Regular rate (per hour)	\$144.52	\$148.81		
3.3.2	3.3.2	Lobby / Black Box Theatre – Local rate (per hour)	\$110.71	\$114.05		
4	4	Town and Country Centre				
4.1	4.1	**Facility Rental				
4.2	4.2	Kitchen (3 hour minimum)				
4.2.1	4.2.1	Kitchen rental (per hour)	\$36.19	\$37.14		
4.3	4.3	Small hall				
4.3.1	4.3.1	Small hall rental (per hour)	\$56.90	\$58.57		
4.4	4.4	Small hall with kitchen (3 hour minimum)^a				
4.4.1	4.4.1	Small hall with kitchen rental (per hour)	\$74.76	\$76.90		
4.5	4.5	Full facility (3 hour minimum)^a				
4.5.1	4.5.1	Non-prime time - Monday to Friday (per hour)	\$165.71	\$170.71		
4.5.2	4.5.2	Prime time - Saturday - Sunday (per hour)	\$191.43	\$197.14		
5	5	**Inspire				
5.1	5.1	Presenter Space				
5.1.1	5.1.1	Presenter Space	\$87.14	\$87.14		
5.2	5.2	Multipurpose Room / Meeting Rooms (per hour)				
5.2.1	5.2.1	Large MPR (E & F)	\$65.48	\$66.67		
5.2.2	5.2.2	MPR E	\$32.62	\$33.34		
5.2.3	5.2.3	MPR F	\$32.62	\$33.34		
5.2.4	5.2.4	Round MPR J	\$43.57	\$43.81		
5.2.5	5.2.5	Conference Room A	\$43.57	\$43.81		
5.2.6	5.2.6	Meeting Room D, G & H	\$14.52	\$14.52		
5.3	5.3	Art Studios				
5.3.1	5.3.1	Art Studio K (x24)	\$65.48	\$66.67		
5.3.2	5.3.2	Art Studio L (x 16)	\$43.57	\$43.81		
5.3.3	5.3.3	Art Studio Drop In (Individual)	\$11.67	\$11.67		
5.4	5.4	Digital Media Studio				
5.4.1	5.4.1	Digital Media Studio B & C	\$24.29	\$24.29		
5.5	5.5	Artisan Markets				
5.5.1	5.5.1	Artisan Market Booth	\$29.05	\$29.05		
5.5.2		Atrium Market Package (5-hour market)	\$217.86+ \$24.29/table			
5.5.3		Atrium Market (additional rental hours)	\$24.29+ \$4.76/table			
5.6		Atrium				
5.6.1		Atrium Rental	\$137.62			
Group B: Licenses, Permits and Approval Fees						
6	6	Municipal Enforcement				
6.1	6.1	Business licences				
6.1.1	6.1.1	Airdrie resident business / Airdrie-based business				
6.1.2	6.1.2	Home-based business	\$165		\$170	E
6.1.3	6.1.3	Commercial or industrial business	\$165		\$170	E
NEW	6.1.4	Not for Profit (with documentation)			Fee Exempt (with proof)	E
NEW	6.1.5	Administration Fee / late fees for not renewing on time			\$50	E
6.1.4	6.1.6	Out-of-town business				
6.1.5	6.1.7	Non-resident business	\$503		\$510	E

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
6.1.6	6.1.8	Temporary business / Seasonal business				
6.1.7		~~Temporary (operating for less than 72 hours)~~	\$117			E
6.1.8	6.1.9	~~Seasonal-Temporary (operating for a maximum of 30 days)~~	\$117		\$117	E
6.1.9	6.1.10	Transfer licence to new owner (resident or non-resident)	\$20		\$25	E
6.1.10	6.1.11	Massage				
6.1.11	6.1.12	Reinstatement after licence suspended or revoked	\$305		\$305	E
6.1.12	6.1.13	Licence replacement	\$25		\$25	E
6.1.13	6.1.14	Massage card - new	\$76		\$76	E
6.1.14	6.1.15	Massage card - renewal	\$25		\$25	E
6.1.15		~~E-scooter~~				
6.1.16		~~Security deposit (minimum \$5,000; maximum \$15,000)~~	\$25			E
6.1.17		~~E-scooter deposit (per e-scooter)~~	\$25			E
6.1.18		~~E-scooter fee (per e-scooter)~~	\$20			E
6.2	6.2	Animal licences				
6.2.1	6.2.1	Dog licences				
6.2.2	6.2.2	Female / Male	\$78		\$78	E
6.2.3	6.2.3	Neutered / Spayed	\$48		\$48	E
6.2.4	6.2.4	Vicious dog	\$254		\$254	E
6.2.5	6.2.5	Foster dog	Free		Free	E
6.2.6	6.2.6	Service dog	Free		Free	E
6.2.7	6.2.7	Dog replacement tag	\$10		\$10	E
6.2.8	6.2.8	Cat licences				
6.2.9	6.2.9	Female / Male	\$58		\$58	E
6.2.10	6.2.10	Neutered / Spayed	\$29		\$29	E
6.2.11	6.2.11	Foster cat	Free		Free	E
6.2.12	6.2.12	Cat replacement tag	\$10		\$10	E
6.2.13	6.2.13	Impounded animal				
6.2.14	6.2.14	Cat trap	\$102		\$102	E
6.2.15	6.2.15	First impoundment within calendar year	\$61		\$61	E
6.2.16	6.2.16	Second impoundment within calendar year	\$76		\$76	E
6.2.17	6.2.17	Third impoundment within calendar year	\$102		\$102	E
6.2.18	6.2.18	Vicious dog impoundment	\$254		\$254	E
6.2.19	6.2.19	Care and sustenance (per day)	\$25		\$25	E
6.2.20	6.2.20	Veterinary fees	Actual costs		Actual Costs	E
6.2.21	6.2.21	Destruction (if animal destroyed)	Actual costs		Actual Costs	E
6.2.22	6.2.22	Prohibited animal	Actual costs		Actual Costs	E
6.3		Other permits and fees				
6.3.1	6.3.1	Dangerous Goods permit	\$25		\$25	E
6.3.2	6.3.2	Community Standards Bylaw enforcement administrative fee	\$25 or 10% of amount owing, whichever is greater		\$25 or 10% of amount owing, whichever is greater	E
6.3.3		~~Traffic Bylaw enforcement administrative fee~~	~~\$25 or 10% of amount owing, whichever is greater~~			E
6.3.4		~~Parade / Special roadway event permit~~	~~102~~			E
6.4	6.4	Taxi and Rideshare				
6.4.1	6.4.1	Licence replacement	\$163		\$163	E
6.4.2	6.4.2	Taxi log book	\$5		\$5	E
6.4.3	6.4.3	Taxi - Driver (chauffeur) licence / Senior's transportation services licence				
6.4.4	6.4.4	1 to 3 drivers (per driver)	Free		Free	E
6.4.5	6.4.5	4 or more drivers (per driver)	\$61		\$61	E
6.4.6	6.4.6	Taxi - Vehicle Licence				
6.4.7	6.4.7	1 to 3 vehicles (per vehicle)	Free		Free	E
6.4.8	6.4.8	4 or more vehicles (per vehicle)	\$61		\$61	E
6.4.9	6.4.9	Transfer of vehicle licence (Taxi driver (chauffeur) / Senior's transportation service)	\$61		\$61	E
6.4.10	6.4.10	Rideshare - Unified licence				
6.4.11	6.4.11	1 to 3 drivers (per driver)	\$61		\$61	E
6.4.12	6.4.12	4 to 10 drivers (per driver; maximum \$336)	\$61		\$61	E
6.4.13	6.4.13	11 to 50 drivers	\$3,051		\$3,051	E
6.4.14	6.4.14	51 to 100 drivers	\$6,102		\$6,102	E
6.4.15	6.4.15	101 to 500 drivers	\$12,204		\$12,204	E
6.4.16	6.4.16	501 to 1,000 drivers	\$18,306		\$18,306	E
7		Building inspections				
7.1	7.1	Residential permits				
7.1.1	7.1.1	*Residential building permit				
7.1.1.1	7.1.1.1	New Single Detached / Semi Detached / Townhouses				
7.1.1.2		~~Up to 1250 square feet~~	~~\$1,971~~			E
7.1.1.3	7.1.1.2	~~1251 to 1650 square feet~~ Up to 1500 square feet	\$2,271		\$2,800	E
7.1.1.4	7.1.1.3	~~1651 to 2050 square feet~~ 1501 to 2000 square feet	\$2,605		\$3,150	E
7.1.1.5	7.1.1.4	~~2051 to 2450 square feet~~ 2001 to 2500 square feet	\$3,022		\$3,550	E
7.1.1.6	7.1.1.5	~~2451 to 3000 square feet~~ Over 2501 square feet	\$3,382		\$3,900	E
7.1.1.7		~~Over 3000 square feet~~	~~\$3,476~~			E
7.1.1.8	7.1.1.6	Building permit, HVAC, Electrical, Plumbing, Gas, Post & Pad, Rough in, Temp Heat, and Lighting permits included				

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
7.1.1.9	7.1.1.7	Basement development (not as part of new dwelling construction) (per square foot; minimum \$137) Basement development (per square foot; minimum \$137)	\$0.40		\$0.40	E
7.1.1.10	7.1.1.8	Basement Secondary Suites development (not part of new dwelling construction) (per square foot; minimum \$137) Basement secondary suites development (per square foot; minimum \$137)	\$0.59		\$0.59	E
7.1.1.11	7.1.1.9	Permit based on construction costs (CC) declared, \$10.17 per thousand (minimum \$135)				
7.1.1.12	7.1.1.10	Garages / Decks / Wood fireplaces / Stoves / Retaining wall (≥900 mm) Garages/Decks/ Residential Additions/Accessory/ Kitchen/ Wood Fireplaces/ Stoves/Retaining Wall (≥900mm)	\$10.17		\$10.17	E
7.1.1.13		Residential additions	\$10.17			
7.1.1.14	7.1.1.11	Demolition / Relocation (per square foot; minimum \$135)	\$0.19		\$0.19	E
7.1.1.15	7.1.1.12	Manufactured homes / Mobile homes (without basement foundation)	\$137		\$137	E
7.1.1.16	7.1.1.13	Manufactured homes / Mobile homes (with basement foundation)	\$270		\$270	E
7.1.1.17		Alterations / Re-classifications	\$137			
7.1.1.18	7.1.1.14	Residential Hot Tub/Swimming Pool (greater than 600mm in depth of water)	\$147		\$147	E
7.1.2	7.1.2	*Residential electrical permit				
7.1.2.1		Basement development / Secondary Suites development -				
7.1.2.2		0 to 500 square feet	\$137			
7.1.2.3	7.1.2.1	501 to 1200 square feet Renovation/Additions/Accessory/ Kitchen/ Basement Development/ Secondary Suite	\$162		\$162	E
7.1.2.4		Over 1200 square feet	\$219			E
7.1.2.5	7.1.2.2	Hot tub/ Air Conditioner/ Unit heater/ EV/ Solar Installations (under 10 kilowatts)	\$144		\$144	E
7.1.2.6	7.1.2.3	Homeowner fee; where the owner resides or intends to reside in the residence performs the work, and the work serves the dwelling	\$100 plus the permit fee		\$100 plus the permit fee	E
7.1.2.7		Solar installations (under 10 kilowatts)	\$178			E
7.1.3	7.1.3	*Residential gas permit				
7.1.3.1	7.1.3.1	Individual gas fireplace / Dyer / Stove / Barbeque / Unit heater / Replacement hot water tank / Furnace / Gas line	\$137		\$137	E
7.1.3.2	7.1.3.2	Temporary propane or natural gas heating / Gas line	\$137		\$137	E
7.1.3.3	7.1.3.3	Homeowner fee; where the owner resides or intends to reside in the residence performs the work, and the work serves the dwelling	\$100 plus the permit fee		\$100 plus the permit fee	E
7.1.4	7.1.4	*Residential plumbing Permit				
7.1.4.1	7.1.4.1	Private sewage	\$240		\$240	E
7.1.4.2	7.1.4.2	Renovation/ Additions/Accessory/ Basement development/ Secondary suites	\$158		\$158	E
7.1.4.3	7.1.4.3	Homeowner Fee; where the owner resides or intends to reside in the residence performs the work, and the work serves the dwelling	\$100 plus the permit fee		\$100 plus the permit fee	E
7.1.5	7.1.5	*Residential heating permit				
7.1.5.1	7.1.5.1	Secondary Suites - Renovation/ Addition / Kitchen hood fan/ Accessory permit - HVAC / Ventilation system	\$137		\$137	E
7.1.6	7.1.6	Lot grading permit				
7.1.6.1	7.1.6.1	Semi-Detached / Single Detached / Freehold Townhouse dwelling	\$162		\$162	E
7.1.7	7.1.7	Application fee for filing extension (non-refundable)				
7.1.7.1	7.1.7.1	Before Schedule "E" is sent	\$107		\$107	E
7.1.7.2	7.1.7.2	Once Schedule "E" is sent	\$214		\$214	E
7.2	7.2	Commercial Permits				
7.2.1	7.2.1	*Commercial building permit				
7.2.1.1	7.2.1.1	Commercial / Industrial / Institutional / Multifamily (per \$1,000 construction cost; minimum \$135)	\$10.17		\$10.17	E
7.2.1.2	7.2.1.2	Start work early (per square foot; minimum \$135)	\$0.10		\$0.10	E
7.2.1.3	7.2.1.3	Alterations / Re-classifications	\$137		\$137	E
7.2.1.4	7.2.1.4	Occupancy certificate (new or change of occupancy)	\$219		\$250	E
7.2.2	7.2.2	*Commercial electrical permit				
7.2.2.1	7.2.2.1	Commercial / Industrial / Institutional / Multifamily / Accessory permit / Temporary service connections (Based on construction cost declared)				
7.2.2.2		\$0.00 to \$500.00	\$148			E
7.2.2.3	7.2.2.2	\$500.01 to \$1,000.00 \$0 to \$1000.00	\$162		\$162	E
7.2.2.4	7.2.2.3	\$1,000.01 to \$5,000.00	\$208		\$208	E
7.2.2.5	7.2.2.4	\$5,000.01 to \$10,000.00	\$240		\$240	E
7.2.2.6	7.2.2.5	\$10,000.01 to \$20,000.00	\$323		\$323	E
7.2.2.7	7.2.2.6	\$20,000.01 to \$40,000.00	\$475		\$475	E
7.2.2.8	7.2.2.7	\$40,000.01 to \$80,000.00	\$753		\$753	E
7.2.2.9	7.2.2.8	\$80,000.01 to \$100,000.00	\$908		\$908	E
7.2.2.10	7.2.2.9	\$100,000.01 to \$200,000.00	\$1,793		\$1,793	E
7.2.2.11	7.2.2.10	Over \$200,000.01 (\$10.17 per \$1,000.00 of construction cost)	\$10.17		\$10.17	E
7.2.2.12	7.2.2.11	Annual maintenance electrical permit up to \$10,000 construction cost	\$198		\$198	E
7.2.3	7.2.3	*Commercial gas permit				
7.2.3.1	7.2.3.1	Commercial / Industrial / Institutional / Multifamily - BTU per hour (per gas meter)				
7.2.3.2		0 to 100,000	\$137			E
7.2.3.3	7.2.3.2	100,001 \$0 to 250,000	\$227		\$227	E
7.2.3.4	7.2.3.3	250,001 to 500,000	\$292		\$292	E
7.2.3.5	7.2.3.4	500,001 to 750,000	\$380		\$380	E
7.2.3.6	7.2.3.5	750,001 to 1,000,000	\$432		\$432	E
7.2.3.7	7.2.3.6	1,000,001 to 2,500,000	\$485		\$485	E
7.2.3.8	7.2.3.7	2,500,001 to 5,000,000	\$542		\$542	E
7.2.3.9	7.2.3.8	Above 5,000,001	\$756		\$756	E
7.2.4	7.2.4	*Commercial plumbing permit				

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
7.2.4.1	7.2.4.1	Commercial / Industrial / Institutional / Multifamily / Base renovation				
7.2.4.2	7.2.4.2	Up to 1 Fixture	\$137		\$137	E
7.2.4.3	7.2.4.3	Per each additional fixture (including new backflow device)	\$15		\$15	E
7.2.4.4	7.2.4.4	Service connection to City services	\$147		\$147	E
7.2.4.5	7.2.4.5	Fire hydrant	\$137		\$137	E
7.2.5	7.2.5	*Commercial heating permit				
7.2.5.1	7.2.5.1	Forced Air and Hydronic Heating System (including replacement, alterations or extensions based on construction costs)				
7.2.5.2		~~\$0 to \$1,000~~	~~\$137~~			~~E~~
7.2.5.3	7.2.5.2	~~\$1,001~~ \$0 to \$5,000	\$153		\$153	E
7.2.5.4		~~\$5,001 to \$10,000~~	~~\$193~~			~~E~~
7.2.5.5	7.2.5.3	~~\$10,001-\$5,001 to \$20,000~~	\$244		\$244	E
7.2.5.6	7.2.5.4	\$20,001 to \$35,000	\$315		\$315	E
7.2.5.7	7.2.5.5	Over \$35,000 (nearest thousand) calculated at \$10.17 per thousand	\$10.17		\$10.17	E
7.2.5.8	7.2.5.6	Mechanical exhaust system (like restaurant hood, carbon monoxide, dust collection, spray booth, etc.)	\$137		\$137	E
7.2.6	7.2.6	Other fees and permits requirements				
7.2.6.1	7.2.6.1	* Sprinkler / Fire alarm / Standpipe / Hose Systems (based on construction cost (CC) declared - \$10.17 per \$1,000 construction costs declared; minimum \$135)	\$10.17		\$10.17	E
7.2.6.2	7.2.6.2	Starting Construction / Construction Completed Without a Permit or Prior to Permit Issuance	100% of the permit fee		100% of the permit fee	E
7.2.6.3	7.2.6.3	*Additional inspection	\$272		\$272	E
7.2.6.4	7.2.6.4	Second offence	\$485		\$485	E
7.2.6.5	7.2.6.5	Third offence	\$703		\$703	E
7.2.6.6	7.2.6.6	Failure to file a verification of compliance	\$272		\$272	E
7.2.6.7	7.2.6.7	Occupying a building prior to passing final inspection	\$750		\$750	E
7.2.6.8	7.2.6.8	Safety inspection (environmental remediation)	\$6,255		\$6,255	E
7.2.6.9	7.2.6.9	* Permit extension for a residential accessory permit	\$86		\$87	E
7.2.6.10	7.2.6.10	Permit Extension for all other buildings - First occurrence (minimum \$135)	Residential SFD/Townhome use - \$135 per unit Multifamily / Commercial/ Industrial - 5% of the permit fee		Residential SFD/Townhome - \$135 per unit Multifamily / Commercial/ Industrial - 5% of the permit fee	E
7.2.6.11	7.2.6.11	Permit Extension for all other buildings - Second occurrence (minimum \$135)	10% of the permit fee		10% of the permit fee	E
7.2.6.12	7.2.6.12	Permit Extensions for all other buildings - All subsequent occurrence (minimum \$135)	50% of the permit fee		50% of the permit fee	E
7.2.6.13	7.2.6.13	Reinstatement/Renewal of Permit (After Expiry)(minimum \$135)	50% of the permit fee		50% of the permit fee	E
7.2.6.14	7.2.6.14	Cancellation and refund requests on a submitted application (minimum hourly rate \$137) when made within 90 days of the milestones noted.	\$137		\$137	E
7.2.6.15	7.2.6.15	No plan review completed	The greater of the minimum hourly rate or 10% of permit value		The greater of the minimum hourly rate or 10% of permit value	E
7.2.6.16	7.2.6.16	Plan review started	The greater of the minimum hourly rate or 25% of permit value		The greater of the minimum hourly rate or 25% of permit value	E
7.2.6.17	7.2.6.17	Permit issued	The greater of the minimum hourly rate or 50% of permit value		The greater of the minimum hourly rate or 50% of permit value	E
7.2.6.18	7.2.6.18	Review of alternative solutions / variances on site or not - Building <599m2	\$270		\$270	E
7.2.6.19	7.2.6.19	Review of alternative solutions / variances on site or not - Building >600m2	\$1,350		\$1,350	E
7.2.6.20	7.2.6.20	Failure to call or recall inspection	\$272		\$272	E
7.2.6.21	7.2.6.21	Miscellaneous reports for administrative or inspections (per hour)	\$137		\$137	E
NEW	7.2.6.22	Inspection Added out of Sequence			\$137	E
NEW	7.2.6.23	Weekend/ Statutory holiday inspection (hourly rate)			\$137	E
7.2.7	7.2.7	Revision fee				
7.2.7.1	7.2.7.1	Commercial, duplex townhouse	10% of the permit fee		10% of the permit fee (maximum \$1,000)	E
7.2.7.2	7.2.7.2	Single-family	10% of the permit fee		10% of the permit fee (maximum \$1,000)	E
8	8	Planning and Development				
8.1	8.1	Development Permits				
8.1.1	8.1.1	Exemption letter	Free		Free	E
8.2	8.2	Residential low density				
8.2.1	8.2.1	Permitted use	\$203		\$203	E
8.2.2	8.2.2	Discretionary use	\$407		\$407	E
8.2.3	8.2.3	Residential townhouses / Other multi-residential development	\$800 + \$50 per unit		\$800 + \$60 per unit	E
8.2.4	8.2.4	Residential live-work / Mixed-use building	\$500 + \$50 per Unit + \$0.51/m ² GFA (Non-Residential)		\$500 + \$50 per Unit + \$1.00/m ² GFA (Non-Residential)	E
8.2.5	8.2.5	Commercial service land use	\$800 + \$1.02/m2 GFA		\$800 + \$1.10/m2 GFA	E
8.2.6	8.2.6	Industrial land uses	\$500 + \$0.51/m2 GFA		\$500 + \$1.10/m2 GFA	E
8.2.7	8.2.7	Transportation land use	\$500 + \$0.51/m2 GFA		\$500 + \$1.10/m2 GFA	E
8.2.8	8.2.8	Vehicle service land use	\$500 + \$0.51/m2 GFA		\$500 + \$1.10/m2 GFA	E

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
8.2.9	8.2.9	Retail land use	\$800 + \$1.02/m2 GFA		\$800 + \$1.10/m2 GFA	E
8.2.10	8.2.10	Food & lodging land use	\$800 + \$1.02/m2 GFA		\$800 + \$1.10/m2 GFA	E
8.2.11	8.2.11	Recreation & entertainment land use	\$800 + \$1.02/m2 GFA		\$800 + \$1.10/m2 GFA	E
8.2.12	8.2.12	Storage & distribution land uses	\$800 + \$1.02/m2 GFA		\$800 + \$1.10/m2 GFA	E
8.2.13	8.2.13	Community & institutional land use	\$500 + \$0.51/m2 GFA		\$500 + \$1.10/m2 GFA	E
8.2.14	8.2.14	Government service land use	\$500 + \$0.51/m2 GFA		\$500 + \$1.10/m2 GFA	E
8.2.15	8.2.15	Health & supportive service land use	\$500 + \$0.51/m2 GFA		\$500 + \$1.10/m2 GFA	E
8.2.16	8.2.16	Agriculture land use	\$200 + \$0.25/m2 GFA		\$200 + \$1.10/m2 GFA	E
8.2.17	8.2.17	Accessory land use				
8.2.18	8.2.18	Home business / General / Major	\$203		\$250	E
8.2.19	8.2.19	Accessory suite	\$305		\$350	E
8.2.20	8.2.20	Mobile food vendor	\$500 + \$153 for each additional site or location		\$500 + \$153 for each additional site or location	E
NEW	8.2.21	Outdoor Patio			\$500	E
8.2.21	8.2.22	Temporary events	\$509		\$509	E
8.2.22	8.2.23	Urban agriculture	\$203		\$203	E
8.2.23	8.2.24	Change of use				
8.2.24	8.2.25	Permitted use	\$254		\$254	E
8.2.25	8.2.26	Discretionary uses	\$458		\$458	E
8.2.26	8.2.27	Temporary sign application				
8.2.27	8.2.28	Temporary up to 30 days	\$92		\$92	E
8.2.28	8.2.29	Temporary up to 120 days	\$178		\$178	E
8.2.29	8.2.30	Temporary for annual permit	\$331		\$331	E
8.2.30	8.2.31	Permanent building sign	\$356		\$356	E
8.2.31	8.2.32	Permanent freestanding sign	\$509		\$509	E
8.2.32	8.2.33	Billboard application				
8.2.33	8.2.34	New permit	\$2,543		\$27,000	E
8.2.34	8.2.35	Renewal	\$1,017		\$27,000	E
8.2.35	8.2.36	Stripping & grading				
8.2.36	8.2.37	Greater than 10 hectares	\$1,017		\$1,017	E
8.2.37	8.2.38	Less than 10 hectares	\$2,543		\$2,543	E
8.2.38	8.2.39	Letter of concurrence (Cell towers)				
8.2.39	8.2.40	Co-located on existing tower	\$254		\$254	E
8.2.40	8.2.41	Rooftop mount on building	\$649		\$649	E
8.2.41	8.2.42	New freestanding tower	\$3,716		\$15,000	E
8.3	8.3	Fee adjustments				
8.3.1	8.3.1	Recirculating fee - Third and subsequent circulations	Minimum \$500 or Actual Costs		Minimum \$500 or Actual Costs	E
8.3.2	8.3.2	Revised application				
8.3.3	8.3.3	Administrative	\$102		\$102	E
8.3.4	8.3.4	Minor revisions (<i>Land Use Bylaw</i> s. 2.4.9)	50% of Original Application Fee		50% of Original Application Fee	E
8.3.5	8.3.5	Major revisions (<i>Land Use Bylaw</i> s. 2.4.9)	New Development Permit Application Required		New Development Permit Application Required	E
8.3.6	8.3.6	Time extension requests	\$509		\$509	E
8.3.7	8.3.7	Time extension requests - Residential uses	50% of Original Application Fee		50% of Original Application Fee	E
8.3.7	8.3.8	Refunds				
8.3.8	8.3.9	Prior to circulation or within 5 business days	75% of Application Fee Refunded		75% of Application Fee Refunded	E
8.3.9	8.3.10	Refunds - Prior to decision, Development Authority	25% of Application Fee Refunded		25% of Application Fee Refunded	E
8.3.10	8.3.11	Following decision	No refund		No refund	E
8.3.11	8.3.12	Development commenced without approvals	No refund and 200% of Application Fees		No refund and 200% of Application Fees	E
8.4	8.4	Other planning and development applications-fees				
8.4.1	8.4.1	Agreements	Minimum \$200 or Actual Costs		Minimum \$200 or Actual Costs	E
8.4.2	8.4.2	Discharge of registered documents	\$51		\$51	E
8.4.3	8.4.3	Road closure	\$2,034		\$2,034	E
8.4.4	8.4.4	Municipal reserve disposition	\$2,034		\$2,034	E
8.4.5	8.4.5	Development Completion Certificate (DCC) Re-inspection fee - Third and subsequent inspections	\$509		\$509	E
8.4.6	8.4.6	Pre-application (Basic) (First/initial meeting free, subsequent meetings will be charged and deducted if a completed application is submitted)	\$250 (deducted from application fee)		\$250 (deducted from application fee if submitted within 12 months)	E
8.4.7		Additional fee for submissions with no pre-application	\$509			E
8.4.8	8.4.7	Master Site Plan	\$5,085		\$5,085	E
8.4.9	8.4.8	Master Site Plan Amendment	\$2,543		\$2,543	E

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
8.4.10	8.4.9	Mail notification (developer public engagement)	Actual Costs + 30% Administrative fee		Actual Costs + 30% Administrative fee	E
8.4.11	8.4.10	Variance				
8.4.12	8.4.11	Legal non-conforming (<i>Land Use Bylaw</i> s. 1.9)	\$150 residential / \$300 non-residential		\$150 residential / \$300 non-residential	E
8.4.13	8.4.12	Minor variance request (<20% of requirement) per variance	\$153		\$153 / variance	E
8.4.14	8.4.13	Major variance request >=20% of requirement) per variance	\$305		\$305 / variance	E
8.4.15	8.4.14	Compliance certificate				
8.4.16	8.4.15	Residential low density (including annexation area residential)	\$195		\$195	E
8.4.17	8.4.16	Residential low density - expedited	\$374		\$374	E
8.4.18	8.4.17	Other land uses	\$506		\$506	E
8.4.19	8.4.18	Zoning confirmation letter	\$123		\$123	E
8.4.20	8.4.19	Certificate of title / Registered documents	\$25		\$25	E
8.4.21	8.4.20	Document copies				
8.4.22	8.4.21	Planning bylaws and studies	\$61		\$61	E
8.4.23	8.4.22	Agreements	\$51		\$51	E
8.4.24	8.4.23	Technical reports	\$41		\$41	E
8.4.25	8.4.24	Photocopies (letter or legal size, per page)	\$1		\$1	E
8.4.26	8.4.25	Property research and assistance inquiry	\$76 residential / \$179 non-residential		\$76 residential / \$179 non-residential	E
8.4.27	8.4.26	Environmental assessment inquiry	\$153 first 2 hours + \$36 each additional 0.5 hour		\$153 first 2 hours + \$36 each additional 0.5 hour	E
8.4.28	8.4.27	Planning review fee	\$153		\$153	E
8.5	8.5	Statutory plans and bylaws				
8.5.1	8.5.1	Statutory plan amendment	\$5,594		\$5,594	E
8.5.2	8.5.2	Statutory plan amendment - Map / figure only	\$3,560		\$3,560	E
8.5.3	8.5.3	Land Use Bylaw (LUB) amendment				
8.5.4	8.5.4	Rezoning	\$4,068		\$4,068	E
8.5.5	8.5.5	Text amendment other than rezoning	\$2,543		\$2,543	E
8.5.6	8.5.6	Map / figure only	\$1,017		\$1,017	E
8.5.7	8.5.7	Applications				
8.5.8	8.5.8	Community area structure plan (CASP) application (per quarter section)	\$5,085		\$5,085	E
8.5.9	8.5.9	Area redevelopment plan (ARP) application	\$5,085		\$5,085	E
8.5.10	8.5.10	Neighbourhood structure plan (NSP) application	\$20,340		\$20,340	E
8.5.11	8.5.11	Community area structure plan (CASP) justification report	Consulting Cost Recovery		Consulting Cost Recovery	E
8.6	8.6	Subdivision Applications				
8.6.1	8.6.1	Subdivision application (per lot; \$1,500 minimum base fee)	\$305		\$305	E
8.6.2	8.6.2	Endorsement (per lot; \$500 minimum base fee)	\$102		\$150	E
8.6.3	8.6.3	Lot line adjustment	\$361		\$361	E
8.6.4	8.6.4	Condominium certificate (per unit)	\$41		\$41	E
8.6.5	8.6.5	First parcel out	\$509		\$509	E
8.6.6	8.6.6	Phase splitting (creating additional Subdivision Servicing Agreement (SSA))	\$509		\$509	E
8.6.7	8.6.7	Tentative plan adjustment				
8.6.8	8.6.8	Minor adjustments	\$254		\$254	E
8.6.9	8.6.9	Major adjustments	25% of Original Application Fee		25% of Original Application Fee	E
Group C: Other Fees						
9	9	RCMP Administration				
9.1	9.1	Criminal record checks (CRC)				
9.1.1	9.1.1	Record suspension	\$71		\$71	E
9.1.2	9.1.2	Employment (adult)	\$71		\$71	E
9.1.3	9.1.3	Volunteer	\$21		\$15	E
9.1.4	9.1.4	Student	\$36		\$36	E
9.1.5	9.1.5	Adoption / Fostering (per person)	\$50		\$50	E
9.1.6	9.1.6	Name change	\$71		\$71	E
9.2	9.2	Fingerprints				
9.2.1	9.2.1	Local (Airdrie resident) (no CRC required)	\$77		\$77	E
9.2.2	9.2.2	Non-local (out-of-town resident) of Airdrie detachment area	\$90		\$90	E
9.2.3	9.2.3	Adoption / Fostering / Name Change (per person)	\$51		\$51	E
9.2.4	9.2.4	Vulnerable sector Volunteer / Student (paying for CRC)	Free		Free	E
9.2.5		~~Vulnerable sector Employment (paying for CRC)~~	~~\$25~~			~~E~~
9.3	9.3	Request for reports				
9.3.1	9.3.1	Certifying true copies	\$46		\$46	E
9.3.2	9.3.2	Insurance letters / Criminal reports	\$79		\$79	E
9.3.3	9.3.3	Reissuance of documents	\$26		\$26	E
9.4	9.4	RCMP false alarm fee (per year)				
9.4.1	9.4.1	Residential				
9.4.2	9.4.2	First response	Free		Free	E
9.4.3	9.4.3	Second response	\$76		\$76	E
9.4.4	9.4.4	Third response and plus	\$153		\$153	E

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
9.4.5	9.4.5	Commercial				
9.4.6	9.4.6	First response	Free		Free	E
9.4.7	9.4.7	Second response	\$127		\$127	E
9.4.8	9.4.8	Third response and plus	\$254		\$254	E
10	10	Taxation administration				
10.1	10.1.1	Tax report request / Mortgage	\$44		\$44	E
10.1	10.1.2	Tax certificate online	\$54		\$54	E
10.1	10.1.3	Transfer to tax roll	\$53		\$53	E
10.1	10.1.4	Tax agreement administration fee	\$107		\$107	E
10.1	10.1.5	Tax arrears notification to Land Titles	\$107		\$107	E
10.1	10.1.6	Mobile home liens	\$53		\$53	E
NEW	10.1.7	Duplicate tax notice/statement or assessment notice			\$10	E
NEW	10.1.8	History printout			\$10	E
NEW	10.1.9	Refund request (customer error e.g. didn't cancel MTPP)			\$25	E
NEW	10.1.10	Roll transfer (customer pays old tax roll or utility account)			\$10	E
11	11	Parks				
11.1	11.1	Forced account work	Actual costs		Actual costs	E
11.2	11.2	Cemetery				
11.2.1	11.2.1	Interment rights				
11.2.2	11.2.2	Adult casket lot	\$3,712		\$3,712	
11.2.3	11.2.3	Veteran's Field of Honour casket lot	\$1,762		\$1,762	
11.2.4	11.2.4	Veteran's Field of Honour cremation lot	\$1,196		\$1,196	
11.2.5	11.2.5	Child / Infant casket lot	\$1,345		\$1,345	
11.2.6	11.2.6	Single cremation lot	\$3,554		\$3,554	
11.2.7	11.2.7	Columbarium niche (Category 1)	\$4,527		\$4,527	
11.2.8	11.2.8	Columbarium niche (Category 2)	\$3,992		\$3,992	
11.2.9	11.2.9	Columbarium niche (Category 3)	\$3,605		\$3,605	
11.2.10	11.2.10	Interment rights Social Services Fees (Provincial approval required)				
11.2.11	11.2.11	Casket Lot	50% of regular fee		50% of regular fee	
11.2.12	11.2.12	In-Ground Cremation	50% of regular fee		50% of regular fee	
11.2.13	11.2.13	Columbarium (Category 1)	50% of regular fee		50% of regular fee	
11.2.14	11.2.14	Columbarium (Category 2)	50% of regular fee		50% of regular fee	
11.2.15	11.2.15	Columbarium (Category 3)	50% of regular fee		50% of regular fee	
11.2.16	11.2.16	Infant & Child	50% of regular fee		50% of regular fee	
11.2.17	11.2.17	Opening and closing fees				
11.2.18	11.2.18	Adult casket - Single depth	\$1,790		\$1,790	
11.2.19	11.2.19	Child / Infant casket	\$715		\$715	
11.2.20	11.2.20	Cremation ground interment	\$629		\$629	
11.2.21	11.2.21	Cremation niche inurnment	\$405		\$405	
11.2.22	11.2.22	Disinterment - Adult casket	\$3,807		\$3,807	
11.2.23	11.2.23	Disinterment - Cremation ground	\$917		\$917	
11.2.24	11.2.24	Disinterment - Columbarium niche	\$231		\$231	
11.2.25		Opening and closing Social Services Fees (Provincial approval required)-				
11.2.26		Adult casket - Single depth	50% of regular fee			
11.2.27		Child / Infant casket	50% of regular fee			
11.2.28		Cremation ground interment	50% of regular fee			
11.2.29		Cremation niche inurnment	50% of regular fee			
11.2.30	11.2.25	Surcharges (weekend, holidays, after hours)				
11.2.31	11.2.26	Adult casket	\$1,180		\$1,180	
11.2.32	11.2.27	Child / Infant	\$590		\$590	
11.2.33	11.2.28	Cremation ground	\$382		\$382	
11.2.34	11.2.29	Columbarium niche	\$371		\$371	
11.2.35		Surcharges (weekend, holidays, after hours) Social Services Fees (Provincial approval required)-				
11.2.36		Adult casket	50% of regular fee			
11.2.37		Child / Infant	50% of regular fee			
11.2.38		Cremation ground	50% of regular fee			
11.2.39		Columbarium niche	50% of regular fee			
11.2.40	11.2.30	Additional Fees				
11.2.41	11.2.31	Administrative fee / transfer of ownership	\$211		\$211	
11.2.42	11.2.32	Monument permit	\$348		\$348	
11.2.43	11.2.33	Niche door engraving	\$371		\$371	
11.2.44	11.2.34	Memorial Fees				
11.2.45	11.2.35	Bench – 5 year term	\$2,110		\$2,110	
11.2.46	11.2.36	Bench – 10 year term	\$2,365		\$2,365	
11.2.47	11.2.37	Bench – 15 year term	\$2,619		\$2,619	
11.2.48	11.2.38	Bench – 20 year term	\$2,873		\$2,873	
11.2.49	11.2.39	Tree	\$992		\$992	
12	12	Transit				
12.1	12.1	**Cash (one-way fare)				
12.1.1	12.1.1	Hello-to-go and local service	\$2.95	\$3		E
12.1.2	12.1.2	Route 900 (Regional)	\$5.45	\$5.50		E
12.1.3	12.1.3	ICE Routes 901 and 902 (Downtown commuter)	\$7.85	\$7.50		E
12.1.4	12.1.4	Specialized medical trips to Calgary (per one-way)	\$30.50	\$30.50		E

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
12.2	12.2	**Ticket booklet (10 tickets)				
12.2.1	12.2.1	Hello-to-go and local service	\$24.90	\$25.25		E
12.2.2	12.2.2	Route 900 (Regional)	\$48.30	\$49		E
12.2.3	12.2.3	ICE Routes 901 and 902 (Downtown commuter)	\$58.90	\$59		E
12.3	12.3	**Monthly pass (age)				
12.3.1	12.3.1	Hello-to-go and local service				
12.3.2	12.3.2	Adult (19 to 64)	\$70.15	\$72		E
12.3.3	12.3.3	Youth / Student (6 to 25)	\$49.60	\$50		E
12.3.4	12.3.4	Youth / Student (July and August)	\$25.00	\$25		E
12.3.5	12.3.5	Senior (65+)	\$40.70	\$41		E
12.3.6	12.3.6	Route 900 (Regional)				
12.3.7	12.3.7	Adult (19 to 64)	\$89.50	\$90		E
12.3.8	12.3.8	Youth / Student (6 to 25)	\$64.05	\$60		E
12.3.9	12.3.9	Senior (65+)	\$64.05	\$60		E
12.3.10	12.3.10	ICE routes 901 and 902 (Downtown commuter)				
12.3.11	12.3.11	Adult (19 to 64)	\$133.75	\$134		E
12.3.12	12.3.12	Youth / Student (6 to 25)	\$99.15	\$95		E
12.3.13	12.3.13	Senior (65+)	\$75.75	\$69		E
13	13	Roads				
13.1	13.1	Winter Seasonal Use of Streets Permit	\$51		\$51	E
13.2	13.2	High loads				
13.2.1	13.2.1	Light turning fee	\$305		\$310	E
13.2.2	13.2.2	Short notice fee (less than 2 business days)	\$510		\$510	E
13.2.3	13.2.3	Cancellation fee (if less than 3 hours notice given)	\$610		\$610	E
13.2.4	13.2.4	Standby fee	\$305		\$305	E
13.2.5	13.2.5	Commercial oversize / over dimensional permit	\$25		\$25	E
14	14	Information Technology				
14.1	14.1	Civic Number change - single address application fee	\$840		\$840	
14.2	14.2	Civic Number change - multiple addresses	\$840 + \$96 per additional address		\$840 + \$96 per additional address	
14.3	14.3	Street name change application fee	\$840 + \$96 per additional address		\$840 + \$96 per additional address	
15	15	Procurement				
15.1	15.1	City of Airdrie flag	\$173		\$175	
16	16	Utility Administration				
16.1	16.1	Non-compliance, card hanging fee	\$28		\$28	E
16.2	16.2	Application fee	\$44		\$44	E
NEW	16.2.3	Late submission processing fee			\$50	E
NEW	16.2.4	Misallocated payment			\$15	E
16.3	16.3	Meter services				
16.3.1	16.3.1	Seasonal meter maintenance	\$170		\$170	E
16.3.2	16.3.2	Consumer requested meter read	\$43		\$43	E
16.3.3	16.3.3	No show for appointment	\$66		\$66	E
16.3.4	16.3.4	Water meter test	\$203		\$300	E
16.4	16.4	Water disconnect / reconnect				
16.4.1	16.4.1	Water disconnect, during regular business hours (Monday to Friday from 8:30 AM to 4:30 PM, excluding statutory holidays)	\$123		\$123	E
16.4.2	16.4.2	Water reconnect, during regular business hours (Monday to Friday from 8:30 AM to 4:30 PM, excluding statutory holidays)	\$76		\$76	E
NEW	16.4.3	Water disconnect, outside regular business hours			\$173	E
NEW	16.4.4	Water reconnect, outside regular business hours			\$126	E
17	17	Water and Sewer Utility				
17.1	17.1	RV sani-station	\$6.60		\$6.75	E
17.2	17.2	Administrative fee for Sewage Bylaw violation (maximum \$150)	\$25 or 10% of amount owing		\$25 or 10% of amount owing	E
17.3	17.3	Bulk water	\$6.60		\$6.75	E
17.4	17.4	Industrial monitoring				
17.4.1	17.4.1	Customer-requested overstrength effluent test	\$509		\$510	E
17.5	17.5	Rain barrel				
17.5.1	17.5.1	Local (Airdrie resident)	\$66		\$90	
17.5.2	17.5.2	Non-local (out-of-town resident)	\$76		\$120	
17.6	17.6	Sewer utility connection fee				
17.6.1	17.6.1	Meter size: 5/8" / 15 mm	\$519		\$530	E
17.6.2	17.6.2	Meter size: 3/4" / 20 mm	\$783		\$800	E
17.6.3	17.6.3	Meter size: 1.0" / 25 mm	\$1,312		\$1,340	E
17.6.4	17.6.4	Meter size: 1.5" / 40 mm	\$2,614		\$2,670	E
17.6.5	17.6.5	Meter size: 2.0" / 50 mm	\$4,180		\$4,270	E
17.6.6	17.6.6	Meter size: 3.0" / 75 mm	\$7,841		\$8,005	E
17.6.7	17.6.7	Meter size: 4.0" / 100 mm	\$13,079		\$13,355	E
17.6.8	17.6.8	Meter size: 6.0" / 150 mm	\$26,157		\$26,705	E
17.7	17.7	Water utility connection fee				
17.7.1	17.7.1	Meter size: 5/8" / 15 mm	\$580		\$595	E
17.7.2	17.7.2	Meter size: 3/4" / 20 mm	\$864		\$885	E
17.7.3	17.7.3	Meter size: 1.0" / 25 mm	\$1,444		\$1,475	E

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
17.7.4	17.7.4	Meter size: 1.5" / 40 mm	\$2,878		\$2,940	E
17.7.5	17.7.5	Meter size: 2.0" / 50 mm	\$4,617		\$4,715	E
17.7.6	17.7.6	Meter size: 3.0" / 75 mm	\$8,645		\$8,830	E
17.7.7	17.7.7	Meter size: 4.0" / 100 mm	\$14,411		\$14,715	E
17.7.8	17.7.8	Meter size: 6.0" / 150 mm	\$28,822		\$29,430	E
17.8	17.8	Meter fees				
17.8.1	17.8.1	Meter size: 5/8" or 15 mm	\$610		\$610	E
17.8.2	17.8.2	Meter size: 3/4" or 20 mm	\$712		\$715	E
17.8.3	17.8.3	Meter size: 1.0" or 25 mm	\$814		\$815	E
17.8.4	17.8.4	Meter size: 1.5" or 40 mm PD	\$1,526		\$1,525	E
17.8.5	17.8.5	Meter size: 1.5" or 40 mm Turbo	\$3,763		\$3,765	E
17.8.6	17.8.6	Meter size: 2.0" or 50 mm PD	\$3,051		\$3,050	E
17.8.7	17.8.7	Meter size: 2.0" or 50 mm Turbo	\$4,068		\$4,070	E
17.8.8	17.8.8	Meter size: 3.0" or 75 mm Compound	\$5,594		\$6,000	E
17.8.9	17.8.9	Meter size: 3.0" or 75 mm Turbo	\$4,271		\$4,270	E
17.8.10	17.8.10	Meter size: 4.0" or 100 mm Compound	\$8,746		\$9,200	E
17.8.11	17.8.11	Meter size: 4.0" or 100 mm Turbo	\$5,899		\$5,900	E
17.8.12	17.8.12	Meter size: 6.0" or 150 mm Compound	\$12,306		\$13,000	E
17.8.13	17.8.13	Meter size: 6.0" or 150 mm Turbo	\$7,119		\$11,000	E
18	18	Waste and Recycling				
18.1	18.1	Waste & recycling				
18.1.1		~~Replacement residential recycle collection cart~~	\$88			
NEW	18.1.1	Replacement residential black cart			\$88	
18.1.2	18.1.2	Replacement residential ~~organic collection cart~~ - green cart	\$88		\$88	
18.1.3	18.1.3	Excess waste tag	\$3		\$3	E
18.2	18.2	Transfer site				
18.2.1	18.2.1	Level truckload or trailer load				
18.2.2	18.2.2	Unsecured load	\$41		\$50	E
18.2.3	18.2.3	Secured full load	\$31		\$40	E
18.2.4	18.2.4	Secured minimum load	\$20		\$25	E
18.2.5	18.2.5	Plastic bag (each)	\$3		\$3	E
18.2.6	18.2.6	Single appliance	\$10		\$15	E
18.2.7	18.2.7	~~Freon~~ Refrigerant removal as applicable (in addition to any charge)	\$20		\$20	E
18.2.8	18.2.8	Mattress or box spring (each)	\$20		\$25	E
18.2.9	18.2.9	Child car seat (each)	\$17		\$18	E
18.2.10	18.2.10	Branches / grass / leaves (per bag)	\$3		\$3	E
18.2.11	18.2.11	Branches / grass / leaves (maximum load charge)	\$15		\$20	E
19	19	Legislative Services				
19.1	19.1	Assessment Review Boards				
19.1.1	19.1.1	Local Assessment Review Board (LARB) - Residential - 1 to 3 dwellings / farm land	\$50		\$50	E
19.1.2	19.1.2	Local Assessment Review Board (LARB) - Residential - 4 or more dwellings	\$650		\$650	E
19.1.3	19.1.3	Composite Assessment Review Board (CARB) - Non-residential	\$650		\$650	E
19.1.4	19.1.4	Tax notices	\$30		\$30	E
19.2	19.2	Subdivision and Development Appeal Board				
19.2.1	19.2.1	Development permit appeal	\$250		\$250	E
19.2.2	19.2.2	Stop order appeal	\$250		\$250	E
19.2.3	19.2.3	Subdivision application appeal	\$350		\$350	E
19.3	19.3	General Appeal Board (GAB)				
19.3.1	19.3.1	Appeal fee	\$150		\$150	E
19.4	19.4	External ARB services				
19.4.1	19.4.1	Local Assessment Review Board (LARB) services to other municipalities (per complaint)	\$483		\$483	E
19.4.2	19.4.2	Composite Assessment Review Board (CARB) services to other municipalities (per complaint)	\$864		\$864	E
19.4.3	19.4.3	Joint Assessment Review Board - Member scheduling	\$50		\$50	E
19.5	19.5	Other services				
19.5.1	19.5.1	Election - Nomination deposit	\$100		\$100	E
20	20	Engineering				
20.1	20.1	Engineering administration fee	10% Construction Cost		10% Construction Cost	
20.2	20.2	Request for information				
20.2.1	20.2.1	City of Airdrie plan profiles processing fee	\$31		\$31	
20.3	20.3	Utility line assignment				
20.3.1	20.3.1	Application fee	\$254		\$254	E
20.3.2	20.3.2	Multi-shallow utility alignment (per meter)	\$2.54		\$2.54	E
20.3.3	20.3.3	Single shallow utility alignment (per meter)	\$10		\$10	E
20.4	20.4	Reports & studies				
20.4.1	20.4.1	Traffic signal operations report				
20.4.2	20.4.2	CanTraffic after 2014	\$211		\$257	
20.4.3	20.4.3	Traffic data (per location)	\$20		\$20	
NEW	20.4.4	Subdivision				

Current Line	Revised Line	Services area and category	2026 fees before GST	2027 fees before GST		GST exempt (E)
				Effective September 1, 2026	Effective January 1, 2027	
NEW	20.4.5	Engineering fees			\$1,425 / acre	
NEW	20.4.6	Levy report fees			\$460 / acre	
20.5	20.5	Re-inspection and submittal re-reviews				
20.5.1	20.5.1	Re-inspection for Construction Completion Certificate (CCC), Final Acceptance Certificate (FAC), Development Completion Certificate (DCC) inspections	\$509		\$509	E
20.5.2	20.5.2	Engineering review recirculation fee	\$1,017		\$1,017	E
20.6	20.6	Road and lane closures				
20.6.1	20.6.1	Temporary road / lane closure (arterial / primary collector)	\$2,034		\$2,034	E
20.6.2	20.6.2	Temporary road / lane closure (local)	\$203		\$203	E
20.6.3	20.6.3	Excavating within roads				
20.6.4	20.6.4	Asphalt degradation fee – Area calculation: (classification rate) x (width + 2m) x (length + 2m)				
20.6.5	20.6.5	Arterial (per m ²)	\$60		\$60	E
20.6.6	20.6.6	Collector (per m ²)	\$54		\$54	E
20.6.7	20.6.7	Local (per m ²)	\$49		\$49	E
20.6.8	20.6.8	Road condition surcharge fee (required for good or very good condition roads as per City's Asset Management database) – Area calculation: (classification rate) x (width + 2m) x (length + 2m)				
20.6.9	20.6.9	Arterial / Collector / Local (per m ²)	\$59		\$59	E
20.6.10		Erosion and sediment control				
20.6.11		City required to clean up mud tracking or other sediment release (per hour of staff time)	\$509			E
21	21	Fire				
21.1	21.1	General fees				
21.1.1	21.1.1	Open Air Burning Permit	\$94		\$94	E
21.1.2	21.1.2	Occupant load certificate	\$153		\$153	
21.1.3	21.1.3	Temporary	\$153		\$153	
21.1.4	21.1.4	Replacement certificate	\$76		\$76	
21.1.5	21.1.5	Fire related report	\$305		\$305	
21.1.6	21.1.6	Fire photographs				
21.1.7	21.1.7	First 5 photographs	\$51		\$51	
21.1.8	21.1.8	Each photo after first 5 photographs	\$10		\$10	
21.1.9	21.1.9	Release of information	\$153		\$153	
21.2	21.2	Inspections				
21.2.1	21.2.1	Mobile cooking operations (food trucks) inspection (non-quality management plan)	\$127		\$127	
21.2.2	21.2.2	First / initial inspection (not urgent)	Free		Free	
21.2.3	21.2.3	Emergency / urgent inspection (less than 1 business day)	\$203		\$203	
21.2.4	21.2.4	Second or more inspection with compliance on outstanding violations	Free		Free	
21.3	21.3	Re-inspection without compliance on outstanding violations				
21.3.1	21.3.1	Second inspection	\$254		\$254	
21.3.2	21.3.2	Third inspection	\$509		\$509	
21.3.3	21.3.3	Fourth or more inspection	\$763		\$763	
21.3.4	21.3.4	Missed or unprepared inspection appointment	\$102		\$102	
21.4	21.4	Inspection / investigation				
21.4.1	21.4.1	Safety Codes Officer - Fire, investigations, inspections, and special events (per hour)				
21.4.2	21.4.2	Regular office hours (8:00 AM - 4:30 PM on Monday to Friday)	\$127		\$127	
21.4.3	21.4.3	After hours (4:31 PM - 7:59 AM on Monday to Friday; Saturday to Sunday; holidays)	\$191		\$191	
21.4.4	21.4.4	Urgent request (less than 24 hours notice)	\$250		\$250	
21.5	21.5	Response fees				
21.5.1	21.5.1	Engine and ladder apparatus (includes personnel) (per hour)	\$1,170		\$1,170	E
21.5.2	21.5.2	Emergency Rescue Unit (includes personnel) (per hour)	\$1,170		\$1,170	E
21.5.3	21.5.3	Tower (includes personnel) (per hour)	\$1,271		\$1,271	E
21.5.4	21.5.4	Tender (includes personnel) (per hour)	\$864		\$864	E
21.5.5	21.5.5	Bush buggy Unit (includes personnel) (per hour)	\$636		\$636	E
21.5.6	21.5.6	Command unit (includes personnel) (per hour)	\$483		\$483	E
21.5.7	21.5.7	Additional personnel (per hour per person)	Actual costs		Actual costs	E
21.5.8	21.5.8	Administration fee on all above response fees (per incident)	\$102		\$102	E
21.5.9	21.5.9	Consumable products and supplies	Cost + 20%		Cost + 20%	
21.5.10	21.5.10	Third-party charges	Cost + 20%		Cost + 20%	
21.6	21.6	False alarm fee (per year)				
21.6.1	21.6.1	First response	Free		Free	E
21.6.2	21.6.2	Second response	\$203		\$203	E
21.6.3	21.6.3	Third response	\$509		\$509	E
21.6.4	21.6.4	Fourth and subsequent responses	\$1,017		\$1,017	E
21.7	21.7	Plan review				
21.7.1	21.7.1	Commercial / Industrial / Multi- family dwellings (per plan)	\$305		\$305	E
22	22	Banking charges				
22.1	22.1	Banking charges (non-sufficient funds charge, bank returns, etc.)	\$10		\$10	E
22.2	22.2	Credit card fee	2%		2%	E

Median VS Average Comparison for Recreation Fees					
SCHEDULE "A" ¹					
Line	Services area and category	2026 fees before GST	2027 fees before GST		Variance (Median-Proposed)
			Administration proposed fee (Market Average)	Median Fee per Bylaw	
Group A: Indoor/Outdoor Recreation Fees and Facility Rental Fees					
2	Genesis Place				
2.1	***Passes and admissions				
2.1.1	Drop-in (age)				
2.1.2	Infant (0 to 2)	Free	Free	Free	
2.1.3	Preschool (3 to 5)	Free	Free	Free	
2.1.4	Child (6 to 12)	\$8.33	\$8.57	\$9.81	1.24
2.1.5	Youth (13 to 17)	\$10.24	\$10.71	\$11.90	1.19
2.1.6	Student (18 to 24)	\$14.52	\$14.76	\$14.38	(0.38)
2.1.7	Adult (25 to 64)	\$17.14	\$17.62	\$18.10	0.48
2.1.8	Veteran	\$10.24	\$10.71	\$10.71	0.00
2.1.9	Senior (65 to 79)	\$10.24	\$10.71	\$10.71	0.00
2.1.10	Senior (80+)	Free	Free	Free	
2.1.11	Family (1 adult)	\$30.24	\$30.71	\$32.86	2.15
2.1.12	Family (2 adults)	\$32.14	\$32.86	\$32.86	0.00
2.1.13	10-time Pass	10x pass for 9x price	10x pass for 9x price	10x pass for 9x price	
2.1.14	Continuous monthly pass (age)				
2.1.15	Infant (0 to 2)	Free	Free	Free	
2.1.16	Preschool (3 to 5)	Free	Free	Free	
2.1.17	Child (6 to 12)	\$357.38	\$372.14	\$435.43	63.29
2.1.18	Youth (13 to 17)	\$479.52	\$490.00	\$501.71	11.71
2.1.19	Student (18 to 24)	\$787.38	\$806.19	\$814.29	8.10
2.1.20	Adult (25 to 64)	\$900.71	\$936.19	\$919.05	(17.14)
2.1.21	Veteran	\$595.71	\$628.81	\$628.81	0.00
2.1.22	Senior (65 to 79)	\$595.71	\$628.81	\$673.71	44.90
2.1.23	Senior (80+)	Free	Free	Free	0.00
2.1.24	Family (1 adult)	\$1269.76	\$1123.81	\$1218.10	94.29
2.1.25	Family (2 adults)	\$1688.33	\$1759.05	\$1849.52	90.48
2.1.26	Pass activation fee (administration fee) (per activation)	\$19.29	\$19.29	\$19.29	0.00
2.1.27	Corporate pass	10% discount from posted rates	10% discount from posted rates		



COUNCIL – AGENDA REPORT

Meeting Date:	21 April 2026
Subject:	City of Airdrie–Rocky View County Intermunicipal Collaboration Framework (ICF) Agreement
Directorate:	Strategic Growth and Investment

Issue:

Council is being asked to consider and approve the City of Airdrie–Rocky View County Intermunicipal Collaboration Framework (ICF) Agreement, which establishes a formal framework governing existing and future shared services between the two municipalities in accordance with the Municipal Government Act.

Policy / Council Direction:

The *Municipal Government Act* (MGA) requires municipalities that share a common boundary and are not members of a regional services commission, to adopt an Intermunicipal Collaboration Framework by November 30, 2027. While the City of Airdrie and Rocky View County previously relied on the Calgary Metropolitan Region Board (CMRB) servicing framework, the wind-down of the CMRB necessitated the negotiation and approval of a standalone ICF.

The proposed ICF aligns with Council’s commitment to effective intermunicipal collaboration, fiscal responsibility, and coordinated regional service delivery.

Background:

The City of Airdrie and Rocky View County share a long-standing intermunicipal relationship and have historically collaborated on a range of services including fire protection, recreation, and solid waste.

In 2024, both municipalities approved a Master Shared Servicing Agreement (MSSA), which was designed to mirror the intent of an Intermunicipal Collaboration Framework. The MSSA has successfully governed existing shared services and provided a process for identifying and developing new service agreements, including the initiation of a capital cost-sharing agreement for the Southwest Recreation Centre in December 2025.

Following a joint administrative review, several amendments were identified to ensure full compliance with MGA requirements for an ICF. These amendments are reflected in the proposed ICF and include:

- explicit identification of mandatory service areas;
- updated schedules cataloguing existing and potential shared services; and
- a strengthened dispute resolution mechanism, including arbitration provisions.

Council Committee Routed Through:

The proposed Intermunicipal Collaboration Framework was reviewed by the City of Airdrie / Rocky View County Intermunicipal Committee on March 13, 2026. The IMC recommended that Administration present the updated agreement to their respective Councils for approval.

Administration Recommendation:

That Council approves the City of Airdrie–Rocky View County Intermunicipal Collaboration Framework as presented.

Approval of the ICF will:

- ensure legislative compliance with the *Municipal Government Act*;
- formalize governance of existing shared service agreements;
- establish a clear process for identifying and developing future intermunicipal services; and
- provide a structured, legislated dispute resolution process.

Upon approval by both Councils, the agreement will come into full force and effect.

Alternatives/Implications:

1. Council could choose to not approve the Intermunicipal Collaboration Framework.
 - This would place the City at risk of non-compliance with the *Municipal Government Act*.
 - Existing intermunicipal relationships may lack a formal governance framework.
 - Dispute resolution mechanisms would remain limited or informal.
2. Council could choose to direct Administration to renegotiate elements of the agreement.
 - This may delay legislative compliance and require further negotiations with Rocky View County.
 - Additional administrative and legal resources may be required.

Budget Implications:

There are no direct budget implications associated with approval of the Intermunicipal Collaboration Framework. Existing and future service agreements governed by the ICF will

be brought forward to Council individually with full budget and financial implications for approval as required.

Communications and Engagement:

If approved, Administration will:

- Notify Rocky View County of Council's approval;
- Execute the agreement following approval by both municipalities; and
- Communicate the adoption of the ICF through established intermunicipal and internal channels as appropriate.

Recommendation:

That Council approves the City of Airdrie–Rocky View County Intermunicipal Collaboration Framework Agreement, as presented.

Mike Korman, Manager of Advocacy and Investment

Staff Presenter:	Mike Korman
External Presenter:	N/A
Department:	Advocacy and Investment
Reviewed by:	ELT
Attachments:	#1: COA-RVC Intermunicipal Collaborative Framework

Intermunicipal Collaboration Framework

between

City of Airdrie

continued or incorporated under the Municipal Government Act, RSA 2000, c M-26
("Airdrie")

and

Rocky View County

continued or incorporated under the Municipal Government Act, RSA 2000, c M-26
("Rocky View")

(Referred to individually as "Municipality" and collectively as the "Municipalities")

RECITALS:

WHEREAS Airdrie and Rocky View share a common border as illustrated in the map in Schedule E;

WHEREAS Airdrie and Rocky View have a long history of cooperation and collaboration;

WHEREAS Airdrie and Rocky View are members of the Calgary Metropolitan Region Board (CMRB) and are thus exempt from the requirement for municipalities with shared boundaries to complete an Intermunicipal Collaboration Framework to govern shared services;

WHEREAS the CMRB Servicing Plan is limited in scope and Airdrie and Rocky View have agreed to explore servicing agreements on a broader range of services than the regional servicing plan contemplates;

WHEREAS Airdrie and Rocky View share common interests and a desire to work together to provide mutually agreed upon service delivery coordination to their ratepayers, where determined to be appropriate;

WHEREAS Airdrie and Rocky View have established an Intermunicipal Committee (IMC) that is formally recognized in the City of Airdrie / M.D. of Rocky View Intermunicipal Development Plan (IDP), August 2011 (Part I, Section 3.1 - 3.3, Part II, Section I) and governed by the IMC Terms of Reference;

WHEREAS the Intermunicipal Committee is comprised of balanced representation of Councillors from each municipality, with Administration support as necessary;

WHEREAS Airdrie and Rocky View recognize that resources need to be used in the most efficient manner, providing optimal outcomes for their ratepayers;

WHEREAS Airdrie and Rocky View wish to establish clear guidance for the two municipalities to work together to discover new servicing opportunities;

WHEREAS Airdrie and Rocky View wish to ensure that both municipalities contribute equitable funding to services that benefit residents; and

WHEREAS Airdrie and Rocky View desire to establish a framework for current and future shared servicing agreements between the municipalities;

NOW THEREFORE, Airdrie and Rocky View agree as follows:

A. DEFINITIONS

1. Words in this Agreement have the same meaning as in the *Municipal Government Act* except for the following:
 - a) "Airdrie" means the City of Airdrie as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.
 - b) "Agreement" means this Intermunicipal Collaboration Framework.
 - c) "CAO" means Chief Administrative Officer.
 - d) "Intermunicipal Committee" or "IMC" means the Intermunicipal Committee that is formally recognized in the City of Airdrie/M.D. of Rocky View Intermunicipal Development Plan (IDP), August 2001 (Part I, Section 3.1-3.3, Part II, Section I) and governed by the IMC Terms of Reference, as amended from time to time.
 - e) "Municipal Government Act" means the Municipal Government Act, RSA 2000, c M-26, as amended from time to time.
 - f) "Rocky View" means Rocky View County as a municipal corporation and the geographical area within its jurisdictional boundaries, as the context requires.
 - g) "Service Agreements" means those agreements between the Parties to provide for the delivery of intermunicipal Services, whether on a joint, collaborative, or other basis and as amended from time to time.
 - h) "Services" means services that might benefit or be used by residents in both municipalities.
 - i) "Year" means the calendar year beginning on January 1 and ending on December 31.

B. PRINCIPLES

The parties agree to adhere to the following principles in the process of negotiating future and existing Service Agreements, and may insert them into Service Agreements as applicable:

1. **Respect** – Recognizing the independence of each municipality to determine the level of service that best meets the needs of their residents, and the priorities established by their respective governing body.
2. **Autonomy** – The provision of a service by one municipality does not obligate the other municipality to support that service.
3. **Cooperation** – Although each municipality is responsible to its citizens, there is recognition that residents and businesses of the region share similar interests. The municipalities are committed to supporting each other by finding mutually beneficial solutions.
4. **Influence** – Where a municipality contributes financially to a shared service, mechanisms for input into service delivery should be clearly outlined. Alternatively, without a financial contribution from the other municipality, no influence over service delivery can be expected.
5. **Constituent-Focused** – Serving the interests of residents and businesses while respecting the social, economic and infrastructure capacities of the municipalities.
6. **Reciprocity** – Acknowledging that impacts and benefits of development and shared services affect both Municipalities.
7. **Effective Communication** – Promoting mutual understanding and ensuring respectful intermunicipal relationship through timely responses, honest interactions, full disclosure, and realistic expectations.
8. **Proactive Approach** – Proactively discussing new and existing services, capital expenditures, and/or operational planning to find opportunities for potential collaboration. The parties are committing to engaging early and often.
9. **Value-for-Money** – Cost-sharing relating to the delivery of mutually-agreed upon services on a fair and equitable basis to ensure ratepayers receive maximum return for their tax dollars.
10. **Efficacy** – Adopting an approach that strives for continuous improvement in the quality and cost of services provided to residents by using data to find efficiencies and adjusting to changing circumstances.
11. **Public Communication** – Ensuring collaborative communication on servicing-related issues by coordinating public communications with each other.
12. **Simplicity** – Agreements should use plain language and strive for simplicity where possible.

C. TERM AND REVIEW

1. This Agreement shall come into full force and effect on passing of Council resolutions by both Airdrie and Rocky View.
2. This Agreement may be amended in writing by mutual consent of the Municipalities through Council resolutions.
3. Individual Service Agreements must be approved by respective Councils before they come into force and effect.
4. It is agreed by Airdrie and Rocky View that the Intermunicipal Committee shall review the terms and conditions of the Agreement at least once every two years.
5. The term of this Agreement begins _____ and ends _____.

D. INTERMUNICIPAL COOPERATION – INTERMUNICIPAL COMMITTEE

1. With respect to this Agreement, IMC responsibilities include:
 - a) Making recommendations to the Councils of Airdrie and Rocky View about shared servicing opportunities relating to this Agreement;
 - b) Reviewing this Agreement at least every two years;
 - c) Assisting the Municipalities in the identification of intermunicipal servicing opportunities and/or possible servicing issues to explore;
 - d) Providing updates to the Municipalities' respective Councils on progress made through the Agreement; and
 - e) Acting to resolve disputes through a dispute resolution process outlined in Schedule D.
2. IMC representatives may engage their respective subject matter experts separately or together to gain specific feedback on areas of interest.
3. Recommendations of the IMC must conform with the IMC Terms of Reference, which may be updated from time to time with the consensus of the Municipalities.

E. MUNICIPAL SERVICES

1. Existing intermunicipal agreements and mandatory service areas:
 - a) Services areas in which an intermunicipal agreement currently exists, payment is being received in exchange for a service (fee-for-service arrangement), or are identified as mandatory in the Municipal Government Act are listed in Schedule A.
 - b) Agreements entered into before the commencement of this Agreement are not subject to the terms of this Agreement.
 - c) Service Agreements or fee-for-service arrangements entered into after the commencement of this Agreement are subject to the terms of this Agreement.
2. Future intermunicipal agreements:

- a) At the time of signing, the Municipalities identify the possible opportunities for Airdrie and Rocky View to collaboratively explore potential for intermunicipal Service provision contained in Schedule B.
 - b) Service Agreements do not currently exist in these areas, but the Municipalities share a desire to investigate intermunicipal service delivery further.
 - c) Municipal Administrations shall investigate the feasibility of entering into Service Agreements on each of these opportunities, and report back to the IMC with a recommendation on whether to enter into a Service Agreement when appropriate.
3. Potential future opportunities:
- a) The Service areas in Schedule C are areas where the Municipalities may achieve efficiencies, but legislative or contractual barriers currently exist.
 - b) The Municipalities commit to explore opportunities to enter into Service Agreements once the legislative or contractual barriers are removed or opportunities to achieve efficiencies become apparent.
4. Regional and informal servicing arrangements:
- a) This section documents regional and informal arrangements that are not directly governed by this Agreement. These are areas where Airdrie and Rocky View either work together to provide a service where no formal Service Agreement exists, or are both members of a regional initiative or body.
 - b) The Dispute Resolution mechanism outlined in Schedule D does not apply to the services and arrangements listed in this section.
 - c) Informal servicing arrangements between the Municipalities are:
 - a. Agricultural Workshops and other public education programs
 - b. Family and Community Support Services
 - c. Weed Spraying
 - d) Regional Servicing Agreements and regional bodies that both Municipalities belong to are:
 - a. Alberta South Central Mutual Aid Agreement
 - b. Calgary Metropolitan Region Board
 - c. Calgary Region Airshed Zone
 - d. Marigold Library System
 - e. Nose Creek Watershed Partnership
 - f. Rocky View Foundation

F. FUTURE PROJECTS & AGREEMENTS

1. By resolution of Councils, the Municipalities can add or change Services that they partner on prior to the end of the term of the Agreement.
2. The CAO of a Municipality which is requesting a new Service or eliminating an existing Service shall contact the CAO of the other Municipality in writing.

3. Once the receiving Municipality has received written notice of a new Service request or elimination of an existing Service, an Intermunicipal Committee meeting date will be determined within thirty (30) days of receiving the notice, unless both Municipalities agree otherwise.
4. The Intermunicipal Committee will be the forum used to address and develop next steps to proceed with changes to the Agreement.
5. Intermunicipal Committee members shall inform the whole of their respective Councils of the outcome of this meeting.
6. If the respective Councils agree to add a new Service, or eliminate an existing Service, both Councils must adopt an updated Agreement through new resolutions.
7. The Municipalities may amend or update any existing Service Agreement from time to time without having to amend or replace this Agreement.
8. A Service Agreement between the Municipalities, or amendment thereto, requires the written agreement of the Municipalities.

G. DISPUTE RESOLUTION

1. The Intermunicipal Committee shall meet and attempt to resolve any disputes that may arise under this Agreement.
2. In the event the Committee is unable to resolve a dispute, the Municipalities will follow the process outlined in Schedule D.

H. COMMUNICATIONS PROTOCOL

1. The Municipalities should make reasonable efforts to provide timely information on the following to each other:
 - a) Major capital projects
 - b) Changes to existing services which impact the other municipality
 - c) Lobbying efforts to higher orders of government with respect to issues that may impact regional services
 - d) Adopted strategic plans
 - e) Funding, aid or support to other organizations within the other municipality (when requested)
 - f) Promotion of ceremonies, events, celebrations, or collaborative initiatives of general interest
2. The Municipalities should make every reasonable effort to respond to communications and requests from the other Municipality in a timely fashion.
 - a) Should no response to a communication be received within a 14-day period, members of Administration may refer the matter to their intergovernmental relations departments for elevation.

- b) The respective intergovernmental relations departments shall make every effort to ensure a response, and if no response is received within an additional 14-day period, they may elevate the issue to their respective CAO for resolution.

I. DATA SHARING PROTOCOL

1. For services shared between the Municipalities with a Service Agreement in place:
 - a) Information requests for readily available data should be honoured in a timely fashion, consistent with the communications protocol.
 - b) Each Service Agreement should contain a process for reporting service usage or other metrics of interest on an annual basis.
 - c) Each Service Agreement should contain a process for evaluating cost and benefit for residents.
2. The Municipalities shall maintain confidentiality for any data shared between them unless that data is publicly available, or they receive written permission from the other Party to do otherwise.
3. The Municipalities shall abide by provincial Freedom of Information and Protection of Privacy legislation for the data shared between them under this Agreement.

J. OTHER PROVISIONS

1. **Further Assurances.** The Municipalities covenant and agree to do such things and execute such further documents, agreements, and assurances as may be reasonably necessary or advisable from time to time to carry out the terms and conditions of this Agreement in accordance with their true intent.
2. **Assignment of Agreement.** Neither Municipality will assign its interest in this Agreement.
3. **Notices.** Any notice required to be given in this Agreement by any Municipality is deemed to have been well and sufficiently given if it is delivered via e-mail or mailed by pre-paid registered mail to the address of the Municipality for whom it is intended. A notice or other document sent by registered mail will be deemed to be sent at the time when it was deposited in a post office or public letter box and will be deemed to have been received on the fourth business day after it was postmarked. A copy of the notice shall also be provided via email.
4. **Entire Agreement.** This Agreement and any applicable Service Agreements constitute the entire agreement between the Municipalities relating to the subject matter contained within them and supersedes all prior understandings, negotiations, and discussions, whether oral or written, of the Municipalities in relation to that subject matter. There are no warranties, representations or other agreements among the Municipalities in connection with the subject matter of the Agreement except as specifically set out within them.

5. **Unenforceable Terms.** If any term, covenant, or condition of this Agreement, or the application to any Municipality or circumstance is invalid or unenforceable to any extent, the remainder of this Agreement or the application of such term, covenant, or condition to a Municipality or circumstance other than those to which it is held invalid or unenforceable will not be affected thereby, and each remaining term, covenant, or condition of this Agreement will be valid and enforceable to the fullest extent permitted by law.
6. **Amendments.** This Agreement may only be altered or amended in any of its provisions when any such changes are put in writing and accepted via resolution by Airdrie and Rocky View Councils.
7. **Remedies Not Exclusive.** No remedy herein conferred upon any Municipality is intended to be exclusive of any other remedy available to that Municipality, but each remedy will be cumulative and will be in addition to every other remedy given hereunder either now, hereafter existing by law, in equity, or by statute.
8. **No Waiver.** No consent or waiver, express or implied, by any Municipality to or of any breach or default by any other Municipality in the performance by such other Municipality of their obligations hereunder will be deemed or construed to be a consent to or waiver of any other breach or default in the performance of obligations hereunder by such Municipality. Failure on the part of any Municipality to complain of any act or failure to act of another Municipality, or to declare such Municipality in default, irrespective of how long such failure continues, will not constitute a waiver by such Municipality of its rights hereunder.
9. **Counterparts.** This Agreement may be executed in several counterparts, each of which when so executed will be deemed to be an original. Such counterparts will constitute the one and same instrument as of their Effective Date.
10. **Time.** Time is of the essence for this Agreement.
11. **Binding Nature.** This Agreement will be binding upon the Municipalities and their respective successors and permitted assigns.

K. CORRESPONDENCE

1. Written notice under this Agreement shall be addressed as follows:
 - a. In the case of the City of Airdrie, to:

The City of Airdrie
c/o Chief Administrative Officer
400 Main Street SE
Airdrie, Alberta, T4B 3C3
 - b. In the case of Rocky View County, to:

Rocky View County

c/o Chief Administrative Officer
262075 Rocky View County Point
Rocky View County, AB, T4A 0X2

or to such address as is identified in writing by a Municipality from time to time.

IN WITNESS WHEREOF, the Municipalities have executed this Agreement under their respective corporate seals and by the hands of their proper officers duly authorized in that regard.

Signed this ____ day of _____, 2026 in _____,
Alberta.

CITY OF AIRDRIE

ROCKY VIEW COUNTY

Per:

Per:

Heather Spearman, Mayor

Sunny Samra, Reeve

Horacio Galanti, C.A.O.

Reegan McCullough, C.A.O.

**Schedule “A”
Mandatory Service Areas**

Service Area	Who Delivers Service	Agreement In Place	Timeline
Emergency Services – Fire	Both	Fire Services Agreement (Fee-for-Service)	Expires May 1, 2028
Solid Waste & Recycling	Airdrie	Transfer Site & Recycle Depot Agreement	Expires December 31, 2028
Recreation	Airdrie	Recreation Services Cost Sharing Agreement	Expires December 31, 2027
Transportation	Municipal – No Intermunicipal Collaboration	N/A	No Implementation Required
Water and Wastewater	Municipal – No Intermunicipal Collaboration	N/A	No Implementation Required

Schedule “B” Future Service Agreements

Transportation

- Transit (Airdrie)
- Road Maintenance (Rocky View)

Operational Services

- Cemetery Services (Rocky View)

DRAFT

**Schedule “C”
Potential Future Opportunities**

Water & Wastewater

DRAFT

Schedule “D” Dispute Resolution Process

A. Definitions

1. “initiating party” means a party who gives notice under Part B of this Schedule;
2. “mediation” means a process involving a neutral person as a mediator who assists the parties to a matter and any other person brought in with the agreement of the parties to reach their own mutually acceptable settlement of the matter by structuring negotiations, facilitating communication, and identifying the issues and interests of the parties;
3. “mediator” means the mutually-agreed upon person or persons appointed to facilitate by mediation the resolution of a dispute between the parties.

B. Notice of dispute

1. When a party believes there is a dispute under an Agreement and wishes to engage in dispute resolution, the party must give written notice of the matters under dispute to the other parties.

C. Negotiation

1. Within 14 days after the notice is given under Part B of this Schedule, each party must appoint a representative to participate in one or more meetings, in person or by electronic means, to attempt to negotiate a resolution of the dispute.

D. Mediation

1. If the dispute cannot be resolved through negotiations with 90 days of initial notice, the representatives must appoint a mediator to attempt to resolve the dispute by mediation, unless both parties agree to an extension in writing.
2. The initiating party must provide the mediator with an outline of the dispute and any agreed statement of facts.
3. The parties must give the mediator access to all records, documents, and information that the mediator may reasonably request.
4. The parties must meet with the mediator at such reasonable times as may be required and must, through the intervention of the mediator, negotiate in good faith to resolve their dispute.
5. All proceedings involving a mediator are without prejudice, and, unless the parties agree otherwise, the cost of the mediator must be shared equally between the parties.

E. Report

- 1) If the dispute has not been resolved within 6 months after the notice is given under section B of this Schedule, the initiating party must, within 21 days, prepare and provide to the other party a report.
- 2) The report should contain a list of the matters agreed upon, and those upon which there is no agreement between the parties.
- 3) Despite subsection (1), the initiating party may prepare a report before the 6 months have elapsed if:
 - i. the parties agree, or
 - ii. the parties are not able to appoint a mediator under section D of this Schedule.

F. Appointment of arbitrator

- 1) Within 14 days of a report being provided under section E of this Schedule, the representatives must appoint a mutually agreed-upon arbitrator, and the initiating party must provide the arbitrator with a copy of the report.
- 2) If the representatives cannot agree on an arbitrator, the initiating party must forward a copy of the report referred to in section E of this Schedule to the Minister with a request to the Minister to appoint an arbitrator.

G. Arbitration process

- 1) Where arbitration is used to resolve a dispute, the arbitration and arbitrator's powers, duties, functions, practices, and procedures shall be the same as those in Division 2 of Part 17.2 of the Municipal Government Act.
- 2) In addition to the arbitrator's powers under subsection (1), the arbitrator may do the following:
 - i. require an amendment to a framework;
 - ii. require a party to cease any activity that is inconsistent with the framework;
 - iii. provide for how a party's resolutions or bylaws must be amended to be consistent with the framework;
 - iv. award any costs, fees, and disbursements incurred in respect of the dispute resolution process, and determine who bears those costs.

H. Deadline for resolving dispute

- 1) The arbitrator must resolve the dispute within one year from the date the notice of dispute is given under section B of this Schedule.
- 2) If an arbitrator does not resolve the dispute within the time described in subsection (1), the Minister may grant an extension of time or appoint a replacement arbitrator.

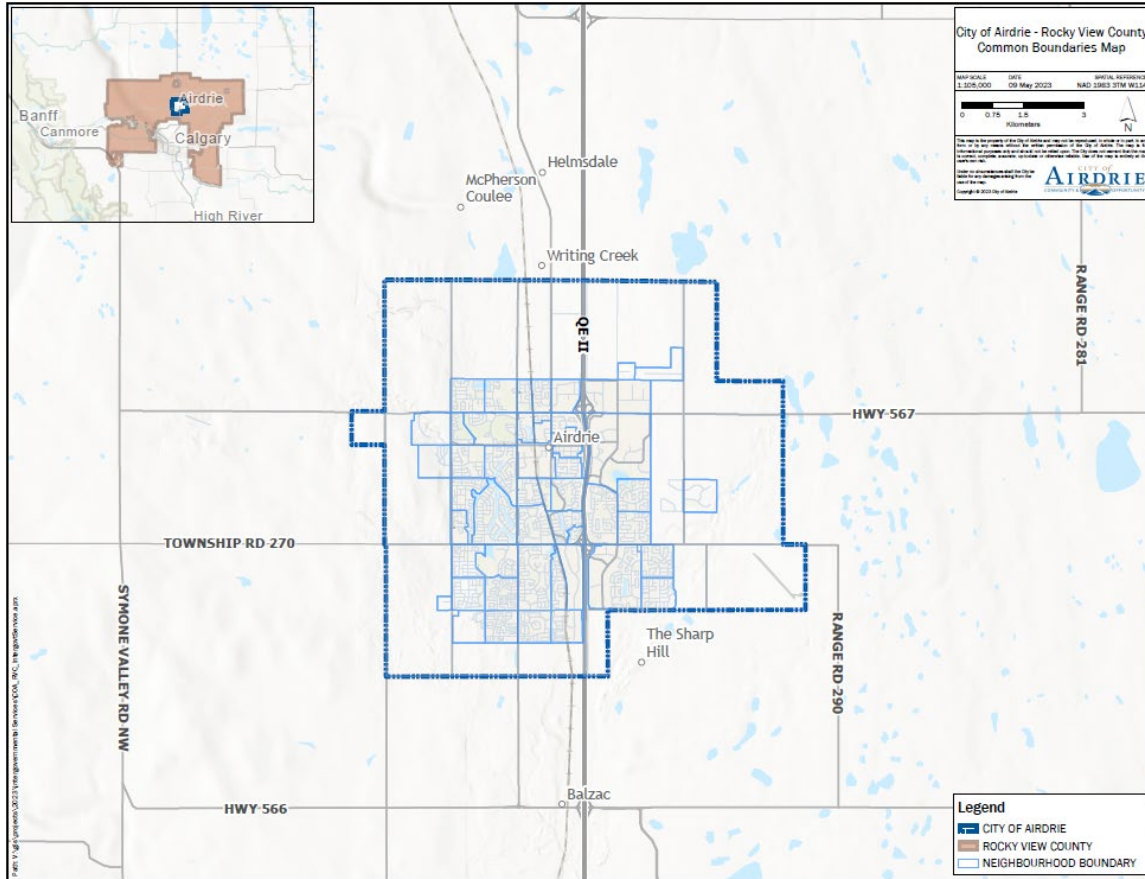
I. Arbitrator's order

- 1) Unless the parties resolve the disputed issues during the arbitration, the arbitrator must make an order as soon as possible after the conclusion of the arbitration proceedings.
- 2) The arbitrator's order must:
 - i. be in writing;
 - ii. be signed and dated;
 - iii. state the reasons on which it is based;
 - iv. include the timelines for the implementation of the order; and
 - v. specify all expenditures incurred in the arbitration process for payment under section 708.41 of the Act.
- 3) The arbitrator must provide a copy of the order to each party.
- 4) If an order of the arbitrator under sub-section (2) is silent as to costs, a party may apply to the arbitrator within 30 days of receiving the order for a separate order respecting costs.

J. Costs of arbitrator

- 1) Subject to an order of the arbitrator or an agreement by the parties, the costs of an arbitrator under this Schedule must be shared equally by the parties.

Schedule “E” Map of the Shared Boundary





COUNCIL – AGENDA REPORT

Meeting Date: 21 April 2026
Subject: Intermunicipal Development Plan – Terms of Reference
Directorate: Strategic Growth and Investment

Issue:

Administration requests Council's approval of the proposed Terms of Reference (TOR) for a comprehensive update to the City of Airdrie-Rocky View County Intermunicipal Development Plan (IDP).

Policy / Council Direction:

Concurrent with the dissolution of the Calgary Metropolitan Region Board (CMRB), the Province of Alberta required adjacent municipalities in the former CMRB to jointly adopt an Intermunicipal Development Plan (IDP) by November 30, 2027.

While Airdrie and Rocky View County currently have an approved IDP in place, it has not been updated since 2001. Therefore, it should be amended to reflect current conditions. A comprehensive review will modernize the IDP and strengthen intermunicipal coordination.

Background:

The IDP is the highest-level local planning document for municipalities in Alberta. All other statutory plans must align with it. Attachment 1 contains a proposed joint terms of reference (TOR) prepared by the administrations of both Airdrie and Rocky View County.

The updated IDP will focus on:

1. Growth and Land Use
Including expectations for future growth, preservation of agricultural and ecological networks, and coordinated open space and institutional uses.
2. Boundary Interface Planning
Ensuring compatible land uses, appropriate edge conditions (setbacks, transitions and buffers), community identity and gateways, environmental factors and servicing considerations.

3. Transportation Coordination

Addressing cross-boundary road connections, upgrades and responsibilities.

4. Utilities and Servicing

Reviewing present and future servicing corridors in the Plan Area and Study Area.

Map 1 in Attachment #1 (page 3) shows the boundaries of the Plan Area and Study Area.

Plan Area

The Plan Area includes the lands immediately adjacent to the shared municipal boundary (Map 1 on page 3 of Attachment #1). It encompasses key infrastructure and environmental features and all policies, land-use coordination processes, referrals, and dispute-resolution procedures apply within this area.

Study Area

The Study Area extends beyond the Plan Area to capture a broader regional context. It enables the municipalities to examine opportunities outside the formal Plan Area and supports coordinated planning with Rocky View County and The City of Calgary - particularly where regional coordinators and adjacent IDPs meet (City of Calgary-Rocky View County IDP).

Project Timeline

Phases	Timeline
Phase 1 – Initiation	Q4 2025 – Q2 2026
Phase 2 - Planning & Background	Q1 2026 – Q3 2026
Phase 3 – Draft Plan	Q2 2026 – Q1 2027
Phase 4 – Revisions	Q1 2027 – Q3 2027
Phase 5 – Plan Adoption	Q3 2027 – Q4 2027

Council Committee Routed Through:

The Intermunicipal Committee reviewed and endorsed the TOR on March 13, 2026, recommending that both administrations bring the document forward to their respective Councils for consideration and approval.

Administration Recommendation:

That Council approves the City of Airdrie-Rocky View County Intermunicipal Development Plan Terms of Reference and directs Administration to:

1. Collaborate with Rocky View County to implement the Terms of Reference for a new Intermunicipal Development Plan, and
2. Participate in a joint procurement process to retain a third-party consultant for public engagement.

Alternatives/Implications:

1. Council could choose to refer the TOR back to Administration and the Intermunicipal Committee for Amendments.

Council could request changes / additions to the TOR. This would require additional coordination with Rocky View County and the Intermunicipal Committee and may impact the Provincial government's project schedule deadline.

Budget Implications:

Airdrie and Rocky View County will repurpose previously allocated funds intended for Joint Planning Area work required by the former Calgary Metropolitan Region Board. Each municipality allocated \$75,000 towards the project. No additional budget implications are anticipated.

Communications and Engagement:

If approved, Administration will implement a joint **Communications Plan** with Rocky View County, ensuring aligned messaging and tailored outreach.

A two -stage **Engagement Strategy** will be used:

- **Stage 1:** Introduce the project and gather input on priorities.
- **Stage 2:** Seek feedback on the Draft IDP.

A third-party consultant will serve as a natural point of contact and provide integrated analysis and reporting.

Recommendation:

That Council:

1. approves the City of Airdrie-Rocky View County Intermunicipal Development Plan Terms of Reference; and
2. directs Administration to collaborate with Rocky View County on implementation, including joint consultant procurement.

Matthew Konowalchuk RPP MCIP
Regional Planner

Staff Presenter:	Matthew Konowalchuk, RPP, MCIP
External Presenter:	N/A
Department:	Policy Planning, Strategic Growth Services
Reviewed by:	ELT
Attachments:	#1: Intermunicipal Development Plan – Terms of Reference



**City of Airdrie
&
Rocky View County
Intermunicipal Development Plan Review and
Update
Terms of Reference**

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1.0 Background and Context

1.1 The *Municipal Government Act (MGA)* requires municipalities with shared boundaries, that are not part of a regional growth board, to adopt an Intermunicipal Development Plan (IDP). IDPs establish a coordinated framework for land use, development, and infrastructure planning along shared municipal boundaries.

The City of Airdrie and Rocky View County adopted an IDP through their respective bylaws in 2001, which remains in effect. Between 2018 and 2025, land-use decisions in the region were directed through the Calgary Metropolitan Region Board (CMRB). With the dissolution of the CMRB and the Growth Plan no longer in effect, Airdrie and Rocky View County determined that the existing IDP requires a comprehensive review and update.

A modernized IDP will:

- Reflect current municipal boundaries, growth pressures, infrastructure priorities, and community expectations;
- Reduce the potential for land use conflicts;
- Provide greater certainty for residents and developers; and
- Strengthen intermunicipal collaboration and coordination.

By updating the IDP, both municipalities can align planning frameworks with today's realities and position themselves to respond more effectively to future opportunities and challenges.

Airdrie and Rocky View County have a long history of cooperation and collaboration with core principles of commitment, respect, and trust that will be embedded within the updated IDP, as well as the Intermunicipal Collaboration Framework (ICF).

2.0 IDP Study Area

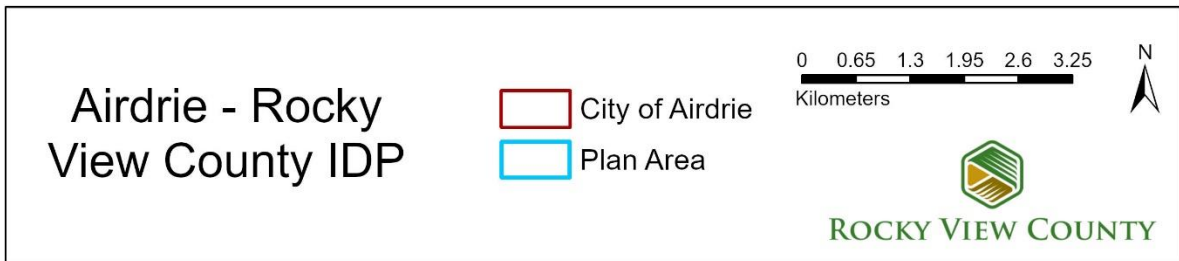
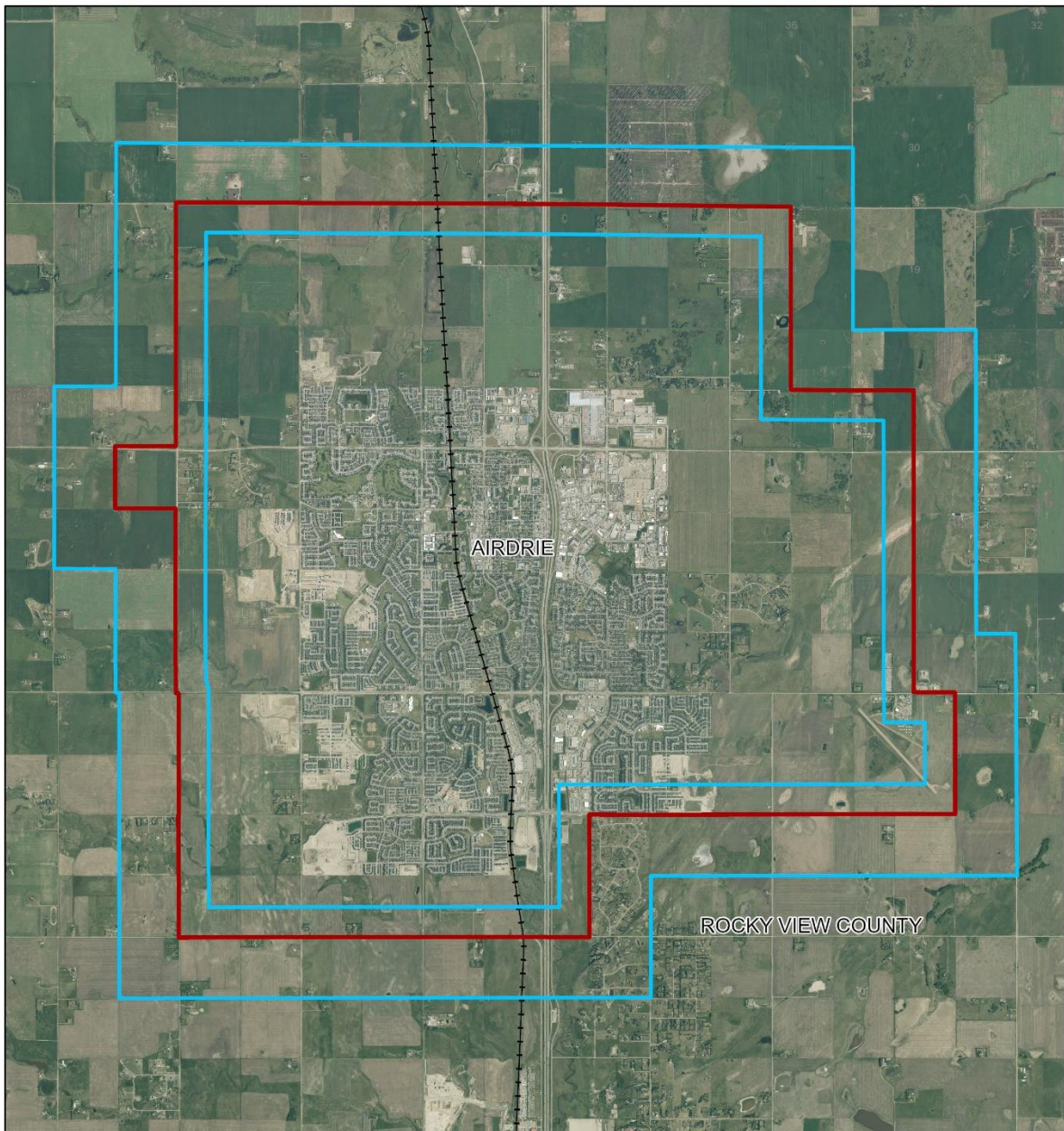
2.1 The Plan Area shown on Map 1 reflects the boundaries established in the current Intermunicipal Development Plan (2001), with consideration for boundary adjustments that reflect Airdrie's current municipal boundary. As part of this project, the Plan Area will be reviewed and may be adjusted to ensure that all lands with intermunicipal interest are included.

The project's Study Area will consider the surrounding context, regional assets and corridors, including but not limited to transportation infrastructure, environmental corridors, and utility rights-of-way.

Airdrie and Rocky View County will work with the City of Calgary to coordinate regional corridors such as transportation, active transportation, utilities, and ecological networks between adjacent Intermunicipal Development Plans.

Map 1: Airdrie – Rocky View County Intermunicipal Development Plan (2001) – “Plan Area”

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3.0 Principles

3.1 The following principles guide the comprehensive review and update of the 2001 Intermunicipal Development Plan (IDP). They reflect a shared commitment by Airdrie and Rocky View County to accountability, collaboration, and continuous improvement.

3.2 Accountability

- a. **Trust:** Conduct all discussions and negotiations in good faith to foster collaborative and productive partnerships.
- b. **Respect:** Acknowledge that each municipality is best positioned to determine its individual priorities while balancing intermunicipal goals for mutually beneficial planning.
- c. **Transparency:** Ensure that both municipalities have access to relevant and timely information throughout the process.
- d. **Mutual Benefit:** Ensure that overall outcomes and decisions provide value to both municipalities and their residents.

3.3 Collaboration

- a. **Ongoing and Effective Communication:** Maintain respectful and collaborative intermunicipal relationships through frequent, open, and deliberate communication, supported by timely responses, realistic expectations, and proactive information sharing at all organizational levels.
- b. **Evidence-Based Decisions:** Decisions between the municipalities should be data-driven and based on evidence.
- c. **Exploration of Opportunities:** Approach emerging issues with openness to collaboration and innovation.
- d. **Commitment:** Establish an equitable commitment between municipalities to undertake this project.

3.4 Continuous Improvement

- a. **Proactive Approach:** Anticipate and prepare for challenges and opportunities early in the process.
- b. **Change Control:** Adopt an approach that strives for continuous improvement.
- c. **Resiliency:** Foster resilient relationships that can withstand challenges, adapt to change, and reduce the potential for conflict.
- d. **Efficiency:** Strive for streamlined processes and outcomes that maximize efficiency and effectiveness in governance and service delivery.

4.0 Direction

4.1 Section 631 of the *Municipal Government Act (MGA)* provides the enabling legislation for the preparation and adoption of an Intermunicipal Development Plan (IDP; Appendix A).

4.2 *Ministerial Order No. MSD:025/25* took effect on May 1, 2025. This Ministerial Order required former participating municipalities of the Calgary Metropolitan Region Board to enter into an Intermunicipal Collaboration Framework (ICF) and IDP where common boundaries are shared by November 30, 2027.

4.3 Due to the existing IDP (2001), the legislated requirement to enter into an IDP by November 30, 2027 does not technically apply to Airdrie and Rocky View County, however, both municipalities agree to work towards this deadline to update and revise the IDP. This demonstrates a proactive commitment to intermunicipal cooperation and good governance, as both municipalities recognize the value of a current, coordinated plan completed in a timely manner.

5.0 Purpose

5.1 The purpose of this Terms of Reference is to guide the preparation of a comprehensive review and update to the IDP between Airdrie and Rocky View County in accordance with the requirements of the *MGA*, *Ministerial Order No. MSD:025/25*, and direction provided by Council.

6.0 Goals

6.1 The following goals establish a shared vision for collaboration and long-term prosperity between Airdrie and Rocky View County. They provide a strategic framework to guide coordinated planning, foster effective partnerships, and ensure proactive, sustainable decision-making. These goals will direct how both municipalities manage development, infrastructure, and intermunicipal relationships in a manner that benefits the broader region.

6.2 Guide planning and growth

- a. **Support Coordinated Planning:** Ensure the long-term prosperity of both municipalities through coordinated future planning that identifies compatible future land uses, economic opportunities, and development constraints such as provincial highways, pipelines, oil and gas developments, contaminated lands, utility corridors, historic resources, and intensive agricultural operations.
- b. **Address Interfaces:** Coordinate the transition between land uses along the municipal boundary to reduce potential conflicts and promote compatible development.

- c. **Support Fiscal Responsibility:** Support sustainable and coordinated growth by recognizing the need to align infrastructure, servicing, and fiscal resources so that the long-term costs and benefits of development are appropriately addressed by both municipalities.

6.3 Promote collaboration

- a. **Share Knowledge and Data:** Work cooperatively to share regional knowledge, information, and data that facilitates the IDP and Intermunicipal Collaboration Framework (ICF) projects.
- b. **Encourage Innovation:** Embrace new ideas for innovation, including collaboration on joint projects of mutual benefit.
- c. **Advance Regional Outcomes:** Foster intermunicipal coordination that generates benefits at the regional level, including economic, social, and environmental interests.

6.4 Framework for partnerships and communication

- a. **Establish Collaborative Frameworks:** In conjunction with the ICF, establish a comprehensive framework for collaboration between the municipalities.
- b. **Strengthen Relationships:** Foster long-term, trust-based relationships between the municipalities at all levels.
- c. **Maintain Regular Communication:** Establish intermunicipal meetings to reinforce a process-oriented approach at a regular interval.
- d. **Establish Communication Protocols:** Develop communication protocols to administer the IDP, identifying shared opportunities, and addressing issues in good faith.
- e. **Formalize Conflict Resolution:** Create formal processes for conflict resolution, plan amendments, and potential repeals.

6.5 Be proactive

- a. **Anticipate Opportunities and Challenges:** Identify emerging opportunities and challenges to avoid delays.
- b. **Strengthen Issue Resolution:** Develop forward-thinking guidelines to collaboratively resolve matters of shared intermunicipal interest.

7.0 Responsibilities and Decision Making

7.1 Airdrie and Rocky View County will review and update the IDP as equal partners. Both municipalities will provide balanced representation at the Council and Administrative levels.

7.2 Council and Committee Responsibilities

Airdrie and Rocky View County will employ the Intermunicipal Committee (IMC) to support the review and update of the IDP. As outlined in the City of Airdrie – Rocky View County Intermunicipal Committee Terms of Reference (adopted October 16, 2018), the IMC facilitates ongoing information sharing between the two municipality's elected officials and administrative staff to provide a forum in which to review and comment on a range of topics of mutual interest.

The respective Councils of each municipality will be responsible for approval of the IDP through the adoption of a bylaw.

7.3 Administration Responsibilities

Administrations from both municipalities will be responsible for the establishment of a work plan for the project, and for reviewing and updating the IDP with input from the IMC. Both municipalities agree to equitable dedication of administrative resources and cost-sharing throughout the process of IDP preparation and adoption.

7.3.1 Project Team

Team Role	Responsibilities
Executive Sponsor	Provides strategic oversight and executive-level support, ensures alignment with broader organizational goals, and secures necessary project resources.
Project Sponsor	Champions the project internally: supports decision-making, terms of reference, and ensures alignment with municipal priorities.
Project Lead	Leads day-to-day project execution: Acts as the key contact between municipalities; manages timelines, budget, and resources; oversees overall project delivery; and facilitates coordination across the project team and working group.
Communications Lead	Coordinates messaging, communications materials, and timelines with project partners to ensure consistency and transparency.

7.3.2 Working Group

Team Role	Responsibilities
Project Lead	Leads the development, coordination, and drafting of the IDP document; provides technical planning guidance and direction to ensure alignment with statutory plans, policies, and legislative requirements; and ensures deliverables meet quality standards.
Planning Support	Conducts research, data collection, mapping, and analysis to inform policy development. Supports document preparation.

7.4 Decision Making

Decisions will be made by consensus among the Working Group members. Where consensus cannot be achieved, the matter will be escalated in accordance with the dispute resolution process outlined in Section 11: Dispute Resolution of this Terms of Reference.

7.5 Coordination with Intermunicipal Collaboration Framework (ICF)

An Intermunicipal Collaboration Framework (ICF) is an agreement that provides for integrated and strategic planning, delivery, and funding of intermunicipal services. In accordance with the *MGA* and *Ministerial Order No. MSD:025/25*, the municipalities are required to complete an ICF with its municipal neighbours. The ICF project will progress independently from the IDP; however, Administration will share updates and information regarding the IDP and ICF projects to ensure coordination and avoid conflicts. Opportunities for collaboration between the IDP and ICF projects will be sought wherever possible.

8.0 Communications

8.1 The City of Airdrie and Rocky View County will jointly develop a Communications Plan to ensure consistent messaging for three audiences: municipal councils, intermunicipal committees, and the public.

8.2 Communications materials will use clear language, visuals, and appropriate detail for each audience.

8.3 Updates will appear on both municipality's websites with agreed messaging.

8.4 Before a municipality makes any public communication respecting the IDP or the intermunicipal relationship contemplated by this Terms of Reference, that municipality will provide advance notice to the other municipality of the intended communication for the purpose of awareness and coordination, where practicable. Where advance notice

is not possible, the communicating municipality shall provide notice as soon as practicable following the communication.

8.5 Information shared between Airdrie and Rocky View County as part of the IDP review and revision work is expected to be treated as confidential unless the municipality providing the information indicates otherwise. Each municipality will take reasonable care to protect information shared by the other, consistent with how it protects its own internal information and in accordance with applicable legislation.

9.0 Engagement

9.1 Public engagement is required, and a third-party consultant may be procured between the municipalities to ensure consistency. The procurement process will be led by Rocky View County with a joint evaluation of proposals with the City of Airdrie.

9.2 Airdrie and Rocky View County will develop an Engagement Strategy that will outline public engagement activities.

9.3 The IDP will include two stages of engagement:

- “Stage 1: Project Information” will focus on introducing the purpose and scope of the IDP. It will gather early, high-level input on interests, opportunities, and concerns within the plan area. Engagement will include landowners, developers, industry, government agencies, community groups, and interested residents. This feedback will inform the draft of the revised IDP.
- “Stage 2: Draft IDP” will focus on gathering feedback on the draft IDP to assess how it reflects the plan area context, priorities, and opportunities. Engagement opportunities will be provided both online and in person to support broad participation. Feedback received during this stage will be revised and incorporated, as appropriate, prior to the final draft being brought forward for public hearing and Council consideration.

10.0 Scope and Project Stages

10.1 The Intermunicipal Development Plan (IDP) project will evaluate and update the existing 2001 IDP to reflect current legislative requirements and intermunicipal priorities. This includes reviewing land use compatibility, infrastructure coordination, and fiscal responsibility, while introducing new areas of focus such as ecological networks – elements not addressed in the current IDP but now required by legislation. The updated plan will ensure that intermunicipal interests are comprehensively captured and aligned with coordinated planning objectives.

10.2 The scope of work is organized into five project stages, with proposed timelines necessary to meet the completion date of November 30, 2027.

10.3 The five project stages include:

Project Stage	Description	Anticipated Timeline
Stage 1	Initiation	Q4 2025 - Q2 2026
Stage 2	Planning and Background	Q1 2026 - Q3 2026
Stage 3	Draft Plan	Q2 2026 - Q1 2027
Stage 4	Revisions	Q1 2027 - Q3 2027
Stage 5	Plan Adoption	Q3 2027 - Q4 2027

11.0 Dispute Resolution

11.1 This dispute resolution process is intended to support timely and collaborative resolution of any issues that may arise during the review and updating of the IDP.

11.2 Disputes regarding the interpretation, Administration, or implementation of the current IDP will be addressed through Section 3.3: Resolution of Intermunicipal Issues (IDP, 2001).

11.3 Administrative Dispute Resolution

In the event of a dispute regarding the review and update of the IDP, Administration will first endeavor to resolve the dispute between the working group members. If the working group members cannot resolve the dispute, the following steps will be taken:

- a. The project sponsors from both Administrations will meet to resolve the dispute. If the project sponsors cannot resolve the dispute, then it will be elevated to the executive level.
- b. The executive sponsors from both Administrations will meet to resolve the dispute. If the executive sponsors cannot resolve the dispute, then the dispute will be elevated to the Formal Dispute Resolution process outlined below in section 11.4.

11.4 Formal Dispute Resolution

Unless otherwise agreed to by both municipalities, any disagreement that cannot be resolved through regular administrative communication during the review and update of the IDP shall be addressed through the following formal dispute resolution process. This process shall be executed in sequence and in a timely manner, and the municipalities shall participate in good faith at each stage to support resolution:

- a. **Elevation:** The municipality initiating the dispute shall notify the other municipality in writing and will specify the nature of the dispute in the written notice ("Notice of

Dispute”). The Parties will elevate the discussion to their respective CAOs or designate, who will have thirty (30) business days to resolve the dispute through collaborative discussion, unless otherwise agreed to by the CAOs or designate.

- b. **Facilitated Discussion:** If the municipalities do not resolve the dispute within thirty (30) business days, the dispute will be referred to the Intermunicipal Committee. The municipalities may select a mutually agreed upon Facilitator, the costs of which will be shared equally by the Parties. IMC members will discuss the issues outlined in the Notice of Dispute with the intention of resolving the dispute. Unless otherwise agreed to by the IMC members, the municipalities have thirty (30) business days to resolve the dispute.
- c. **Mediation:** If the municipalities fail to resolve the dispute by way of discussion between IMC members, the dispute may be referred to the respective Council’s for consideration, as required, prior to initiation of formal mediation. Any one of the municipalities shall provide the other municipality with written notice (“Mediation Notice”) specifying the subject matters remaining in dispute, and the details of the matters in dispute that are to be mediated. The Mediator shall be mutually agreed upon by both Parties and selected from the Municipal Dispute Resolution Services roster maintained by the Government of Alberta’s Municipal Affairs. Unless otherwise agreed to by the municipalities, if the mediation is not completed within sixty (60) days from the date of receipt of the Mediation Notice, the dispute shall be deemed to have terminated and failed to be resolved by mediation. The cost(s) of any mediation shall be paid equally by both Parties unless the Mediator deems otherwise, and therefore, would indicate in their decision.
- d. **Non-binding Arbitration:** If mediation is unsuccessful, the dispute may be submitted to non-binding arbitration. The arbitrator shall be mutually agreed upon by the municipalities and selected from the roster of arbitrators maintained by the Government of Alberta Municipal Affairs or another agreed-upon roster. The arbitrator will review the dispute and issue a written recommended resolution. The written recommendation shall be presented to each Council for consideration. Each Council will render a decision by resolution within sixty (60) days of receiving the recommendation and will provide the other municipality with written notice of its decision.

12.0 Budget

12.1 Each municipality will provide an equal portion of the total cost up to \$75,000 per municipality, for the 2026 calendar year.

12.2 Additional budget may be required, and in such case a budget adjustment will be brought to the respective Councils for approval.

13.0 Terms of Reference Approval

Rocky View County

City of Airdrie

Sunny Samra
Reeve

Heather Spearman
Mayor

Date: _____

Date: _____

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Appendix A: Municipal Government Act – Relevant Sections

631(1) *Subject to subsections (2) and (3), 2 or more councils of municipalities that have common boundaries and that are not members of a growth region as defined in section 708.01 must, by each passing a bylaw in accordance with this Part or in accordance with sections 12 and 692, adopt an intermunicipal development plan to include those areas of land lying within the boundaries of the municipalities as they consider necessary.*

(8) *An intermunicipal development plan*

(a) must address

- (i) the future land use within the area,*
- (ii) the manner of and the proposals for future development in the area,*
- (iii) the provision of transportation systems for the area, either generally or specifically,*
- (iv) the co-ordination of intermunicipal programs relating to the physical, social and economic development of the area,*
- (v) environmental matters within the area, either generally or specifically, and*
- (vi) any other matter related to the physical, social or economic development of the area that the councils consider necessary, and*

(b) must include

- (i) a procedure to be used to resolve or attempt to resolve any conflict between the municipalities that have adopted the plan,*
- (ii) a procedure to be used, by one or more municipalities, to amend or repeal the plan, and*
- (iii) provisions relating to the administration of the plan.*

(9) *Despite subsection (8), to the extent that a matter is dealt with in a framework under Part 17.2, the matter does not need to be included in an intermunicipal development plan.*

(10) *In creating an intermunicipal development plan, municipalities must negotiate in good faith.*

OUTSTANDING COUNCIL FOLLOW-UP (Updated to April 21, 2026)

	Item	Director Contact	Councillor and Date Originated	Expected Return Date	Director Update
1.	Direct Administration to return to Council by January 31, 2026 with updated levy rates for Community Facilities.	K. Wilkin	H. Spearman – Jun 17/25	April 2026	Since July 2025, Administration has met with BILD on a biweekly basis to work through key components of the methodology, including cost assumptions, benefiting area definitions and the allocation of benefit. Final public engagement took place on March 26th, 2026. As a result, the final Council report and updated bylaw will be ready April 21st, 2026.
2.	Accept for information the City of Airdrie's Indigenous Framework and Action Plan; and 1. direct Administration to continue development of the Indigenous Framework and Action Plan and for the plan to be brought back to Council for future endorsement.	B. Anderson	H. Spearman – July 2/25	June 2026	Action Plan Updates and Future Initiatives: • April 2026, launch a training session for staff on respectful delivery of land acknowledgment. • Support the Circle for Reconciliations use of the Circle room at Inspire. • April-May 2026, Indigenous families and youth focus group on the SW Recreation Centre. • May-June 2026, A Heritage Management Study will commence to create the foundations of heritage management, including a preliminary plan for a traditional land use assessment. • June 2026, Indigenous Framework and updated 2026-27 Action Plan to be presented to Council for endorsement.
3.	Direct Administration to develop a formal policy outlining minimum standards for inclusive and accessible design in all newly constructed and redeveloped playgrounds, including clear definitions, feature expectations and implementation considerations, with targeted engagement of residents who are directly impacted by playground accessibility barriers, including persons with disabilities and parents of children with diverse mobility and sensory needs.	K. Wilkin	H. Spearman – July 2/25	June 2026	Some preliminary scoping work has been undertaken. As a result of current staffing vacancies, it is expected that more extensive review and research on this item will occur starting January 2026.
4.	Direct Administration to return to Council with amendments to Street Naming Policy P-9/2001 to include honorary name changes.	S. Utz	R. Chapman – July 2/25	May 2026	Administration reviewed best practices for such policies and determined that applications in most communities come through Planning Services, with review by other departments and subject matter experts. Administration will prepare a policy for Council decision in Q2 2026, using this model.

5.	Direct Administration to: - review and provide appropriate changes to Subdivision Servicing Agreement Security in relation to securities taken during development regarding onsite and offsite improvements, specifically in relation to the City's tiered system of security requirements based on developer's City experience, with the amendments to include changes based on regional experience rather than specifically with the City of Airdrie experience; and - return to Council with recommendations and policy changes for consideration prior to March 31, 2026	K. Wilkin	P. Brown – Sept 16/25	Q2 2026	Administration presented information the review of the Subdivision Servicing Agreement at the March 17, Strategic Priority Working Group meeting. Changes to the policy will be reviewed by Administration and brought back to ELT prior to being presented to Council in late Q2.
6.	Direct Administration to review committee (not for profit boards) appointment models of elected officials and/or members of Administration to the Airdrie Arts and Culture Council Board and provide a recommendation to Council.	B. Anderson/ S. Hope	C. Stewart – Nov 18/25	Q2 2026	Administration will research committee models from comparable municipalities, collaborate with applicable departments, analyze the risks and provide a recommendation to Council.
7.	Direct Administration to: - prepare amendments to the Land Use Bylaw to have side entrances (where the landing is located more than 0.60 m below or above grade) and/or roof structures located less than 0.30 m from the adjacent property line be reviewed as a Discretionary decision; and - establish Land Use Bylaw regulations for roof structures within required side yards in general, that address: - roof design and slope, with gutters and downspouts that direct stormwater drainage away from the dwelling and adjacent properties; - roof design that complements the principal building; and - roof materials and construction that comply with the National Building Code - Alberta Edition (NBC-AE).	S. Utz	C. Kolson – Jan 20/26	Q3 2026	Administration is compiling potential Land Use Bylaw amendments on the regulations regarding secondary suites to improve processes and mitigate impacts since the broad amendments in December 2024. Amendments relating to this direction from Council will be incorporated into a broader package for stakeholder review and presentation at a public hearing, with an anticipated return date in Q3 2026
8.	Direct Administration to return to Council on July 7, 2026 with revised project reduction costs options from total project budget for the SW Recreation Centre.	B. Anderson	H. Spearman - Mar 3/26	July 2026	Administration is working with the project team to review options for Council consideration during the adoption of schematic design.
9.	Direct Administration to further explore different methodologies for contributing to capital construction costs and engage potential user groups of the Southwest Recreation Centre to obtain their feedback on these capital cost contributions.	B. Anderson	R. Chapman – Mar 17/26	Q4 2026	Administration is researching best practices from comparable communities of fair and transparent process for community groups who are the primary beneficiaries to contribute to capital construction costs.