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# **Public Engagement Presentation**

## Expansion Information

- Additional 25,000 sq/ft Sanctuary connected with a walkway to the original building
- Additional 25,000 sq/ft Education Centre connected with a walkway to the new sanctuary building
- Development of a full parking lot
- Additional entrance lined up with the subdivision entrance at Sunset View Dr.

## Current Church Usage

<b>Regular Sunday Worship Service: Sunday</b>		<b>9:00 AM - 2:30 PM</b>
<b>Regular Office Hours:</b>	Tuesday through Friday	8:30 AM - 4:30 PM
<b><i>Mid Week Bible Studies:</i></b>	<b>Tuesday</b>	<b>7:00 PM - 9:30 PM</b>
<b><i>Wednesday - Women of Grace:</i></b>	Wednesday	9:30 AM - 11:30 AM
<b><i>Wednesday - Women of Grace:</i></b>	Wednesday	6:30 PM - 8:30 PM
<b><i>Mid Week Bible Studies:</i></b>	<b>Thursday</b>	<b>6:00 PM - 8:00 PM</b>
<b><i>Mid Week Bible Studies:</i></b>	Friday (bi weekly)	7:00 PM - 9:00 PM
<b><i>College &amp; Career/Youth:</i></b>	<b>Saturday (bi weekly)</b>	<b>7:00 PM - 9:30 PM</b>

## Proposed Church Usage

<b>Regular Sunday Worship Service: Sunday</b>		<b>9:00 AM - 1:00 PM</b>
<b>Regular Office Hours:</b>	Tuesday through Friday	8:30 AM - 4:30 PM
<b><i>Mid Week Bible Studies:</i></b>	<b>Tuesday</b>	<b>7:00 PM - 9:30 PM</b>
<b><i>Wednesday - Women of Grace:</i></b>	Wednesday	9:30 AM - 11:30 AM
<b><i>Wednesday - Women of Grace:</i></b>	Wednesday	6:30 PM - 8:30 PM
<b><i>Mid Week Bible Studies:</i></b>	<b>Thursday</b>	<b>6:00 PM - 8:00 PM</b>

**Mid Week Bible Studies:**

Friday (bi weekly)

7:00 PM - 9:00 PM

**College & Career/Youth:**

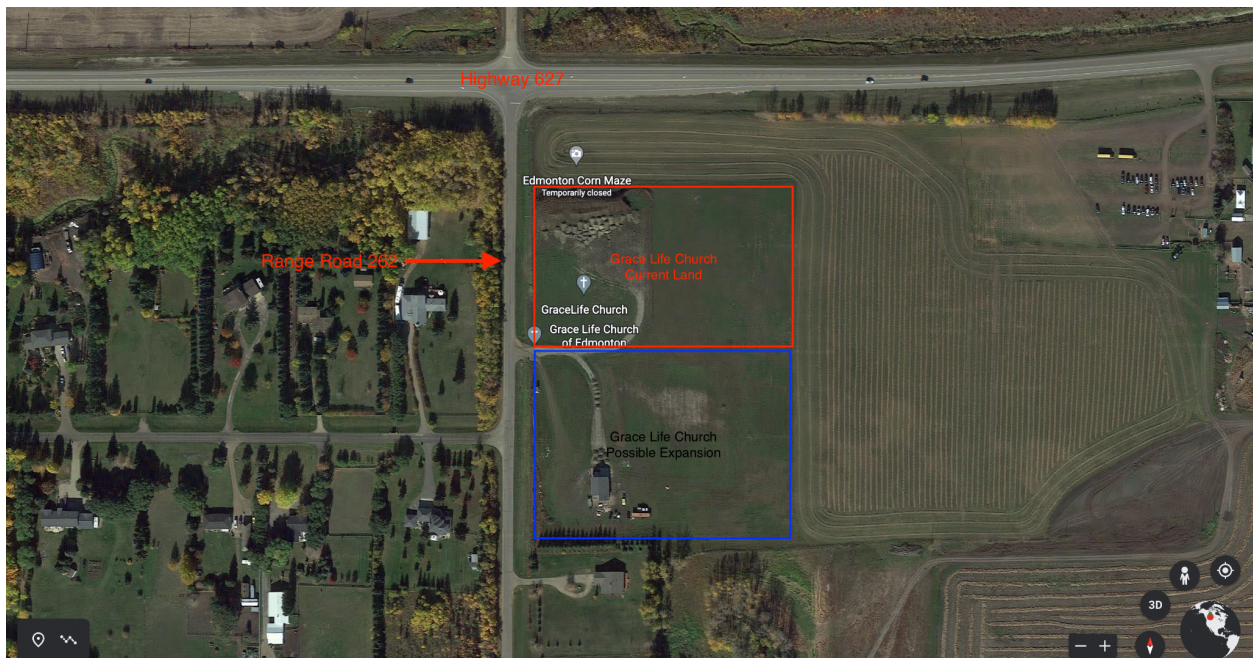
Saturday (bi weekly)

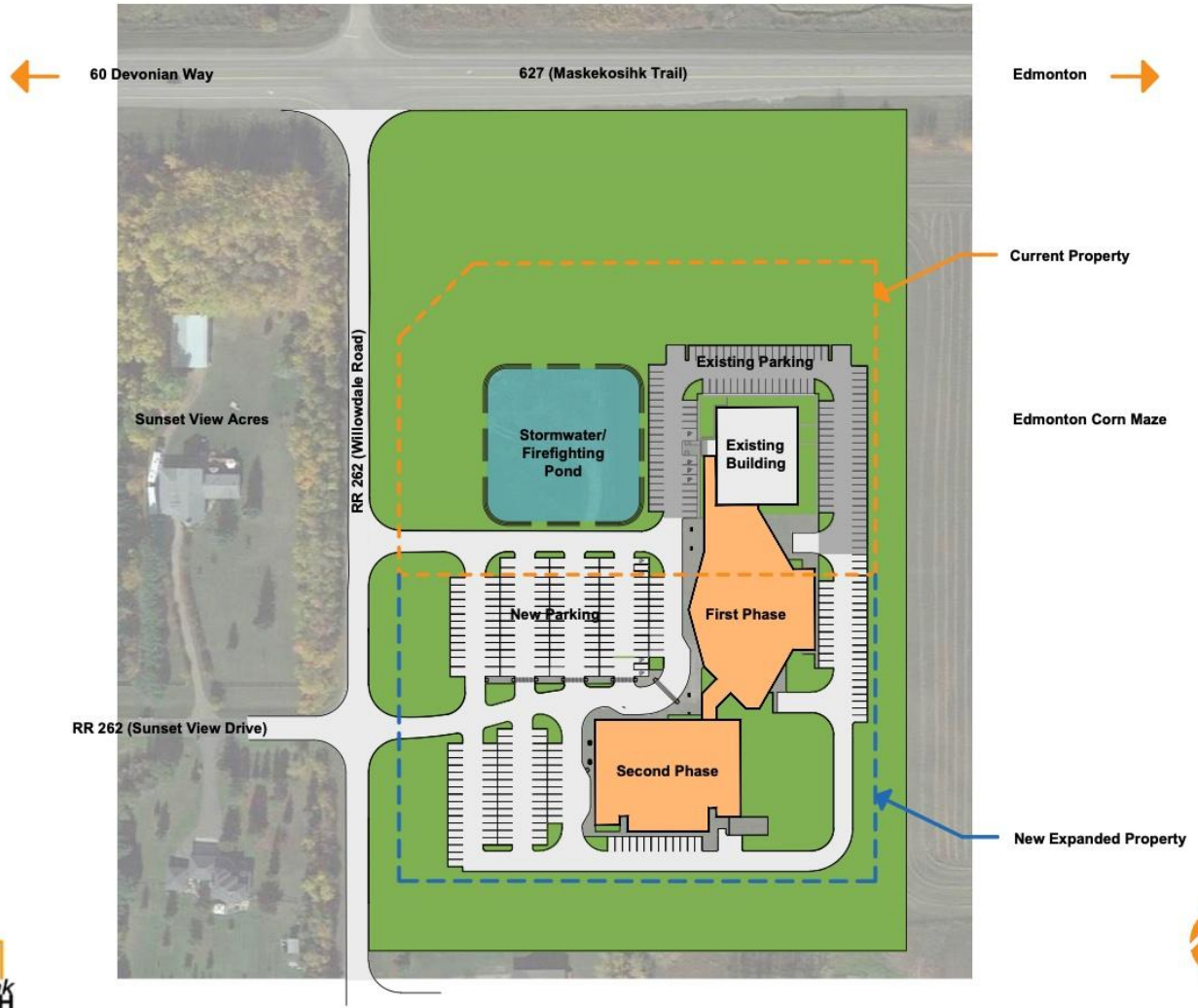
7:00 PM - 9:30 PM

## Current Attendance

- Average 800-900 attendees each week on Sundays between two church services
- The proposed development would increase seating capacity to 1500 in the Sanctuary for one Sunday church service
- A potential increase of 600 attendees

# Site Layout



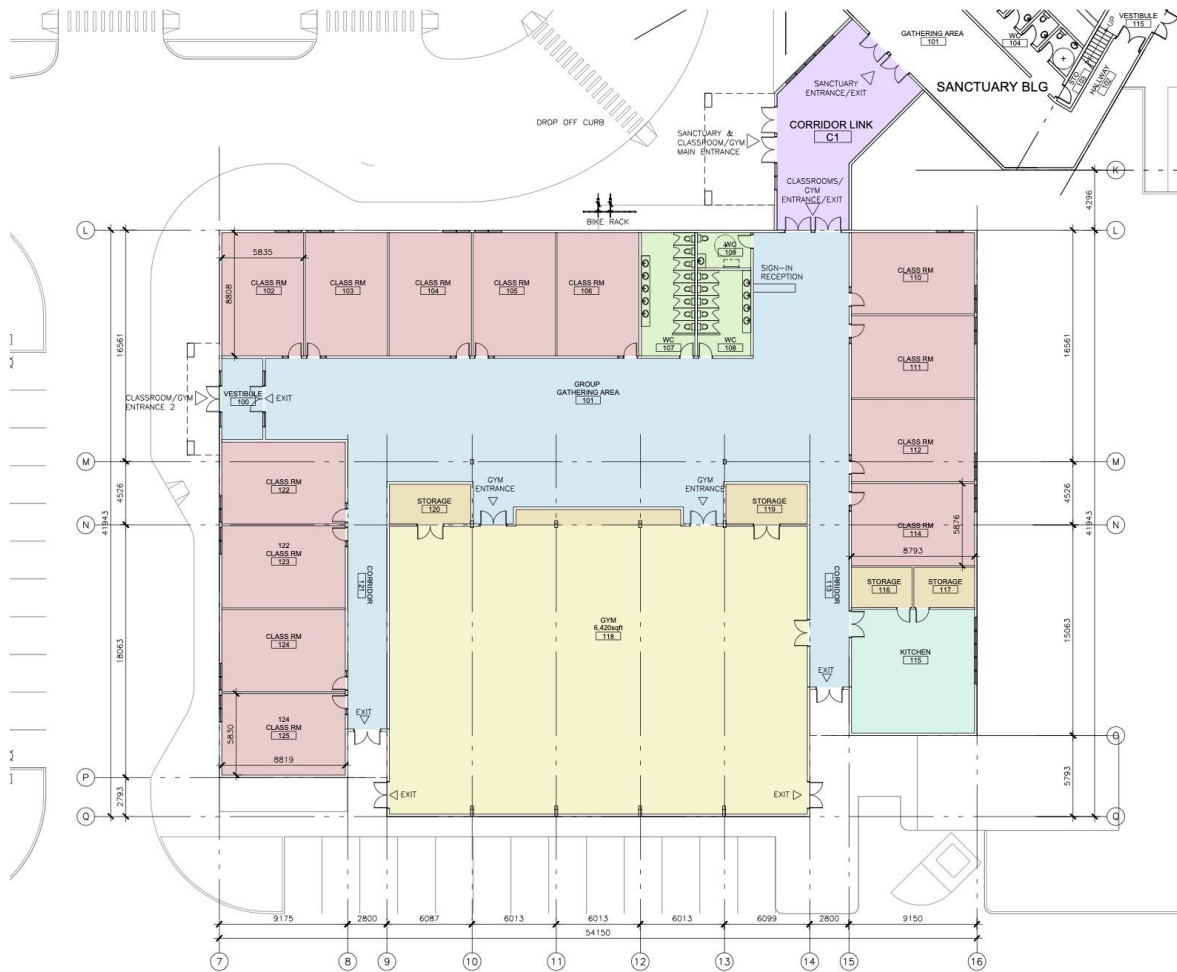




## West Elevation - Building Height







**CLASSROOM/GYM  
FLOORPLAN**

1  
A2.6  
1:150

# Conceptual Design





# Proposed Construction Schedule

## Projected Schedule: Phase 1

- Development Permit Submission: October 30, 2023 - November 1, 2024
- Building Permit Drawings: November 1, 2024 - March 1, 2025
- Building Permit Submission: March 2, 2025 - May 15, 2025
- Tender: May 16, 2025 - June 24, 2025
- Tender Review/Award: June 24, 2025 - July 8, 2025
- Construction: July 9, 2025 - November 9, 2026

## Projected Schedule: Phase 2

- Building Permit Drawings: July 2028 - November 2028
- Building Permit Submission: November 2028 - February 2029
- Tender: February 2029 - March 2029
- Tender Review/Award: March 2029
- Construction: April 2029 - November 2030

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## Wetlands Assessment

Paragon Soil and Environmental Consulting conducted a field wetland assessment on October 11, 2023.

Wetland boundaries within the project area that had previously been mapped during the desktop exercise were verified with the wetland described and visually documented by taking photographs and compiling a representative species list, following the process outlined in the *Alberta Wetland Identification and Delineation Direction*. Regulated weed species were also recorded.

The assessment area is about 1.1 ha of the total 2.0 ha wetland. The assessment area is a seasonal graminoid marsh wetland (MG III), defined by its characteristics and indicators observed in the wettest zone of the wetland.

Wetland classification (class, form, type) is derived from the *Alberta Wetland Classification System*.

Plant species identified within the assessment area were predominantly forbs, such as common cattail, and common plantain, along with graminoids, such as canary grass species, sough grass, and manna grass. Several non-native and invasive species including the noxious creeping thistle were also noted. The presence of non-native and invasive species is common for wetlands near anthropogenic activities/disturbance and areas have been tilled for agricultural use in the past.

*A plant species list is provided in the Wetlands Assessment Report in the church foyer*

The furthest eastern extent of the wetland within the assessment area is presently cultivated cropland while the main wetland core within the assessment area is no longer cultivated. Compared to historical aerial imagery, it appears that the overall cultivated extent of the wetland has decreased since the construction of the road network in the project area. This is likely because of a relatively higher (seasonally above ground) water table due to altered historic surface water flow toward the northwest within the project area.

The seasonal (Class III) wetland identified is subject to the authorization under the *Water Act* and wetland replacement considerations would be subject to authorization under the *Alberta Wetland Policy*.

*For more information on the full scope of the assessment, please see the Wetlands Assessment documentation in the church foyer*

- Current Church Property (red)
- Proposed Project Area (blue)
- Assessment Area (orange)
- Wetlands Boundary (orange/yellow)



# Traffic Impact Assessment

GraceLife Church has been counting traffic as it enters the church driveway each Sunday since April 2023.

On average there are 355 vehicles with 2.4 people per vehicle. Totalling an average of 852 attendees.

We already have plans in place with the driveway realignment and a second entrance/exit to help mitigate potential traffic congestion.

Following historical traffic data - the average growth rate for Hwy 627:04 from 1989-2022 (33 years) is 1.54%

## Capacity Analysis

The capacity analysis was performed for the intersection for the 100th highest hour for the AM peak and PM peak for years 2044.

The results indicate that a level of service of “A” is maintained for eastbound traffic on highway 627:04 for the next 20 years. This confirms that left turns into Rge. Rd. 262 does not impact through traffic going eastbound on highway 627:04. For left turns out of Rge. Rd. 262, the level of service drops only to D and E in 2044. This is where the intersection may be approaching the requirement for traffic signals and should be reviewed at that time.

Since the development is not projected to add any traffic during the peak hours of traffic, improvements to the intersection are not recommended for the approval of this project and the development does not add any additional traffic during the peak hours of traffic flow to make the level of service worsen any quicker.

## Roadway Standards - Range Rd. 262

The local road that the development will use is within Parkland County.

Most of the local roads in Alberta were built many years ago and likely followed a lower set of standards than used today. Therefore, there must be some engineering judgement used in regards to which parameters of the standards can be allowed some flexibility when applying them to these existing roads. Alberta Transportation provides allowances for rehabilitation of existing roadways with some flexibility towards the roadway standards. These standards are known as the 3R/4R Geometric Design Guidelines. The purpose of these guidelines is “to extend the service life of existing

paved highways and enhance highway safety on a network. To accomplish this objective, the standards focus on the most safety-cost effective improvements and also encourage the use of low-cost opportunities to improve safety where major reconstruction is not cost-effective”.

Parkland County provides a section for Roadway Systems in their “Engineering Design Standards” dated/amended June 2014. These standards are noted to be used for roadways for new subdivision development within Parkland County.

Range Road 262 is classified as a “local road” as they contain a low volume of traffic. The County’s standards define the function of a local road “to provide access to adjacent properties carrying traffic from higher order roads to individual land parcels. Local roads are typically low speed and low volume roadways. They connect to other local roadways or collectors”

## **Site Inspection**

A detailed inspection of the roadway was conducted in October 2023.

- Range Road 262 contains a paved surface and is approx. 7.5-8.0m wide
- The side slopes seem to be 4:1 or better throughout
- There is no existing illumination along this roadway
- Road ban limits exist likely in the spring, so large heavy trucks do not use this route often
- Road vertical profile is relatively flat with no issues with sag or crest curves

Overall, this local roadway appears to be adequate as a local road in providing access to the proposed development.

## **Traffic Impact Assessment Conclusion**

The proposed development comprises of an expansion to the existing church site with the addition of a Sanctuary building and Education Centre. The expansion includes a larger parking lot and stormwater management pond. Access to the site would be made utilizing two new access roads.

Overall the increase in traffic for this site could be summarized to add 80 trips per day on average. On Wednesdays the traffic volume peaks at approximately 140 trips in and out for the whole day and on Mondays and every second Friday and Saturday, there may be no additional trips.

It is important to note that none of the increased activities and additional traffic



generation will occur during weekday peak hours.

The turn capacity for West Bound to South Bound traffic is sufficient for the next 20 years during the off-peak hours and evening hours when the addition to the church site is to be mainly used.

The proposed development does not impact the existing transportation infrastructure at highway 672 and Range road 262 intersections from 2024 to 2044.

*Full scope of the Traffic Impact Assessment is located in the church foyer*