REVISED January 23, 2025

Additional Information Pages 359-364

AGENDA

SUBDIVISION AND DEVELOPMENT APPEAL BOARD

Monday, January 27, 2025 – 11:00 a.m.
Council Chambers – 53109A Hwy 779, Parkland County, AB

Virtual attendance option available via Teams
Please email SDAB@parklandcounty.com no later than 9:00 a.m. on Monday, January 27, 2025 to register for attendance via Teams

1) Call to order

2) Members Present

3) Adoption of Agenda

4) 11:00 a.m. Appointment

   I. The appeal of permit approval located at:
   Legal Location: 2421282/1/2, NW-35-51-26-4
   Permit Number: PLDPC20230804

   II. Applicant: Rob Chomiak/GraceLife Church of Edmonton
   III. Appellant # 1: Laurie Thorlbeck
   IV. Appellant # 2: Enoch Cree Nation/Evan Duffy

5) Preliminary issues
   I. Adjournment Request
   II. Jurisdiction of the Board to hear the appeals – Were the appeals filed in time?
6) Merits of the appeals, pending determination of the preliminary issues.
7) Any other matters that are indicated by the parties.
8) Adjournment

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8. SUBMISSION OF APPELLANT/AGENT # 2.....PAGE 365
9. SUBMISSION OF APPLICANT/AGENT.....NONE

Notice of Appeal
Subdivision and Development Appeal Board

Site and appellant information (fill out completely)

Site Information

Municipal address of site

51529A RGE RD 262

Legal land description of site ('plan, block, lot' and/or 'range-township-section-quarter)

2421282/1/2

Development permit number or subdivision application number

PLDPC 20230804

Clerk
Subdivision and Development
Appeal Board
Legislative Services
53109A Hwy 779
Parkland County, AB T7Z 1R1
Email: SDAB@parklandcounty.com

RECEIVED
JAN 02 2025
Parkland County

Date Received:

Appeal Fee:
Development Permit $100
Stop Order $500
Subdivision Application $250

Receipt No. 3551399

Appellant Information

Name of appellant	Agent name (if applicable)
Laurie Thorlbeck	

Street Address

#24-51528 Range Rd 262

City	Province	Postal Code	Day Phone Number
Spruce Grove	AB	T7Y 1C1	780-619-0165

Evening Phone Number	Fax Number	Email Address
same	—	laurie@SMTconsulting.ca

Appeal Against (check one box only)

Development Permit	Subdivision Application	Order
☑ Approval	☐ Approval	☐ Notice of order
☑ Conditions of approval	☐ Conditions of approval	
☐ Refusal	☐ Refusal	

Reasons for appeal

Sections 678 and 686 of the *Municipal Government Act* require that the written Notice of Appeal must contain specific reasons for the appeal.

The appeal is herein launched for the following reasons: (attach a separate page if required)

Do to the postal strike residents did not receive the Nov 15/24 notice of the development approval until Dec 23/24 (post marked Dec 4/24) well after the required appeal date of Dec 6/24. Since the Feb/24 Public Engagement residents have not received any additional information on what was submitted and approved.

Collection and use of personal information

Personal information is being collected under the authority of the *Municipal Government Act (MGA)* and the *Freedom of Information and Protection of Privacy Act (FOIP)* and is managed in accordance with the provisions of FOIP. This information will be used to process your request for a hearing before the Subdivision and Development Appeal Board. Your information will form part of a file available to the public. If you have any questions about the collection of your personal information, contact Odessa Bartel, FOIP Coordinator at 780-968-3229.

Signature of appellant/agent	Date (YYYY/MM/DD)
Laurie Thorlbeck	2025/01/02

Instructions for filing an appeal

Notice of appeal to Parkland County Subdivision and Development Appeal Board (SDAB) must be filed in accordance with the Municipal Government Act and Parkland County Land Use Bylaw No. 2017-18.

The notice of appeal form must:

- Be received by the SDAB within 21 days of receipt of written notice or decision from the Development Authority or the Subdivision Authority
- State specific reasons for the appeal
- Be signed by the appellant
- Be accompanied by the required filing fee payable to Parkland County.

Deliver or Mail to: Parkland County
Subdivision and Development Appeal Board
Legislative Services
53109A Hwy 779
Parkland County, AB T7Z 1R1

You are cautioned that if you mail the appeal, it must be received on or before the final date for appeal. It is recommended that you use one of the alternate submission options.

Email to: sdab@parklandcounty.com

Payment: Appeal fees may be paid by cheque payable to Parkland County. Appeal fees may also be paid by using VISA, MasterCard or Debit.

For further information

You may contact the Subdivision and Development Appeal Board Clerk for any questions you may have about appeal deadlines, fee payment options and information regarding the appeal process. The Board Clerk may also advise individuals on how to prepare for and present an appeal, Board procedures and planning issues.

Telephone	780-968-8471
Email	SDAB@parklandcounty.com

Parkland County
53109A HWY 779
Parkland County, AB T7Z 1R1
Phone: 780-968-8888 Fax: 780-968-3226

OFFICIAL RECEIPT

THORLBECK, LAURIE
24-51528 RGE RD 262

GST Reg. #: R106989189
Receipt #: 3551399
Receipt Date: 2025/01/02
Page: 1
Receipted by: AG

Account #	Description	Opening Balance	Payment	Amount Due
1725	DEVEL APPEAL FEE PLDPC20230804	200.00	200.00	.00

Tender Type & Description	Reference	Amount
CA THORLBECK, LAURIE		200.00

Total Tax:	.00
Total Amount Paid:	200.00
- Tender Received:	200.00
= Change Given:	

THANK YOU FOR YOUR PAYMENT. THE MAYOR AND COUNCIL'S COMMITMENT TO YOU IS TO SPEND YOUR TAX DOLLARS RESPONSIBLY.

parkland county

Planning & Development Services

November 15, 2024

«NANAME», «NANAME1A»

«NAADD1», «NAADD2»

«NACITY», «NAAPRV», «NAPSTC»

Dear Landowner;

You are receiving this notice because the attached discretionary development permit was issued to the property described below, which is **within 800 meters of your property.**

Notice of Approved Development Permit Near You

Development Permit:	PLDPC20230804 *(see enclosed permit for details)*
Legal Description:	2421282/1/2
Municipal Address:	51529A RGE RD 262
Development Approved:	RELIGIOUS ASSEMBLY - Church Expansion
Decision Date:	November 15, 2024
Development Authority:	Aman Jhawer, RPP, MCIP Development Planning, Parkland County Aman.jhawer@parklandcounty.com **Contact the Development Authority with any questions regarding this decision.**

If you are affected by this development decision, as per the *Municipal Government Act* s686(1)(b), you may file an appeal to the Subdivision and Development Appeal Board (SDAB).

How to file an appeal

To file an appeal, you must complete and submit a Notice of Appeal form to the SDAB and pay the mandatory $200 appeal fee, **BEFORE the appeal deadline of 4:30pm, December 06, 2024**

Appeal questions?

Detailed appeal information and the Notice of Appeal form are available online at http://**www.parklandcounty.com/SDAB**, or by contacting the SDAB Clerk at **780-968-8471** or **sdab@parklandcounty.com**

Subdivision and Development Appeal Board

Legislative Services, Parkland County Centre
53109A Highway 779
Parkland County, AB T7Z 1R1

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20230804
Roll: 165002

5.	GRADING/STORMWATER a. The applicant shall provide a stormwater report showing the area's drainage basin for the proposed development, the pre and post development flows, where the post development flows shall not exceed the pre development flows, and the discharge rate from the proposed stormwater management facility as per section 6.3. b. As per Policy C-PD17 – Lot Grading, the applicant must provide a Lot Grading Certificate to the Development Authority following the completion of work. c. Approval for filling and grading shall be time-limited to two (2) years. Upon expiry of the 2-year period, the applicant shall provide a Lot Grading Certificate to the Development Authority as per Lot Grading & Policy C-PD17 – Lot Grading. d. Engineering Services may request a post-construction survey that is representative of the completed work. At a minimum, grade stakes shall be established or approved by an Alberta Land Surveyor or qualified Professional Engineer, to confirm elevations of the Rough Grading and or Final Grading in correlation to the Lot Grading Plan and Grading Certificate. e. As per Parkland County Engineering Standards Section 1.6, all Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. ESC plan to be updated/changed to show both the location and type of measures being used. Add control measure along the property lines adjacent to the area being stripped and graded. All measures shall be placed within the titled property. f. As per Section 6.2.3.2.2, the Applicant is responsible for Alberta Environment and Parks (AEP) Water Act approval and is required to support the discharge of stormwater to the stream to the Northwest. A copy of the approval must be provided to Parkland County for review and acceptance prior to construction commencement.
6.	APPROACH APPLICATION: a. Revisions to the submitted Engineering Drawings, as shown on the markups, shall be completed to show one approach to the proposed development. b. An Approach Application and receipts for associated fees and securities shall be submitted to Land Development Engineering for the removal of the existing approach on Range Road 262, 69.44m North of Sunset View Dr., and the construction of the proposed new approach that is in line with Sunset View Dr. c. This application has multiple approaches and thus, LDE shall accept one approach application fee to cover all approaches and removals, but each individual approach requires a separate security as per Parkland County's Fees and Charges Bylaw. d. This above approach conditions shall be deemed complete once LDE has accepted the approach application and received receipt of payment of the application fee and all related securities. e. Approaches shall not be constructed until a Notice to Proceed letter has been provided by Engineering Services following approach application review. The approach(es) shall be constructed to comply with Parkland County's Engineering Design Standards, to the satisfaction of Land Development Engineering. For reference see attached Detail 7.12 – Residential and Industrial Approaches. f. The Approach Application form can be found on the Parkland County website by typing "Approach Application" in the search field. For any questions or concerns please contact Land Development Engineering at LDE@parklandcounty.com or 1-780-968-8888 ext. 7313

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DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20230804
Roll: 165002

The applicant is advised of the following permit notes:

	PERMIT NOTES
1.	All references made herein regarding Section # or Details, shall mean a reference to the Parkland County Engineering Design Standards (2015), unless otherwise specified.
2.	All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.
3.	The applicant is responsible to ensure compliance with the Restrictive Covenant(s) registered on Title.
4.	The applicant is responsible to obtain any Provincial approval which may be required.
5.	The applicant is responsible to obtain building, plumbing, electrical, gas and private sewage permits which may be required. Permits must be obtained from Parkland County.
6.	The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act.
7.	The applicant is responsible to ensure compliance with the Environmental Protection & Enhancement Act regarding dust and air quality.
8.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
9.	The applicant shall be responsible for the repairing and landscaping of any portion of the County road allowances disturbed during the development of the lands.
10.	The business shall not generate noise, smoke, steam, odour, dust, fumes, exhaust, vibration, heat, glare or refuse matter considered offensive or excessive by the Development Authority.
11.	The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
12.	As per Parkland County Lot Grading Policy (C-PD17) no person or owner shall cause or allow the Surface Elevation or Surface Grade on a Lot or County Property to be altered, or otherwise complete any grading on a Lot or County Property, unless a Lot Grading Plan has been approved by the CAO" (or their designate).
13.	As detailed in Section 1.4.5, it is recommended that all fill areas be compacted to the standard established in a Geotechnical Report, prepared by a qualified Profession Geotechnical Engineer registered in good standing with APEGA.
14.	A haul agreement with Public Works is required for any material or heavy equipment being hauled onto or off site on County roadways. Contact Shawn Satz at 780-968-8888 ext. 8217 or shawn.satz@parklandcounty.com.
15.	The SWMF comply with Parkland County Engineering Design Standards, Section 6.3, and Standard Detail 6.1.
16.	All water and sanitary servicing comply with Parkland County Engineering Design Standards. Water depth of bury shall be 3.0m and sanitary depth of bury shall be 2.75m. If the standard depth of bury cannot be achieved, the services are to be insulated as specified in the Parkland County Engineering Design Standards, drawing detail 5.6.
17.	Any future clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist prior to and within seven days of construction to confirm that no active nests or breeding birds are present.?
18.	The applicant may wish to consider substituting the selected species in their landscape design with native species as they are better suited for the regional climate.
19.	There are specific legal considerations regarding the pruning of Elm trees (a pruning restriction is in effect from April 1 to September 30) and potential pest problems that could arise if the trees are not adequately watched and maintained. The developer is recommended to look into the species of trees they have selected and the typical pests and diseases associated with them, make sure there is a long-term care plan in place, and understand the costs involved for arborists or groundskeepers to properly care for these trees.

6. The Development Authority may, as a condition of Development Permit, require the posting of cash or a letter of credit, in a form and in an amount satisfactory to the County, as security for ensuring that any or all obligations under a Development Permit are fulfilled to the satisfaction of the Development Authority.

7. The Development Authority may, provided a security is required as a condition of the same Development Permit in accordance with 16.12.6 above, establish, as a condition of Development Permit, circumstances in which the County may call on such securities and in such amounts. This includes, but is not limited to:

   a) If the applicant/owner/developer has failed to comply with any provisions and/or conditions of the Development Permit/Land Use Bylaw;

   b) The Development Permit is cancelled or suspended; or

   c) Work has been commenced under the Development Permit but has not been properly completed within a reasonable period of time, as determined by the County.

Bylaw No. 2018-09

16.13 Notice of Development Permit Applications and Decisions

1. Notification of an application to Council for a Direct Control Development Permit shall be:

   a) Published in two (2) consecutive issues of the newspaper circulating in the area of the municipality in which the land is located; and

   b) Mailed by ordinary mail to each owner of properties adjacent to the subject site of the proposed development.

2. Notification of the issuance of a Development Permit for a Discretionary Use, or for a Development Permit for a Permitted Use where the provisions of the Land Use Bylaw were relaxed, waived, or varied by the Development Authority shall be provided as follows:

   a) Within five (5) days of the issuance of the Development Permit, notice shall be mailed by ordinary mail to each registered owner of land within 100.0 m from the boundary of the property subject to the Development Permit; or

   b) Within 14 days of the issuance of the Development Permit, notice of the decision shall be published in one (1) issue of the newspaper circulating in the area of the municipality in which the land is located.

3. Notwithstanding 16.13.2.(a) and 16.13.4, the Development Authority may notify additional registered owners of land that, as determined by the Development Authority, may be affected by the Discretionary Use or the variance, relaxation, or waiver.

4. The Development Authority may provide written notification to all registered owners of land within an 800.0 m radius of a proposed development if in their opinion it is a major development.

5. Notwithstanding Subsection 16.13.2, when adjacent lands are located within a municipality other than Parkland County, written notifications of the approved development shall be sent to that municipal office.

6. For the purposes of Subsection 16.13, the registered owner shall be that which appears on the Parkland County tax record on file in the County Office.

7. If an application for development permit is refused, the Development Authority shall notify the applicant stating the reasons for refusal.

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SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804
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8. If the Development Authority determines that an application is complete in accordance with Section 16.3.6(a) or 16.3.11, the Development Authority must issue an acknowledgement in writing by either regular mail or electronic mail within five (5) days of the Development Authority making its determination. The acknowledgement must:

   a) specify the date on which the application is deemed complete,

   b) identify the development subject to the application,

   c) state the legal land description, and

   d) state the applicant's name.

9. If the Development Authority determines that an application is incomplete in accordance with Section 16.3.9, the Development Authority must issue to the applicant a notice by either regular mail or electronic mail within 20 days after receipt of an application for development permit or within the period referred to in Section 16.3.10. The notice must:

   a) provide reason(s) why the Development Authority has determined the application to be incomplete,

   b) specify any outstanding documentation and information considered necessary in order to review the application, and

   c) set out a date for which any outstanding documentation and information must be submitted.

10. If an application for development permit is deemed refused in accordance with Section 16.3.13, the Development Authority must issue to the applicant a notice in writing and by regular mail within twenty (20) days of receipt of the requested information and documentation or of the date set out on the notice referred to in Section 16.3.9. The notice must specify:

    a) that the application is refused,

    b) the date on which the application was deemed to be refused; and

    c) the reason(s) for the refusal.

Bylaw No. 2018-09

16.13(I) Notice of Subdivision Applications

1. If the Subdivision Authority determines that an application is complete in accordance with Section 16.3 (1).3(a) or 16.3 (1).4, the Subdivision Authority must issue an acknowledgement in writing by either regular mail or electronic mail within five (5) days of the Subdivision Authority making its determination. The acknowledgement must:

   a) specify the date on which the application is deemed complete,

   b) state the legal land description, and

   c) state that the County is required to render a decision within 60 days after which the application has been deemed complete or in accordance with an time extension agreement.

2. If the Subdivision Authority determines that an application is incomplete in accordance with Section 16.3 (1).6, the Subdivision Authority must issue to the applicant a notice by either regular mail or electronic mail within 20 days after receipt of an application to subdivide or within the period referred to in Section 16.3 (1).4. The notice must:

Notice of Appeal
Subdivision and Development Appeal Board

Site and appellant information (fill out completely)

Site Information

Municipal address of site
51529A Range Rd. 262

Legal land description of site ('plan, block, lot' and/or 'range-township-section-quarter')
2421282/1/2

Development permit number or subdivision application number
PLDPC 20230804

Clerk
Subdivision and Development
Appeal Board
Legislative Services
53109A Hwy 779
Parkland County, AB T7Z 1R1
Email: SDAB@parklandcounty.com

Date Received: January 20, 2025

Appeal Fee:
Development Permit $200
Stop Order $500
Subdivision Application $250

RECEIVED
JAN 20 2025
Parkland County

Receipt No.
3557987

Appellant Information

Name of appellant	Agent name (if applicable)
Enoch Cree Nation	

Street Address
Box 29

City	Province	Postal Code	Day Phone Number
Enoch	AB	T7X 3Y3	780-470-4505

Evening Phone Number	Fax Number	Email Address
780-298-0060	n/a	legal@enochnation.ca

Appeal Against (check one box only)

Development Permit	Subdivision Application	Order
☒ Approval	☐ Approval	☐ Notice of order
☐ Conditions of approval	☐ Conditions of approval	
☐ Refusal	☐ Refusal	

Reasons for appeal

Sections 678 and 686 of the *Municipal Government Act* require that the written Notice of Appeal must contain specific reasons for the appeal.

The appeal is herein launched for the following reasons: (attach a separate page if required)

Enoch Cree Nation only learned of the permit approval on January 11, 2025 and therefore, submits this appeal within 21 days of learning of the approval. Enoch's reserve is adjacent to the proposed development and Enoch is an "affected" party in respect of this development. Enoch was not consulted on this project. The Honour of the Crown requires that Enoch be consulted in relation to any decision impacting its aboriginal and treaty rights. Enoch is not seeking to invalidate any legislation or regulation but instead submits that the Honour of the Crown required Enoch be consulted in relation to this permit, as it would impact its use and occupation of its reserve lands and traditional territory. Enoch states that consideration of this issue is within the SDAB's jurisdiction. In the alternative, Enoch states that the project failed to comply with and/or have regard to the applicable laws, Land use By-Law, other by-laws, land use policies, regional plan, Regulations, and sections of the Municipal Government Act.

Collection and use of personal information

Personal information is being collected under the authority of the *Municipal Government Act (MGA)* and the *Freedom of Information and Protection of Privacy Act (FOIP)* and is managed in accordance with the provisions of FOIP. This information will be used to process your request for a hearing before the Subdivision and Development Appeal Board. Your information will form part of a file available to the public. If you have any questions about the collection of your personal information, contact Odessa Bartel, FOIP Coordinator at 780-968-3229.

Signature of appellant/agent	Date (YYYY/MM/DD)
	2025/01/20

Parkland County
53109A HWY 779
Parkland County, AB T7Z 1R1
Phone: 780-968-8888 Fax: 780-968-3226

OFFICIAL RECEIPT

BWD LLP

GST Reg. #: R106989189
Receipt #: 3557987
Receipt Date: 2025/01/20
Page: 1
Receipted by: JH

Account #	Description	Opening Balance	Payment	Amount Due
1725	Miscellaneous Entry	200.00	200.00	.00

Tender Type & Description	Reference	Amount
VS APPEAL OF PLDPC20230804		200.00

Total Tax:	.00
Total Amount Paid:	200.00
- Tender Received:	200.00
= Change Given:	

THANK YOU FOR YOUR PAYMENT. THE MAYOR AND COUNCIL'S COMMITMENT TO YOU IS TO SPEND YOUR TAX DOLLARS RESPONSIBLY.

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20230804
Roll: 165002

Applicant(s)

Rob Chomiak
18708 80 Avenue NW
Edmonton, AB T5T 5B2

On July 18, 2024, the Development Authority deemed your application complete. In reviewing your application and associated submittals for the Development described as "GraceLife Church Expansion", the Development Authority determined the use to be for RELIGIOUS ASSEMBLY.

The subject property is located at 51529A RGE RD 262 , legally described as 2421282/1/2, NW-35-51-26-4 and is within the Country Residential District.

This Development Permit APPROVAL authorizes the RELIGIOUS ASSEMBLY as a DISCRETIONARY USE in accordance with Section 5.3.2 (e) of Parkland County Land Use Bylaw 2017-18. In accordance with Section 16.14.1 of Parkland County Land Use Bylaw 2017-18, this Development Permit is not valid unless and until:

- Any conditions, except those of a continuing nature, have been fulfilled; and,
- No notice of appeal has been served by the Applicant or adjacent landowners on the Subdivision and Development Appeal Board in accordance with the *Municipal Government Act* s.686(1).

This approval is subject to the following conditions:

CONDITIONS	
1.	Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.
2.	The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
3.	Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
4.	Prior to the issuance of the building permit, the applicant shall provide the following: - security in the amount of 100% of the cost estimate of the landscaping, as outlined in the approved plan. The security shall be in the form of an irrevocable letter of credit. This security shall be held to ensure that the landscaping is provided, installed and maintained in accordance with Parkland County's Land Use Bylaw 2017-18. Landscaping inspection / Security return can be requested following one growing season to ensure plantings are established.

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20230804
Roll: 165002

5.	GRADING/STORMWATER a. The applicant shall provide a stormwater report showing the area's drainage basin for the proposed development, the pre and post development flows, where the post development flows shall not exceed the pre development flows, and the discharge rate from the proposed stormwater management facility as per section 6.3. b. As per Policy C-PD17 – Lot Grading, the applicant must provide a Lot Grading Certificate to the Development Authority following the completion of work. c. Approval for filling and grading shall be time-limited to two (2) years. Upon expiry of the 2-year period, the applicant shall provide a Lot Grading Certificate to the Development Authority as per Lot Grading & Policy C-PD17 – Lot Grading. d. Engineering Services may request a post-construction survey that is representative of the completed work. At a minimum, grade stakes shall be established or approved by an Alberta Land Surveyor or qualified Professional Engineer, to confirm elevations of the Rough Grading and or Final Grading in correlation to the Lot Grading Plan and Grading Certificate. e. As per Parkland County Engineering Standards Section 1.6, all Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. ESC plan to be updated/changed to show both the location and type of measures being used. Add control measure along the property lines adjacent to the area being stripped and graded. All measures shall be placed within the titled property. f. As per Section 6.2.3.2.2, the Applicant is responsible for Alberta Environment and Parks (AEP) Water Act approval and is required to support the discharge of stormwater to the stream to the Northwest. A copy of the approval must be provided to Parkland County for review and acceptance prior to construction commencement.
6.	APPROACH APPLICATION: a. Revisions to the submitted Engineering Drawings, as shown on the markups, shall be completed to show one approach to the proposed development. b. An Approach Application and receipts for associated fees and securities shall be submitted to Land Development Engineering for the removal of the existing approach on Range Road 262, 69.44m North of Sunset View Dr., and the construction of the proposed new approach that is in line with Sunset View Dr. c. This application has multiple approaches and thus, LDE shall accept one approach application fee to cover all approaches and removals, but each individual approach requires a separate security as per Parkland County's Fees and Charges Bylaw. d. This above approach conditions shall be deemed complete once LDE has accepted the approach application and received receipt of payment of the application fee and all related securities. e. Approaches shall not be constructed until a Notice to Proceed letter has been provided by Engineering Services following approach application review. The approach(es) shall be constructed to comply with Parkland County's Engineering Design Standards, to the satisfaction of Land Development Engineering. For reference see attached Detail 7.12 – Residential and Industrial Approaches. f. The Approach Application form can be found on the Parkland County website by typing "Approach Application" in the search field. For any questions or concerns please contact Land Development Engineering at LDE@parklandcounty.com or 1-780-968-8888 ext. 7313

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20230804
Roll: 165002

7.	APPROACH REMOVAL: Following receipt of a Notice to Proceed letter for the approach application: remove the existing Commercial approach to Range Road 262 [located 69.44m North of Sunset View Dr. as shown on the submitted site plan, dated June 27, 2024], restore ditch to pre-existing flow conditions and grades, place topsoil and seed. Ditch shall be restored to have positive grades so that standing water is minimized. A minimum allowable ditch grade shall be 0.6% as per Section 6.3.11.1.1. Upon completion, Applicant shall notify LDE@parklandcounty.com that completed work is ready for final inspection. Completed work shall be completed to the acceptance of Parkland County or authorized designate.
8.	VEGETATION: As per Parkland County Engineering Design Standards Section 6.3.9.17.3, prior to issuance of Parkland County acceptance of work, the Developer shall ensure that at a minimum 75% of the grass coverage and 30% of the non-grass emergent vegetation has been established. At Parkland County's discretion, the Developer may be responsible to submit vegetation survey by a qualified professional.
9.	Submit the approved groundwater well license obtained under the Water Act and any conditions that may be placed on the water license. Should conditions be placed on the water license, the conditions must be upheld.
10.	Submit a copy of the Siltation and Erosion Control Plan that will be submitted as part of a condition for Water Act approval DAUT0015908.
11.	Any impacts (not encompassed under Water Act approval DAUT0015908) to wetlands and watercourses, such as draining, infilling, or modifications require that a provincial Water Act approval application, along with a Wetland Assessment and Impact Report (WAIR), need to be completed and filed with Alberta Environment and Protected Areas before impacts occur.
12.	Implement weed control measures as required to address noxious or prohibited noxious weeds as they are present on the subject property and are regulated under the Alberta Weed Act. The desktop biophysical indicated that Canada thistle (Cirsium arvense) was present on site during the 2023 field survey.
13.	A pre-construction amphibian sweep must be completed as the Canadian toad and other amphibians may be present within the wetland areas as indicated in the Wetland Assessment and Impact Report. If any wildlife species is encountered, species-specific mitigation must be developed and implemented.
14.	Follow all recommendations provided in section 5.0 of the Geotechnical Investigation submitted as part of this development application.
15.	Follow all recommendations provided within the desktop biophysical and the WAIR submitted as part of this development application.
16.	There shall be adequate on-site parking for clients and employees.
17.	All drainage and grading improvements shall be in accordance with the approved site drainage/grading plan.
18.	As per Parkland County Policy C-AD-19 Dark Sky Outdoor Lighting all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
19.	No person shall place, replace, erect or use any sign without obtaining a sign permit, except as per Subsection 16.2 or where stated otherwise in the Land Use Bylaw 2017-18. The display or placement of signage on the premises shall be in accordance with Subsection 15.3 as per Parkland County's Land Use Bylaw 2017-18.
20.	The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).
21.	The site shall be kept in a neat and orderly manner.

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

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The applicant is advised of the following permit notes:

PERMIT NOTES	
1.	All references made herein regarding Section # or Details, shall mean a reference to the Parkland County Engineering Design Standards (2015), unless otherwise specified.
2.	All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.
3.	The applicant is responsible to ensure compliance with the Restrictive Covenant(s) registered on Title.
4.	The applicant is responsible to obtain any Provincial approval which may be required.
5.	The applicant is responsible to obtain building, plumbing, electrical, gas and private sewage permits which may be required. Permits must be obtained from Parkland County.
6.	The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act.
7.	The applicant is responsible to ensure compliance with the Environmental Protection & Enhancement Act regarding dust and air quality.
8.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
9.	The applicant shall be responsible for the repairing and landscaping of any portion of the County road allowances disturbed during the development of the lands.
10.	The business shall not generate noise, smoke, steam, odour, dust, fumes, exhaust, vibration, heat, glare or refuse matter considered offensive or excessive by the Development Authority.
11.	The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
12.	As per Parkland County Lot Grading Policy (C-PD17) no person or owner shall cause or allow the Surface Elevation or Surface Grade on a Lot or County Property to be altered, or otherwise complete any grading on a Lot or County Property, unless a Lot Grading Plan has been approved by the CAO" (or their designate).
13.	As detailed in Section 1.4.5, it is recommended that all fill areas be compacted to the standard established in a Geotechnical Report, prepared by a qualified Profession Geotechnical Engineer registered in good standing with APEGA.
14.	A haul agreement with Public Works is required for any material or heavy equipment being hauled onto or off site on County roadways. Contact Shawn Satz at 780-968-8888 ext. 8217 or shawn.satz@parklandcounty.com.
15.	The SWMF comply with Parkland County Engineering Design Standards, Section 6.3, and Standard Detail 6.1.
16.	All water and sanitary servicing comply with Parkland County Engineering Design Standards. Water depth of bury shall be 3.0m and sanitary depth of bury shall be 2.75m. If the standard depth of bury cannot be achieved, the services are to be insulated as specified in the Parkland County Engineering Design Standards, drawing detail 5.6.
17.	Any future clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist prior to and within seven days of construction to confirm that no active nests or breeding birds are present.?
18.	The applicant may wish to consider substituting the selected species in their landscape design with native species as they are better suited for the regional climate.
19.	There are specific legal considerations regarding the pruning of Elm trees (a pruning restriction is in effect from April 1 to September 30) and potential pest problems that could arise if the trees are not adequately watched and maintained. The developer is recommended to look into the species of trees they have selected and the typical pests and diseases associated with them, make sure there is a long-term care plan in place, and understand the costs involved for arborists or groundskeepers to properly care for these trees.

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20.	The applicant should consider using low impact development designs into their development such as, bioswales, permeable pavement, rainwater harvesting, xeriscaping etc.
21.	It is important to ensure that emergency access for the fire department is always clear throughout construction or demolition activities. A fire watch must be established according to the National Fire Code (AE) should fire alarm or suppression systems become inoperable at any point. Throughout construction and demolition, fire-rated assemblies must be preserved. A Fire Safety Plan must be revised and shared with all building occupants, reflecting any modifications to fire systems, suppression, exit routes, or egress. During hot work activities, precautions should be taken when individuals are in the building. Prioritizing measures to address fire hazards or other unsafe activities while the building is occupied is essential.

This decision was issued on November 15, 2024

If no notice of appeal is served**, the permit will come into effect on**:
(December 07, 2024)

Aman Jhawer
Development Authority

The development must be started and diligently pursued within **twelve (12) months** from the Date of Decision, unless otherwise specified on this development permit approval or in the conditions of the development permit approval. If the authorized development is not commenced, the approval ceases and this permit is deemed void, expired and without effect

DO YOU WISH TO APPEAL THIS DECISION?

This decision may be appealed to the Subdivision and Development Appeal Board within twenty-one (21) days after the Date of Decision pursuant to Section 686 of the *Municipal Government Act, RSA 2000, CM-26*.

For inquiries regarding the appeal process or to submit an appeal, please contact Parkland County Legislative Services at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of $**200.00** must be paid for an appeal served on the Subdivision and Development Appeal Board by the applicant.

Subdivision and Development Appeal Board

January 8, 2025

Thurlbeck, Laurie M
Thurlbeck, Shelagh
24 51528 Rge Rd 262
Spruce Grove, AB, T7Y 1C1

NOTICE OF SUBDIVISION AND DEVELOPMENT APPEAL BOARD HEARING

Appeal of:	Development Permit Approval Permit Number: PLDPC20230804
Location:	Legal Address: NW-35-51-26-4
Appeal Received:	January 2, 2025
Applicant:	Rob Chomiak c/o GraceLife Church of Edmonton
Appellant:	Laurie Thurlbeck
Appeal Hearing Date:	Monday, January 27, 2025 Hearing Time: 11:00 a.m.
Appeal Hearing Location:	Council Chambers – 53109A Hwy 779, Parkland County, AB *Virtual attendance also available*
Submissions Deadline:	Tuesday, January 21, 2025

Parkland County received a development permit application submitted by Rob Chomiak on behalf of GraceLife Church of Edmonton for the Development described as "GraceLife Church Expansion." The development authority approved the application on November 15, 2024.

Correspondence has been received appealing the conditions of approval and in accordance with Section 686.2 of the *Municipal Government Act*, a hearing will be held at Parkland County Centre in Council Chambers on Monday January 27, 2025 at 11:00 a.m.

Please be advised that for this appeal the Board will hear submissions in relation to the following matters:

1. Preliminary issue – Jurisdiction of the Board to hear the appeal – Was the appeal filed in time?
2. Merits of the appeal.
3. Any other matters are indicated by the parties.

All written submissions for the agenda package must be sent via email to sdab@parklandcounty.com, or dropped off at the Parkland County Centre building during regular business hours on or before January 21, 2025.

The agenda package for this hearing will be available for viewing on our website: www.parklandcounty.com/sdab no later than January 22, 2025. Prior to the start of the hearing, a copy of the application and supporting documentation is available for inspection at Parkland County Centre, during regular business hours. Please contact Legislative Services at 780-968-8888 or by email at sdab@parklandcounty.com to schedule an appointment to view these documents.

Please Note:

This meeting will be conducted in person at the Parkland County Council Chambers. However, for those unable to attend in person the option to attend via Teams conferencing is available. Should you wish to attend via Teams conferencing please contact SDAB Clerk staff by email at SDAB@parklandcounty.com no later than 9:00 a.m. on January 27, 2025.

Please contact the Clerk's Office at the above should you require assistance or have any questions/concerns.

Yours truly,

Rachel Coupal

Rachel Coupal
Clerk, Subdivision and Development Appeal Board
sdab@parklandcounty.com

Report Date: January 19, 2025
Parkland County File No.: PLDPC20230804
Legal Description: W4-26-51-35-NW
Municipal Address: 2421282/1/2
Roll No.: 165002
Electoral Division: 1

Development Authority Report	
Appealed?	YES
Appeal Details	Appeal Hearing Date: Monday, January 27, 2025 Appellant(s): Laurie Thorlbeck

1. Application Details

Applicant(s)	Rob Chomiak
Landowner(s)	Gracelife Church of Edmonton
Application Date	October 30, 2023
Deemed Complete Date	July 18, 2024
Decision Date	November 15, 2024
Description of Development	Existing Religious Assembly Expansion
Submittals	1. Planning Application Submittal 1.1. Landowner Authorization Form 1.2. Land Title Certificate 1.3. Development Plans (Site Plan, Landscape Plan and Details, Building Floor Plans, and Building Elevations) 1.4. Engineering Drawings (Grading Plan, Site Servicing Plan, Stormwater Management Plan, and Erosion Sediment Control Plan) 1.5. Public Engagement Summary Report 1.6. Traffic Impact Assessment 1.7. Alberta Transportation and Economic Corridors Traffic Impact Assessment Review 1.8. Transportation and Economic Corridor Permit Approval 1.9. Geotechnical Report 1.10. Wetland Assessment and Impact Report (WAIR) 1.11. Water Act Approval 1.12. Phase 1 Groundwater Supply Assessment
Variance Requested?	No
Reasonings for Variance	N/A

(as provided by Applicant)

2. Site Information

Title Area	4.04 (ha)
Current Land Use District	Country Residential District
Use of Adjacent Parcels	Country Residential (West, East and South), Enoch Cree Nation 135 (North)
Environmental Considerations	This parcel is not within a High Priority Landscape or an Environmentally Sensitive Area. Parkland County's 2013 Current Wetland Inventory captured one wetland on the property with "poor" valuation. This wetland previously drained north towards an unnamed tributary, approximately 200 m of the development site. Development within the last decade has altered the natural drainage path, resulting in additional water retention within the wetland. There are no steep slopes on the property.
Gas wells and pipelines abandoned and active within Title Area	No
Instruments Registered on Title	965RT Utility ROW Grantee – ATCO GAS AND PIPELINES LTD. 162 163 936 UTILITY RIGHT OF WAY CAVEATOR - ATCO GAS AND PIPELINES LTD. 162 166 963 MORTGAGEE - CHURCH OF CHRIST DEVELOPMENT COMPANY LTD. 162 230 329 EASEMENT 162 324 080 AGREEMENT CHARGING LAND , ETC. CAVEATOR - FORTISALBERTA INC.

3. Legislative History and Higher Order Planning Documents

Regional Plan	None.
Edmonton Metropolitan Region Growth Plan	Identified within **Rural Area** of Metropolitan Region Structure.
Intermunicipal Development Plan	None.
Municipal Development Plan Bylaw 2017-14 (MDP)	In reference to Figures of the MDP (Exhibit F), the subject parcel is identified in the following classifications:

	Figure 7 – Development Concept Designation	Country Residential
	Figure 9 – Prime Agricultural Areas	☐Yes / ☒No
	Figure 11 – Prime Recreation and Tourism Areas	☒Yes / ☐No
	Figure 14 – High Priority Landscapes	☐Yes / ☒No
Woodbend-Graminia Area Structure Plan (ASP)	The Lands are governed by the Woodbend-Graminia ASP and are identified as within the "Mixed Use/Country Residential" (Exhibit E). o **Section 4.3.1** identifies the Institutional Uses as discretionary uses within the Mixed Use/Country Residential. o **Section 2.4.3** supports the continuation/expansion of an existing uses.	

4. Land Use Bylaw 2017-18 Regulation

Use Class Determination

Current Land Use District	Country Residential District
Description of Development	GraceLife Church Expansion
Determined Use Class	RELIGIOUS ASSEMBLY
Use Class Definition (LUB s.20.3)	*…means development owned by a religious organization used for worship and related religious, philanthropic or social activities and includes accessory rectories, manses, meeting rooms, classrooms, dormitories and other buildings. Typical facilities would include churches, chapels, mosques, temples, synagogues, parish halls, convents and monasteries.*
Is Use Class a Listed Use in District?	Discretionary
Applicable Specific Use Regulations	Not Applicable (N/A)

Chart 1: Applicable Parkland County Land Use Regulations:

s5.3.4(a)(ii)	A minimum Setback of 23.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.	The proposed development (Exhibit C) comply with the setback requirement and are situated more than 23.0m from the property line of an adjacent municipal road right-of-way.
s5.3.4(a)(iv)	A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.	The proposed development (Exhibit C) comply with the setback requirement described in the Transportation and Economic Corridor Permit (Exhibit H). As per Alberta Transportation approved permit condition #10 (Exhibit H), the proposed building(s) and storm water pond must be set back at least 40.0 metres from the highway property line. The proposed buildings and stormwater pond location exceed the 40.0m setback requirement.
s5.3.4(a)(v)	A minimum Setback of 6.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.	The proposed development (Exhibit C) comply with the setback requirement and are situated more than 6.0m from the side edge of the Parcel (south property line), not adjacent to any roadway.
s5.3.4(a)(vi)	A minimum Setback of 6.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.	The proposed development (Exhibit C) comply with the setback requirement and are situated more than 6.0m from the rear edge of the Parcel (east property line), not adjacent to any roadway.
s5.3.5(b)	Pursuant to the MDP, a biophysical assessment shall be required for a site proposed for a multi-Parcel subdivision or a major development if all or part of the site is located within areas defined as environmentally significant in the Environmental Conservation Plan, and may be required within 0.8 km of areas defined as environmentally significant in the Environmental Conservation Plan, or if the site contains natural features such as sloughs or extensive tree cover.	The desktop biophysical and Wetland Assessment and Impact Report (WAIR) has been submitted (Exhibit I) as part of this application, along with a copy of the Water Act Approval (Exhibit J). As indicated in the desktop biophysical, the proposed development is located in the sensitive wildlife species range for sensitive raptors and sharp-tailed grouse. However, Parkland County's Community Sustainability team reviewed the WAIR report and confirmed that the potential impacts to these species are unlikely due to unsuitable habitats and high levels of human disturbance. Additionally, servicing for this expansion project will include upgrades to the

		groundwater well for increased consumption. The submission included Phase I Groundwater Supply Assessment for Residential Subdivision (Exhibit N). The approved development permit has been conditioned to provide an approved groundwater well license obtained under the Water Act, including any conditions that may be placed on the water license that must be upheld.
s14.2.1(a)	Each required off-street parking space shall be a minimum of 2.6 m in width and a minimum of 5.5 m in length, exclusive of access driveways or aisles, ramps, columns, or office work areas.	The proposed development (Exhibit C) meets and exceeds the minimum requirements for parking space dimensions, with a width of 2.70m and a length of 5.5m.
s14.2.1(c)	Aisles shall be a minimum of 7.0 m wide for 90 degree parking; 5.5 m wide for 60 degree parking; and 3.5 m wide for 45 degree and parallel parking.	The proposed development (Exhibit C) meets and exceeds the minimum aisle space requirements. The proposed depth of the parking aisle for 90-degree parking is 7.5 meters.
s14.3.4 Table 14.3-4	Parking Requirements for Community, Educational, Recreational and Cultural Services Land Uses. Religious Assembly – 1parking space per 10 seats	The proposed development (Exhibit C) meets and exceeds the minimum parking requirements. With a total of 1,822 seats proposed, 183 parking stalls are required, and the proposed development provides 355 parking stalls.
s14.6.1	Parking spaces for physically disabled persons shall be located as close as possible to ramps, walkways, and building entrances.	To improve safety for individuals with physical disabilities, the proposed development (Exhibit C) has strategically placed seven barrier-free parking stalls near ramps, walkways, and building entrances.
s14.6.2	Parking shall be arranged in such a way that users of wheelchairs are not required passing behind parked cars.	The proposed parking stalls (Exhibit C) for individuals with physical disabilities provide direct access to ramps, sidewalks, and crosswalks, which enable wheelchair users to move without passing behind parked cars.
s14.6.3	For conditions requiring more than two (2) parking spaces for vehicles used by physically disabled persons, no more than two (2) stalls shall be placed	The development (Exhibit C) proposes a maximum of two parking stalls adjacent to each other for physically disabled persons. Each stall is located near the entrance of the existing or proposed building.

	adjacent to each other. If there are several accessible building entrances, a stall shall be located near each entrance.	
s14.6.4	Required number and design of parking spaces and loading zones for vehicles used by physically disabled persons for any use shall be included as part of and not in addition to, the applicable minimum parking requirement and shall conform to the requirements of the Alberta Building Code.	The proposed development (Exhibit C) complies with the Alberta Building Code (Exhibit L), which requires a minimum of five number of parking spaces for individuals with disabilities. However, the proposal goes beyond this requirement by offering seven stalls for persons with disabilities, thus exceeding the minimum parking standards.

5. Comments Received from Internal/External Circulation

Public Pre-Consultation Comments

Was public pre-consultation required prior to development permit application? ☒Yes / ☐No

If yes, was Public Engagement Summary submitted as part of application submittals? ☒Yes / ☐No

Referral Agency Comments

Agency	Response Received	Comments
Parkland County Fire Prevention Team	☒Yes / ☐No	Comments have been incorporated in Permit Conditions and Notes.
Parkland County Community Sustainability Team	☒Yes / ☐No	Comments have been incorporated in Permit Conditions and Notes.
Parkland County Engineering Services Team	☒Yes / ☐No	Comments have been incorporated in Permit Conditions and Notes.
Parkland County Offsite Levies Team	☐Yes / ☒No	No comments received
Enoch Cree Nation	☐Yes / ☒No	No comments received

6. Development Authority Decision

Reasons for Decision

In the opinion of the Development Authority, the proposed development on the Lands (W4-26-51-35-NW) meet the intent of the definition and regulations for Religious Assembly Expansion as required under Parkland County's Statutory Plan Policies and Land Use Bylaw 2017-18. The application included all required submission items as specified by the Development Authority. It was circulated to Parkland County's Fire Prevention, Community Sustainability, and Land Development Engineering work groups for review. The internal circulation revealed no concerns regarding the proposed development. In the Development Authority's opinion, the proposed development and the associated studies and reports adequately address the requirements for the Religious Assembly Use proposed at W4-26-51-35-NW.

The Development Authority took into consideration the following:

1. Parkland County's Land Use Bylaw 2017-18 Regulations:
    - Religious Assembly is a Discretionary Use within the CR – Country Residential District.
    - The proposed development complies with the requirements for Religious Assembly Use as detailed in Section 4, Chart 1 of this report.

2. Alignment with the Parkland County's Statutory Planning Policies
    - The Woodbend-Graminia Area Structure Plan designates the lands as 'Mixed Use/Country Residential' and recognizes Institutional Uses (Religious Assembly) as a discretionary use in these areas.
    - Additionally, section 2.4.3 of the ASP supports the continuation and expansion of existing uses.

3. Adjacent Land Use Compatibility and Technical Analysis
    - The proposed development is compatible with surrounding land uses. The Development Authority considered public concerns as detailed in the Public Engagement Summary Report (Exhibit M), the proposed expansion's distance from adjacent residential areas, and proposed landscaping measures to reduce visual impact. The Development Authority determined that the proposed development will not adversely affect the use and enjoyment of neighboring country residential properties.
    - The Traffic Impact Assessment (Exhibit G) concluded that no road infrastructure improvements are necessary. According to the assessment, the proposed development will not increase traffic during peak hours (AM or PM). Furthermore, Alberta Transportation and Economic Corridors approved the proposed development (Exhibit K) and accepted the recommendations of the Traffic Impact Assessment endorsed by the consultant on November 20, 2023.

7. Closing Statement

The Development Authority submits that the SDAB uphold the decision of the Development Authority to approve the Religious Assembly Expansion use at W4-26-51-35-NW.

EXHIBITS

Exhibit A: Development Permit Decision
Exhibit B: Location Map
Exhibit C: Proposed Development Plans
Exhibit D: Land Use Bylaw 2017-18 Excerpts
Exhibit E: Woodbend-Graminia Area Structure Plan (ASP) Excerpts
Exhibit F: Municipal Development Plan Bylaw 2017-14 Excerpts
Exhibit G: Transportation Impact Assessment
Exhibit H: Transportation and Economic Corridors Permit
Exhibit I: Wetland Assessment and Impact Report
Exhibit J: Water Act Approval
Exhibit K: Alberta Transportation and Economic Corridors Approval
Exhibit L: Accessibility Design Guide 2024
Exhibit M: Public Engagement Summary Report
Exhibit N: Phase I Groundwater Supply Assessment for Residential Subdivision

Prepared by: Parkland County Development Authority Click or tap here to enter text.

Exhibit A: Development Permit Decision

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20230804
Roll: 165002

Applicant(s)

Rob Chomiak
18708 80 Avenue NW
Edmonton, AB T5T 5B2

On July 18, 2024, the Development Authority deemed your application complete. In reviewing your application and associated submittals for the Development described as "GraceLife Church Expansion", the Development Authority determined the use to be for RELIGIOUS ASSEMBLY.

The subject property is located at 51529A RGE RD 262 , legally described as 2421282/1/2, NW-35-51-26-4 and is within the Country Residential District.

This Development Permit APPROVAL authorizes the RELIGIOUS ASSEMBLY as a DISCRETIONARY USE in accordance with Section 5.3.2 (e) of Parkland County Land Use Bylaw 2017-18. In accordance with Section 16.14.1 of Parkland County Land Use Bylaw 2017-18, this Development Permit is not valid unless and until:

- Any conditions, except those of a continuing nature, have been fulfilled; and,
- No notice of appeal has been served by the Applicant or adjacent landowners on the Subdivision and Development Appeal Board in accordance with the *Municipal Government Act* s.686(1).

This approval is subject to the following conditions:

CONDITIONS	
1.	Failure to comply with the conditions of this permit may result in the permit being cancelled and or revoked.
2.	The proposed development shall conform to the stamped approved plans and shall not be moved, altered or enlarged except where authorized or directed through this permit approval.
3.	Any proposed changes shall first be submitted for review by the Development Authority. Any changes considered substantial or inconsistent with this approval, as determined by the Development Authority, may require separate development permit approval.
4.	Prior to the issuance of the building permit, the applicant shall provide the following: - security in the amount of 100% of the cost estimate of the landscaping, as outlined in the approved plan. The security shall be in the form of an irrevocable letter of credit. This security shall be held to ensure that the landscaping is provided, installed and maintained in accordance with Parkland County's Land Use Bylaw 2017-18. Landscaping inspection / Security return can be requested following one growing season to ensure plantings are established.

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5.	GRADING/STORMWATER a. The applicant shall provide a stormwater report showing the area's drainage basin for the proposed development, the pre and post development flows, where the post development flows shall not exceed the pre development flows, and the discharge rate from the proposed stormwater management facility as per section 6.3. b. As per Policy C-PD17 – Lot Grading, the applicant must provide a Lot Grading Certificate to the Development Authority following the completion of work. c. Approval for filling and grading shall be time-limited to two (2) years. Upon expiry of the 2-year period, the applicant shall provide a Lot Grading Certificate to the Development Authority as per Lot Grading & Policy C-PD17 – Lot Grading. d. Engineering Services may request a post-construction survey that is representative of the completed work. At a minimum, grade stakes shall be established or approved by an Alberta Land Surveyor or qualified Professional Engineer, to confirm elevations of the Rough Grading and or Final Grading in correlation to the Lot Grading Plan and Grading Certificate. e. As per Parkland County Engineering Standards Section 1.6, all Erosion and Sediment Control (ESC) measures shall be in place prior to any site material disturbance and properly maintained during the life of the project. ESC plan to be updated/changed to show both the location and type of measures being used. Add control measure along the property lines adjacent to the area being stripped and graded. All measures shall be placed within the titled property. f. As per Section 6.2.3.2.2, the Applicant is responsible for Alberta Environment and Parks (AEP) Water Act approval and is required to support the discharge of stormwater to the stream to the Northwest. A copy of the approval must be provided to Parkland County for review and acceptance prior to construction commencement.
6.	APPROACH APPLICATION: a. Revisions to the submitted Engineering Drawings, as shown on the markups, shall be completed to show one approach to the proposed development. b. An Approach Application and receipts for associated fees and securities shall be submitted to Land Development Engineering for the removal of the existing approach on Range Road 262, 69.44m North of Sunset View Dr., and the construction of the proposed new approach that is in line with Sunset View Dr. c. This application has multiple approaches and thus, LDE shall accept one approach application fee to cover all approaches and removals, but each individual approach requires a separate security as per Parkland County's Fees and Charges Bylaw. d. This above approach conditions shall be deemed complete once LDE has accepted the approach application and received receipt of payment of the application fee and all related securities. e. Approaches shall not be constructed until a Notice to Proceed letter has been provided by Engineering Services following approach application review. The approach(es) shall be constructed to comply with Parkland County's Engineering Design Standards, to the satisfaction of Land Development Engineering. For reference see attached Detail 7.12 – Residential and Industrial Approaches. f. The Approach Application form can be found on the Parkland County website by typing "Approach Application" in the search field. For any questions or concerns please contact Land Development Engineering at LDE@parklandcounty.com or 1-780-968-8888 ext. 7313

DISCRETIONARY USE
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7.	APPROACH REMOVAL: Following receipt of a Notice to Proceed letter for the approach application: remove the existing Commercial approach to Range Road 262 [located 69.44m North of Sunset View Dr. as shown on the submitted site plan, dated June 27, 2024], restore ditch to pre-existing flow conditions and grades, place topsoil and seed. Ditch shall be restored to have positive grades so that standing water is minimized. A minimum allowable ditch grade shall be 0.6% as per Section 6.3.11.1.1. Upon completion, Applicant shall notify LDE@parklandcounty.com that completed work is ready for final inspection. Completed work shall be completed to the acceptance of Parkland County or authorized designate.
8.	VEGETATION: As per Parkland County Engineering Design Standards Section 6.3.9.17.3, prior to issuance of Parkland County acceptance of work, the Developer shall ensure that at a minimum 75% of the grass coverage and 30% of the non-grass emergent vegetation has been established. At Parkland County's discretion, the Developer may be responsible to submit vegetation survey by a qualified professional.
9.	Submit the approved groundwater well license obtained under the Water Act and any conditions that may be placed on the water license. Should conditions be placed on the water license, the conditions must be upheld.
10.	Submit a copy of the Siltation and Erosion Control Plan that will be submitted as part of a condition for Water Act approval DAUT0015908.
11.	Any impacts (not encompassed under Water Act approval DAUT0015908) to wetlands and watercourses, such as draining, infilling, or modifications require that a provincial Water Act approval application, along with a Wetland Assessment and Impact Report (WAIR), need to be completed and filed with Alberta Environment and Protected Areas before impacts occur.
12.	Implement weed control measures as required to address noxious or prohibited noxious weeds as they are present on the subject property and are regulated under the Alberta Weed Act. The desktop biophysical indicated that Canada thistle (Cirsium arvense) was present on site during the 2023 field survey.
13.	A pre-construction amphibian sweep must be completed as the Canadian toad and other amphibians may be present within the wetland areas as indicated in the Wetland Assessment and Impact Report. If any wildlife species is encountered, species-specific mitigation must be developed and implemented.
14.	Follow all recommendations provided in section 5.0 of the Geotechnical Investigation submitted as part of this development application.
15.	Follow all recommendations provided within the desktop biophysical and the WAIR submitted as part of this development application.
16.	There shall be adequate on-site parking for clients and employees.
17.	All drainage and grading improvements shall be in accordance with the approved site drainage/grading plan.
18.	As per Parkland County Policy C-AD-19 Dark Sky Outdoor Lighting all commercial and industrial outdoor lighting installations and outdoor luminary replacements requiring an electrical permit shall be Dark Sky compliant.
19.	No person shall place, replace, erect or use any sign without obtaining a sign permit, except as per Subsection 16.2 or where stated otherwise in the Land Use Bylaw 2017-18. The display or placement of signage on the premises shall be in accordance with Subsection 15.3 as per Parkland County's Land Use Bylaw 2017-18.
20.	The applicant is responsible to ensure compliance with the National Fire Code (Alberta Edition).
21.	The site shall be kept in a neat and orderly manner.

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20230804
Roll: 165002

The applicant is advised of the following permit notes:

PERMIT NOTES	
1.	All references made herein regarding Section # or Details, shall mean a reference to the Parkland County Engineering Design Standards (2015), unless otherwise specified.
2.	All fill material should be tested and free of deleterious material. All fill shall be free of contamination as defined in Table 1 of the Alberta Tier 1 Soil and Groundwater Remediation Guidelines. All fill shall be compacted to the geotechnical requirements and specifications of the Developers' Engineer. Quality control shall be the responsibility of the Developer.
3.	The applicant is responsible to ensure compliance with the Restrictive Covenant(s) registered on Title.
4.	The applicant is responsible to obtain any Provincial approval which may be required.
5.	The applicant is responsible to obtain building, plumbing, electrical, gas and private sewage permits which may be required. Permits must be obtained from Parkland County.
6.	The applicant is responsible to ensure compliance with the Alberta Wildlife Act and the Migratory Birds Convention Act.
7.	The applicant is responsible to ensure compliance with the Environmental Protection & Enhancement Act regarding dust and air quality.
8.	It is the applicant's responsibility to contact Alberta Utility Safety Partners (formerly Alberta One-Call) at 1-800-242-3447 or www.clickbeforeyoudig.com before any ground disturbance.
9.	The applicant shall be responsible for the repairing and landscaping of any portion of the County road allowances disturbed during the development of the lands.
10.	The business shall not generate noise, smoke, steam, odour, dust, fumes, exhaust, vibration, heat, glare or refuse matter considered offensive or excessive by the Development Authority.
11.	The area of the approved development shall be landscaped in a manner to prevent any surface run-off onto adjacent properties.
12.	As per Parkland County Lot Grading Policy (C-PD17) no person or owner shall cause or allow the Surface Elevation or Surface Grade on a Lot or County Property to be altered, or otherwise complete any grading on a Lot or County Property, unless a Lot Grading Plan has been approved by the CAO" (or their designate).
13.	As detailed in Section 1.4.5, it is recommended that all fill areas be compacted to the standard established in a Geotechnical Report, prepared by a qualified Profession Geotechnical Engineer registered in good standing with APEGA.
14.	A haul agreement with Public Works is required for any material or heavy equipment being hauled onto or off site on County roadways. Contact Shawn Satz at 780-968-8888 ext. 8217 or shawn.satz@parklandcounty.com.
15.	The SWMF comply with Parkland County Engineering Design Standards, Section 6.3, and Standard Detail 6.1.
16.	All water and sanitary servicing comply with Parkland County Engineering Design Standards. Water depth of bury shall be 3.0m and sanitary depth of bury shall be 2.75m. If the standard depth of bury cannot be achieved, the services are to be insulated as specified in the Parkland County Engineering Design Standards, drawing detail 5.6.
17.	Any future clearing activities should be timed to occur outside of the timing window for nesting/breeding birds (generally April 14 to August 28) as per the Migratory Birds Convention Act. If vegetation clearing is required during this period, a nest sweep should be completed by a qualified biologist prior to and within seven days of construction to confirm that no active nests or breeding birds are present.?
18.	The applicant may wish to consider substituting the selected species in their landscape design with native species as they are better suited for the regional climate.
19.	There are specific legal considerations regarding the pruning of Elm trees (a pruning restriction is in effect from April 1 to September 30) and potential pest problems that could arise if the trees are not adequately watched and maintained. The developer is recommended to look into the species of trees they have selected and the typical pests and diseases associated with them, make sure there is a long-term care plan in place, and understand the costs involved for arborists or groundskeepers to properly care for these trees.

DISCRETIONARY USE
APPROVED DEVELOPMENT PERMIT

Application No: PLDPC20230804
Roll: 165002

20.	The applicant should consider using low impact development designs into their development such as, bioswales, permeable pavement, rainwater harvesting, xeriscaping etc.
21.	It is important to ensure that emergency access for the fire department is always clear throughout construction or demolition activities. A fire watch must be established according to the National Fire Code (AE) should fire alarm or suppression systems become inoperable at any point. Throughout construction and demolition, fire-rated assemblies must be preserved. A Fire Safety Plan must be revised and shared with all building occupants, reflecting any modifications to fire systems, suppression, exit routes, or egress. During hot work activities, precautions should be taken when individuals are in the building. Prioritizing measures to address fire hazards or other unsafe activities while the building is occupied is essential.

This decision was issued on November 15, 2024

If no notice of appeal is served**, the permit will come into effect on**:
(December 07, 2024)

Aman Jhawer
Development Authority

The development must be started and diligently pursued within **twelve (12) months** from the Date of Decision, unless otherwise specified on this development permit approval or in the conditions of the development permit approval. If the authorized development is not commenced, the approval ceases and this permit is deemed void, expired and without effect

DO YOU WISH TO APPEAL THIS DECISION?

This decision may be appealed to the Subdivision and Development Appeal Board within twenty-one (21) days after the Date of Decision pursuant to Section 686 of the *Municipal Government Act, RSA 2000, CM-26*.

For inquiries regarding the appeal process or to submit an appeal, please contact Parkland County Legislative Services at 780-968-8471 or SDAB@parklandcounty.com. Parkland County requires that a non-refundable fee of $**200.00** must be paid for an appeal served on the Subdivision and Development Appeal Board by the applicant.

Exhibit B: Location Map



parkland county | click

Parkland County - CLICK

Notes: Custom Notes

Created By: Enter your name

Created On: Jan 21, 2025

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION OR LEGAL PURPOSES

1: 11,281

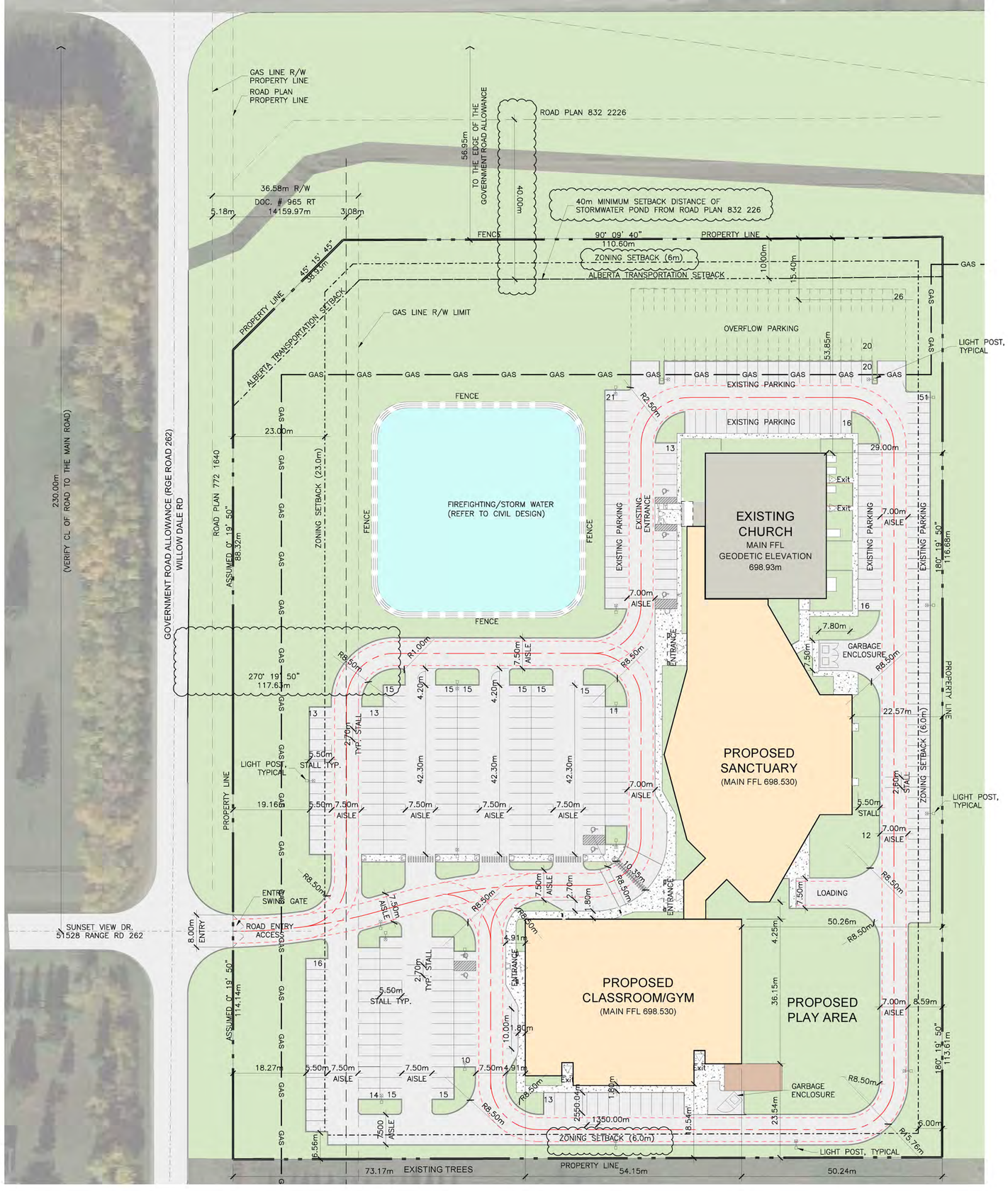
Revised Attachment 2 to Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804

© Parkland County


Legend
Provincial Highways
Paved Surface Highway
Gravel Surface Highway
County Roads
Paved Surface Road
Gravel Surface Road
Paved Surface Road - Under Developer War
Gravel Surface Road - Under Developer War
Non-County Roads
Paved Surface Road
Gravel Surface Road
TWP and RGE Road Names
Flagged Properties
Parcels
Parkland County Crown Lease
Crown Land
County Land
Municipalities/Hamlets (Large Scale)
Industrial Areas
Provincial Boundaries
Natural Area/Crown Reserve
Grazing Reserve
Provincial Park
Indian Reserves
Railways
Rivers, Streams and Creeks
Major
Minor
Lakes


Legend
Provincial Highways
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Provincial Park
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Minor
Lakes

Exhibit C: Proposed Development Plans



Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804



FIRE WATER CALCULATION

EXISTING CHURCH

BUILDING VOLUME: 8,192.2 m^3
REQUIRED SPATIAL COEFFICIENT: 1.5
WATER SUPPLY COEFFICIENT: 15

THEREFORE:
Q = 8,192.2 x 1.5 x 15 = 184, 325 Liters

PROPOSED SANCTUARY

BUILDING VOLUME: 22,088.0 m^3
REQUIRED SPATIAL COEFFICIENT: 1.5
WATER SUPPLY COEFFICIENT: 15

THEREFORE:
Q = 22,088.0 x 1.5 x 15 = 496,980 Liters

PROPOSED CLASSROOM/GYM

BUILDING VOLUME: 11,744.0 m^3
REQUIRED SPATIAL COEFFICIENT: 1.5
WATER SUPPLY COEFFICIENT: 19

THEREFORE:
Q = 11,744.0 x 1.5 x 19 = 334,704 Liters

TOTAL	1,016,009.0 Liters
EXISTING CISTERN	−155,000.0 Liters
NEW FIRE WATER SUPPLY REQUIRED	861,009.0 Liters

SITE DEVELOPMENT ANALYSIS:

Legal Address: Lot 2
Block 1 Plan 2421282
NW-35-51-26-4

Municipal Address: 51529A Range Road 262,
Parkland County, AB

District: (CR) Country Residential District

Land Use: Discretionary Use

Building Classification: Existing Church – Religious Assembly
Proposed Sanctuary Bldg – Religious Assembly
Proposed Classroom/Gym Bldg. – Educational Services

SITE AREA
Lot 1A = 20,200m2 (2.02 Ha)
Lot 1B = 20,200m2 (2.02 Ha)
TOTAL: 40,400m2 (4.04 Ha)

FLOOR AREA
Existing Church
Main Floor: 1,125m2
Lobby Mezzanine: 82m2
Sanctuary Mezzanine: 37m2
1,244m2
Proposed Sanctuary
Main floor 2,645m2
Balcony Seating 698m2
3,343m2
Proposed Classroom/Gym
Floor Area 2,114m2
Total Floor Area 6,701m2

SITE COVERAGE F.A.R.
6,701m2./40,400m2 = 0.166 (17%)

MINIMUM SETBACK
North: 45.7m
South: 6.1m
East: 6.1m
West: 23m

BUILDING HEIGHT
Existing Church 8.60m
Proposed Sanctuary 25.70m
Proposed Classroom/GYM 9.55m

OCCUPANT LOAD
Existing Church: Existing 348 Seats/Occupants
Proposed Classroom/Gym Bldg:
Required classroom floor Area per person: 1.85sqm/student
Provided Classroom floor area: 52m2, Typical
Maximum No. of Students: (52m2 / 1.85m2) x 13 Classrooms=365 Students
No. Employees: 20 Approx.
Total 385 Occupants
Proposed Sanctuary Bldg:
Provided No. of Seats 1,474 Seats max (Greatest Occupant load)

PARKING REQUIREMENT
Note: Occupancy of proposed buildings on site is nonconcurrent, therefore calculation is based on the occupancy with the greatest number of persons/occupants.

Proposed Sanctuary Bldg. with greatest occupant load:	1,474 Seats
Existing Church occupant load:	348 Seats
Total Occupant load	1,822 Seats
Parking Requirement for Religious Assembly: 1 parking space per 10 Seats	
Required No. of Stalls (1,822 / 10):	183 Regular Stalls
Required Number of Barrier Free Stalls (51–100 req'd Stalls):	4 Barrier Free Stalls
Required Total Number of Stalls:	187 Stalls
Provided Number of Regular Stalls:	355 Stalls
Provided Overflow Parking Stalls:	46 Stalls
Provided Number of Barrier Free Stalls:	8 Barrier Free Stalls
Provided Total number of Stalls:	409 Stalls

1 / A1.1 SITE PLAN
1:500

Frank HILBICH architect inc.
3731A - 98 STREET
EDMONTON, AB
(780) 485-5060
www.fhai.ca

DO NOT SCALE THIS DRAWING

VERIFY ALL DIMENSIONS, DATUMS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. REPORT ANY DISCREPANCIES OR OMISSIONS TO THE ARCHITECT IMMEDIATELY.

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REVISIONS

ISSUED FOR REVIEW	06.12.2023
ISSUED FOR DP	27.10.2023
ISSUED FOR REVIEW	02.01.2024
REISSUED	27.06.2024
REISSUED	09.09.2024

FRANK M. HILBICH REGISTERED ARCHITECT ALBERTA
2024-09-12

FRANK HILBICH ARCHITECT INC.
PERMIT No. AC 10214
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

PROJECT

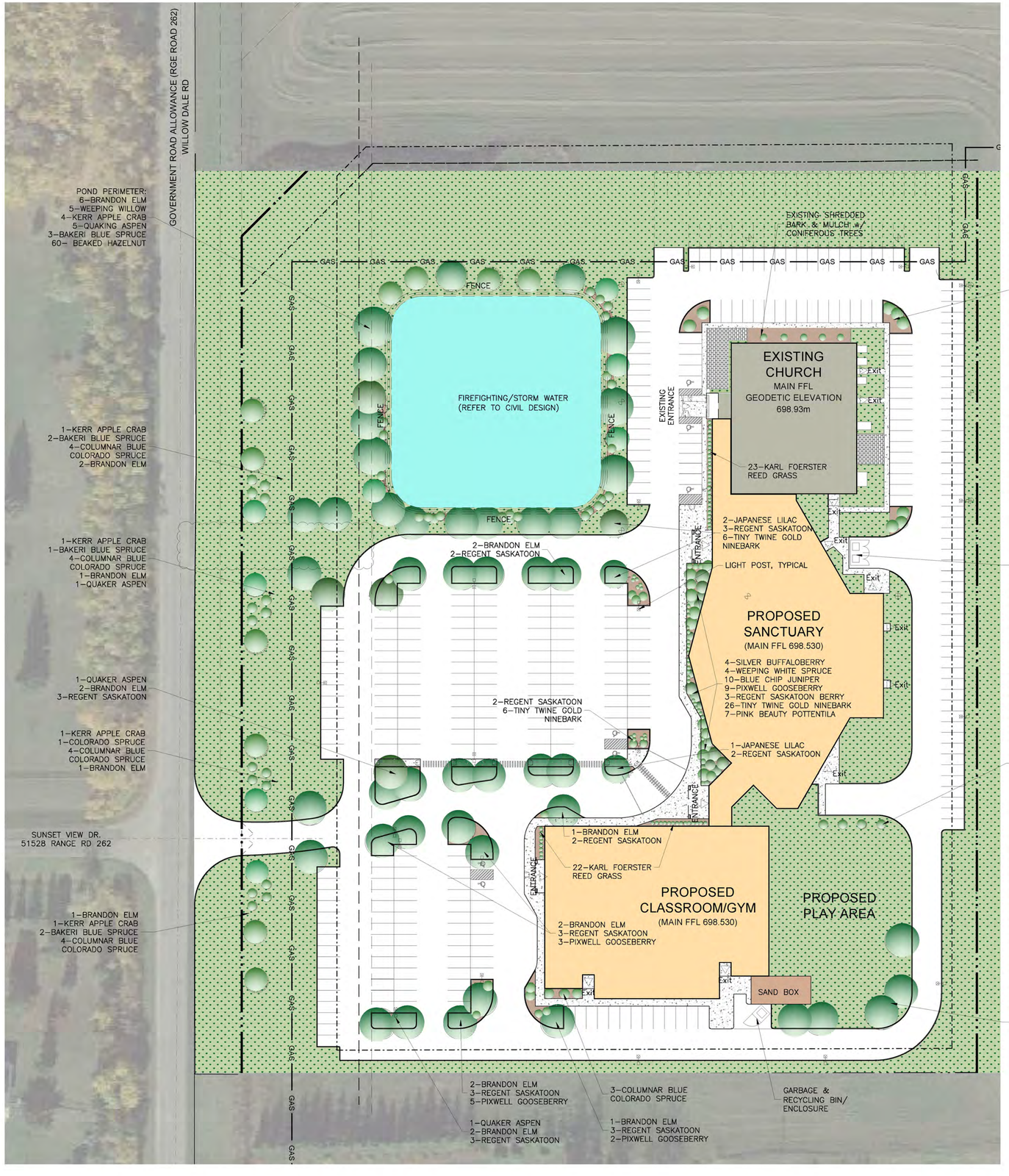
GraceLife Church

51529A Range Road 262, Parkland County, AB

DRAWING TITLE

SITE PLAN

SCALE:	AS NOTED
DATE:	SEPTEMBER 9, 2024
PROJ. No.:	23-08
DWG. #	A1.1



1 / L1.1 LANDSCAPE PLAN
1:500

SITE NOTES - IDENTIFICATION OF ADJACENT SITE USES :

NORTH SIDE ROAD PLAN 073 5361: AGRICULTURAL, IN RESERVE FOR EXPANSION OF HWY 627

EAST SIDE: AGRICULTURAL - EDMONTON CORN MAZE

SOUTH SIDE: PRIVATE LOT - RESIDENTIAL PROPERTY TO BE DEVELOPED

WEST SIDE: RANGE ROAD 262.

SETBACK AREA LANDSCAPE CALCULATION

	Overall Site Width (m)	Total Site Access (m)	Less the adjacent Setback/s(m)	Required Setback per Zoning(m)	Total Yard Area(m2)
West Property Line	202.178m	16m (8m x 2 access)	6.5m	23m	4,132.59m2
South Property Line	177.65m	-	-	6.5m	1,154.725m2
East Property Line	230.28m	-	21.5m (6.5+15)	6.0m	1,252.68m2
North Property Line	110.60m	-	-	15.0m	1,659.00m2
NorthWest Corner Property Line	38.93m	-	-	15.0m	583.95m2
				Total	8,782.945m2

LEGEND

TREE
- BRANDON ELM
- QUAKING ASPEN
- QUAKING ASPEN
- JAPANESE LILAC
- KERR APPLE–CRAB
- BAKERI BLUE SPRUCE
- COLUMNAR BLUE COLORADO SPRUCE
- EXISTING CONIFEROUS TREE
- EXISTING DECIDUOUS TREE

SHRUB
- SILVER BUFFALOBERRY
- BEAKED HAZELNUT
- TINY TWINE GOLD NINEBARK
- KARL FOERSTER REED GRASS
- REGENT SASKATOON BERRY
- PIXWELL GOOSEBERRY
- BLUE CHIP JUNIPER
- STANDING OVATION SERVICE BERRY
- PINK BEAUTY POTENTILLA

- CONCRETE SIDEWALK
- SOD/SEED LANDSCAPING
- SHREDDED BARK MULCH BED
- ROCK BEDS c/w LANDSCAPE EDGERS BETWEEN SOD&MULCH BEDS, INSTALLED STRAIGHT&TRUE.
- EXISTING STONE PAVEMENT
- ASPHALT

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PROJECT

GraceLife Church

51529A Range Road 262, Parkland County, AB

DRAWING TITLE

LANDSCAPE PLAN

SCALE:	SCALE
DATE:	SEPTEMBER 9, 2024
PROJ. No.:	23-08
DWG. #	L1.1

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North Property Line	110.60m	-	-	15.0m	1,659.00m2
NorthWest Corner Property Line	38.93m	-		15.0m	583.95m2
				Total	8,782.945m2

PLANTING SCHEDULE:

QUANTITY	BOTANICAL NAME	COMMON NAME	MATURE SIZE	COMMENTS
DECIDUOUS TREES				
5–	SALIX "PRAIRIE CASCADE"	PRAIRIE CASCADE WEEPING WILLOW	15.m(50')HIGH x 9.1m(30')SPREAD	
37–	ULMUS AMERICANA 'BRANDON'	BRANDON ELM	12m(40')HIGH X 7.6m(25')SPREAD	
8–	POPULUS TREMULA 'ERECTAC'	QUAKER ASPEN	15.m(50')HIGH x 9.1m(30')SPREAD	
3–	SYRINGA RETICULATA	JAPANESE TREE LILAC	6m(20')HIGH X 6m(20')SPREAD	
8–	MALUS "KERR"	KERR APPLE CRAB	4.5m(15') HIGH x 4.5m(15')SPREAD	
CONIFEROUS TREES				
4–	PICEA GLAUCA "PENDULA"	WEEPING WHITE SPRUCE	5.5m(18') HIGH x 1.2m(4') SPREAD	2.5m HEIGHT MIN, B&B
23–	PICEA PUNGENS "FASTIGIATA"	COLUMNAR BLUE COLORADO SPRUCE	6.1m(20') HIGH x 2.4m(8') SPREAD	
6–	PICEA PUNGENS "BAKERI"	BAKERI BLUE SPRUCE	9.15m(30') HIGH x 4.25m(14') SPREAD	
DECIDUOUS SHRUBS				
38–	PHYSOCARPUS OPULIFOLIUS "SMNPOTWG"	TINY WINE GOLD NINEBARK	0.9m(3') HIGH x 0.9m(3') SPREAD	5 MAJOR BASAL BRANCHES, 2gal POT
7–	POTENTILLA FRUTICOSA "PINK BEAUTY"	PINK BEAUTY POTENTILLA	0.7m(30") HIGH x 0.7m(30") SPREAD	5 MAJOR BASAL BRANCHES, 2gal POT
4–	SHEPHERDIA ARGENTEA	SILVER BUFFALOBERRY	3.0m(10') HIGH x 3.0m(10') SPREAD	5 MAJOR BASAL BRANCHES, 2gal POT, PROVIDE 2 MALE & 2 FEMALE PLANTS
39–	AMELANCHIER ALNIFOLIA "REGENT"	REGENT SASKATOON	1.5m(5')HIGH x 1.5m(5') SPREAD	
24–	RIBES "PIXWELL"	PIXWELL GOOSEBERRY	1.1m(4') HIGH X 1.1m(4') SPREAD	
50–	CORYLUS CORNUTA	BEAKED HAZELNUT	1.5m(5')HIGH x 1.5m(5') SPREAD	
CONIFEROUS SHRUBS				
10–	JUNIPERUS HORIZONTALIS "BLUE CHIP"	BLUE CHIP JUNIPER	0.2m(8") HIGH x 1.2m(4') SPREAD	5 MAJOR BASAL BRANCHES, 5gal POT
PERENNIALS				
45–	CALAMAGROSTIS x ACUTIFLORA	KARL FOERSTER REED GRASS	1.2m(4') HIGH x 0.8m(32") SPREAD	1gal POT

EXISTING TREES

No	TREE TYPE	TRUNK DIA.	CANOPY DIA.	HEIGHT
#1	DECIDUOUS (CONFIRM ONSITE)			
#2	CONIFEROUS (CONFIRM ONSITE)			

NOTES: B&B = BALL & BURLAP


SILVER BUFFALOBERRY (10'h x 10'spread)


BEAKED HAZELNUT (5'h x 5'spread)


KARL FOERSTER REED GRASS (4'h x 32"spread)


TINY WINE GOLD NINEBARK (3'h x 3'spread)


PIXWELL GOOSEBERRY (4'h x 4'spread)


REGENT SASKATOON (5'h x 5'spread)


BLUE CHIP JUNIPER (8"h x 4'spread)


PINK BEAUTY POTENTILLA (30"h x 30"spread)


BRANDON ELM TREE (40'h x 25'spread)


BAKERI BLUE SPRUCE (30'h xx14'spread)

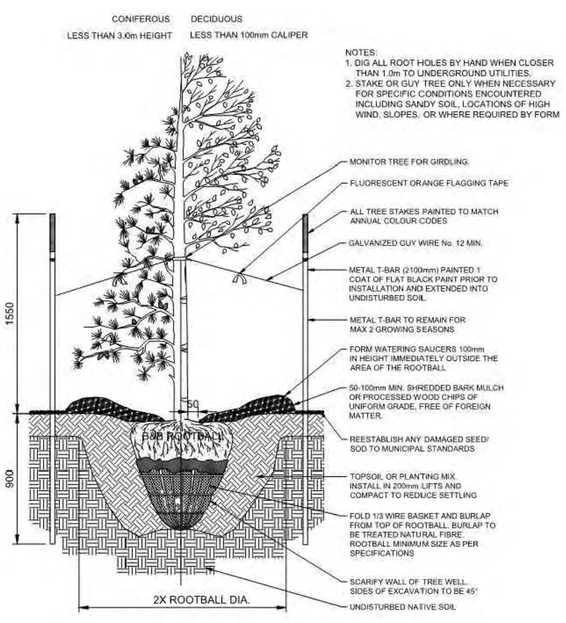

COLUMNAR BLUE COLORADO SPRUCE (20'h x 8' SPREAD)

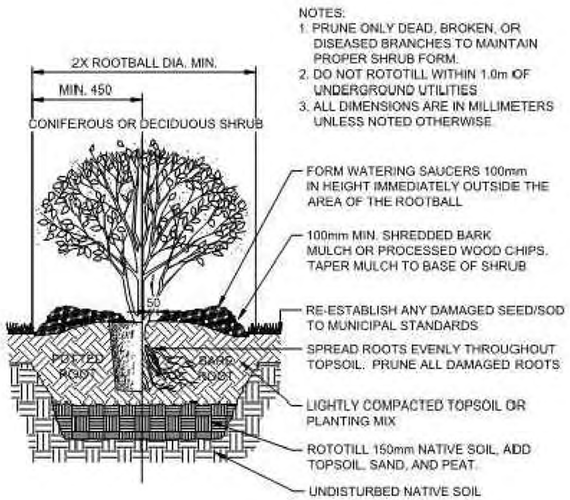

JAPANESE LILAC (20'h x 20'spread)


WEEPING WILLOW (50'h x 30'spread)


QUAKING ASPEN (35'h x 8'spread)


WEEPING WHITE SPRUCE (18'h x 4'spread)





PLANTING NOTES:

CONTRACTOR TO NOTIFY CONSULTANT FOR SELECTION OF ALL TREES AT LOCAL NURSERY. ALL TREES TO APPROVAL OF CONSULTANT.

ONLY NURSERY GROWN PLANT MATERIAL WILL BE ACCEPTED. ALL PLANTS SHALL BE No.1 GRADE NURSERY STOCK AND CONFORM TO STANDARDS OF THE CANADIAN NURSERY TRADES ASSOCIATION AND THE LANDSCAPE ALBERTA NURSERY TRADES ASSOCIATION.

PRIOR TO INSTALLATION OF TREES AND SHRUBS THE CONSULTANT WILL APPROVE STAKING OF ALL TREES AND SHRUB BEDS. CONTRACTOR TO NOTIFY CONSULTANT 48hr PRIOR TO INSPECTION.

IF EXCAVATIONS ARE REQUIRED CLOSER THAN 1.0m TO UNDERGROUND POWER, PHONE, CABLE AND GAS ALIGNMENTS, HAND DIGGING UNDER THE SUPERVISION OF THE AFFECTED UTILITY IS REQUIRED. THE CONTRACTOR SHALL NOTIFY THE CONSULTANT AND THE APPROPRIATE UTILITY TO APPROVE, REVIEW AND DEFINE SAFE PROCEDURES FOR THESE EXCAVATIONS.

SUBSTITUTION OF PLANT MATERIAL TO APPROVAL OF CONSULTANT.

ENSURE ALL TREES HAVE A STRONG SINGLE LEADER AND ARE STRAIGHT BODIED, NICELY GROWN TREES WITH A TYPICAL SHAPE.

TREES PLANTED IN STRAIGHT LINES WITH EQUAL SPACING WHERE APPLICABLE.

ALL SHRUBS BEDS c/w 300mm (12") MIN. DEPTH LIGHTLY COMPACTED CLASS 'B' TOPSOIL.

EDGING: USE PERMALOC CLEAN LINE ALUMINUM LANDSCAPE EDGING BETWEEN SOD AND ALL PLANTING BEDS, AND BTWEEN MULCH BEDS & ROCK BEDS. NO EDGING IS REQUIRED FOR SINGLE TREES IN GRASS AREAS.

MULCH: USE 100mm (4") DEPTH MIN. SHREDDED WOOD MULCH FOR TREES, SHRUB AND PERENNIAL BEDS.

NO LANDSCAPE FABRIC REQUIRED FOR SHREDDED WOOD MULCH AREAS UNLESS NOTED OTHERWISE.

ROCK BEDS: USE 50–100mm (2"–4") RIVER ROCK, 100mm (4") DEEP MINIMUM, SET ON LANDSCAPE FABRIC LINER. ENSURE LINER IS FULLY COVERED AND NO LINER IS VISIBLE THROUGH ROCK.

IRRIGATION: LANDSCAPED AREAS WILL NOT BE IRRIGATED.

ALL LANDSCAPE CONSTRUCTION AND MAINTENANCE TO BE COMPLETED BUT NOT LIMITED TO MINIMUM STANDARDS OF MOST RECENT EDITION OF CITY OF EDMONTON DESIGN AND CONSTRUCTION STANDARDS.

LEGEND

NATURALIZATION SEED MIX

NEW SOD ON 150mm COMPACTED TOPSOIL

BARK MULCH PLANTING BEDS

ROCK BEDS c/w LANDSCAPE EDGERS BETWEEN SOD&MULCH BEDS, INSTALLED STRAIGHT&TRUE.

SIDEWALK OR PATH OF ASPHALT

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ISSUED FOR REVIEW	06.12.2023
ISSUED FOR REVIEW	02.01.2024

FRANK M. HILBICH REGISTERED ARCHITECT

2024-09-12

FRANK HILBICH ARCHITECT INC.
PERMIT No. AC 10214
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

PROJECT

GraceLife Church

51529A Range Road 262, Parkland County, AB

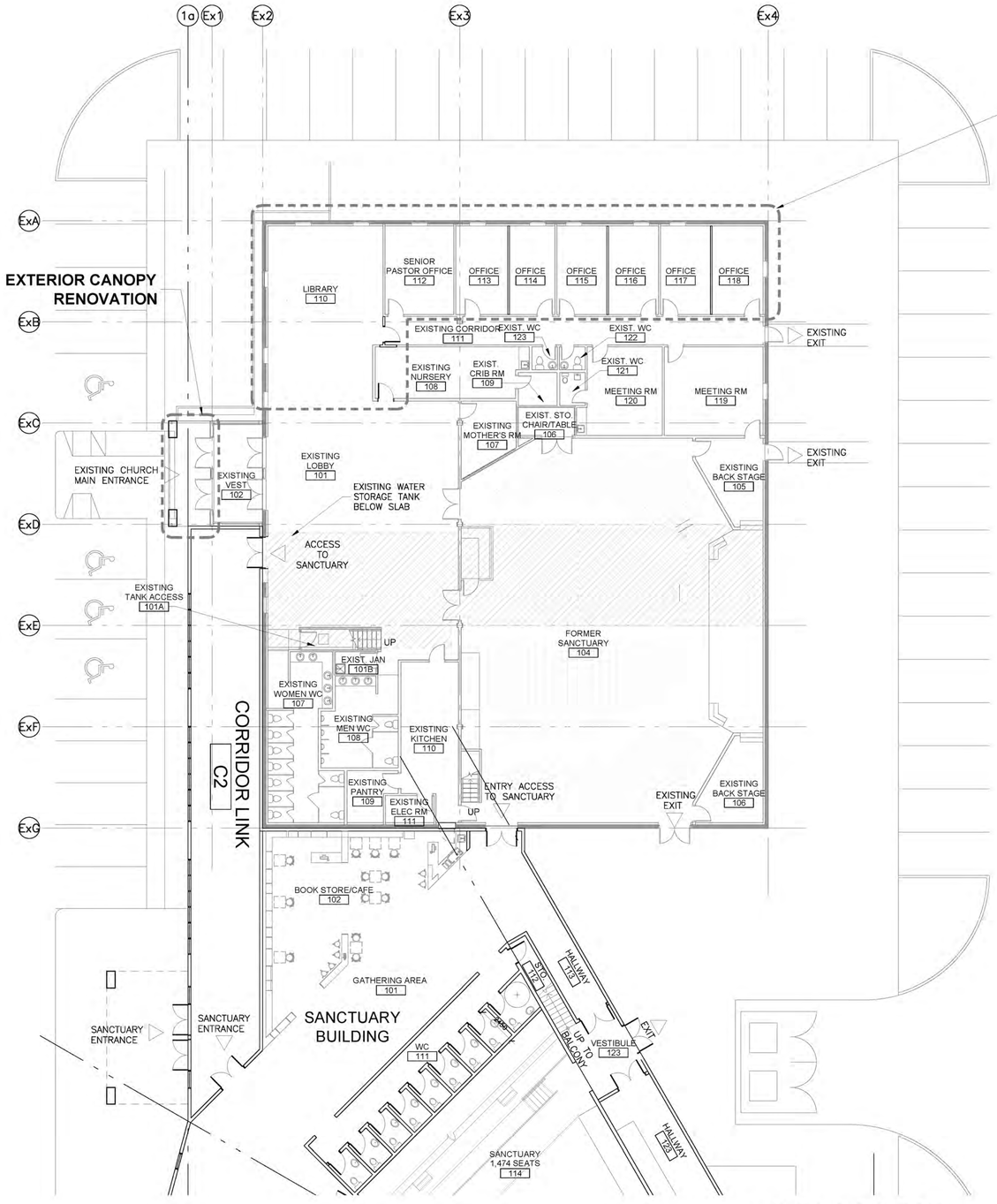
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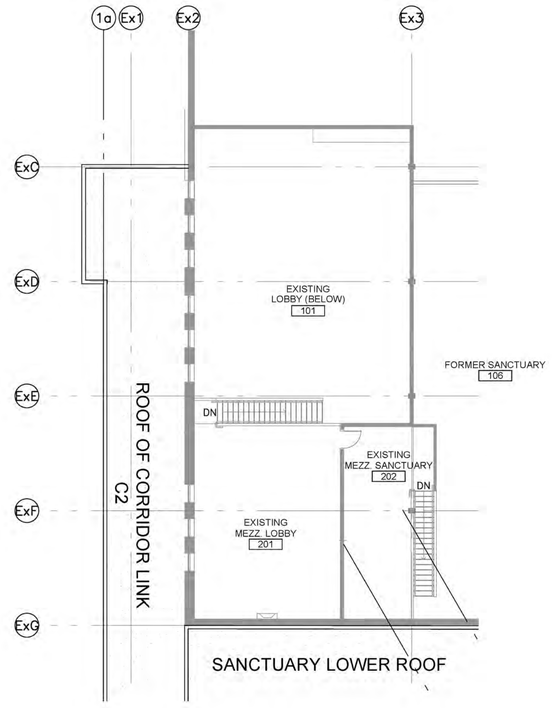
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DATE:	JANUARY 02, 2024
PROJ. No.:	23-08

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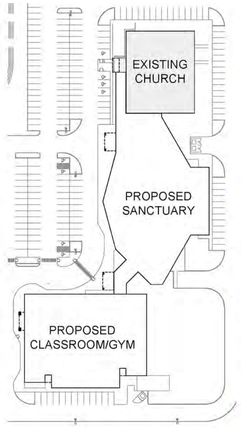


1 / A2.1 EXISTING CHURCH MAIN FLOORPLAN
1:150



2 / A2.1 EXISTING CHURCH MEZZANINE PLAN
1:150

KEY PLAN



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REVISIONS

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FRANK M. HILBICH REGISTERED ARCHITECT ALBERTA

2024-09-12

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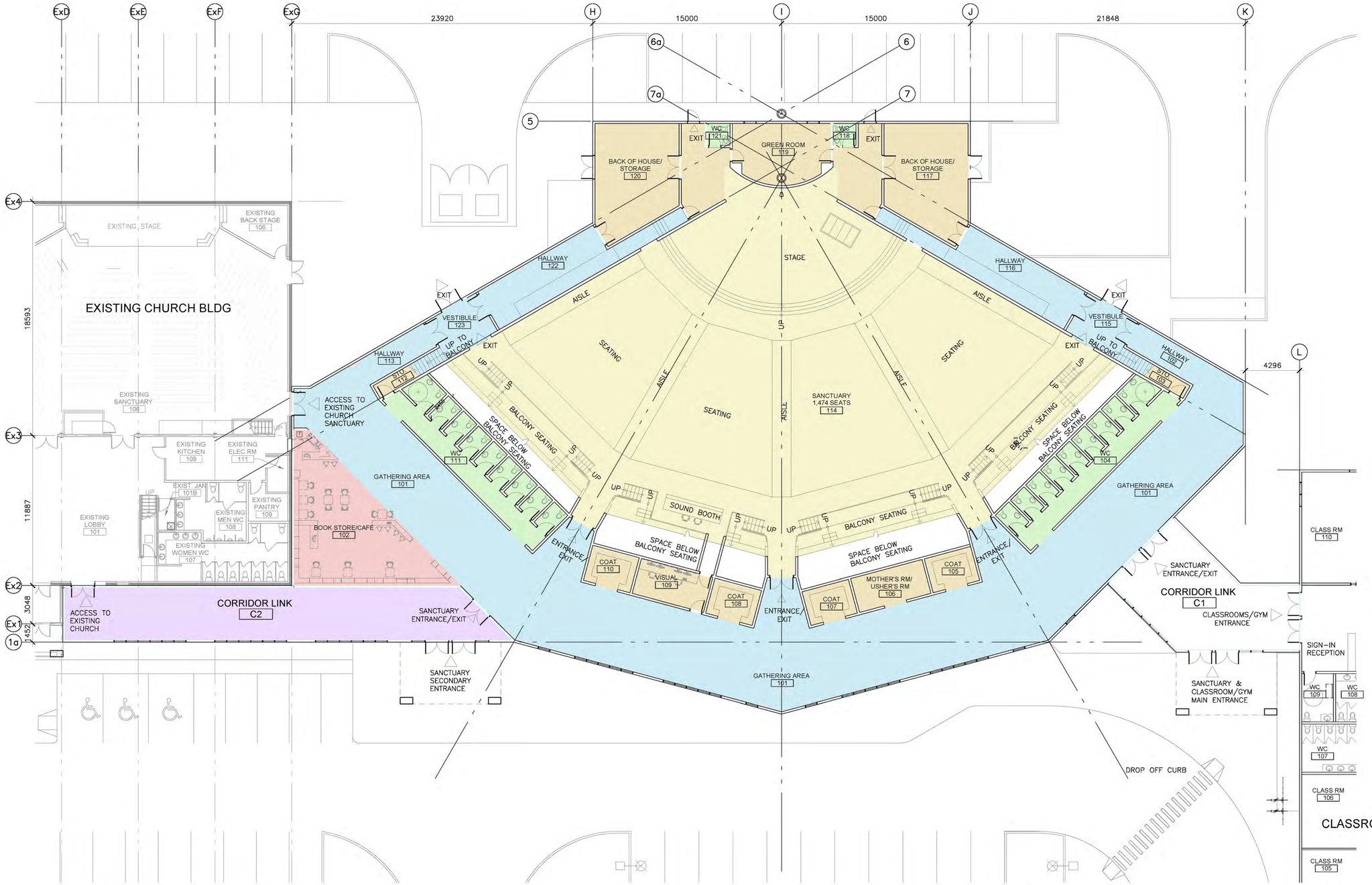
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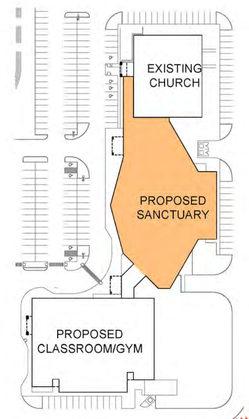
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PROJ. No.:	23-08

DWG. #

A2.1

Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804





KEY PLAN

1 / A2.3 SANCTUARY FLOORPLAN
1:150

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PROJECT

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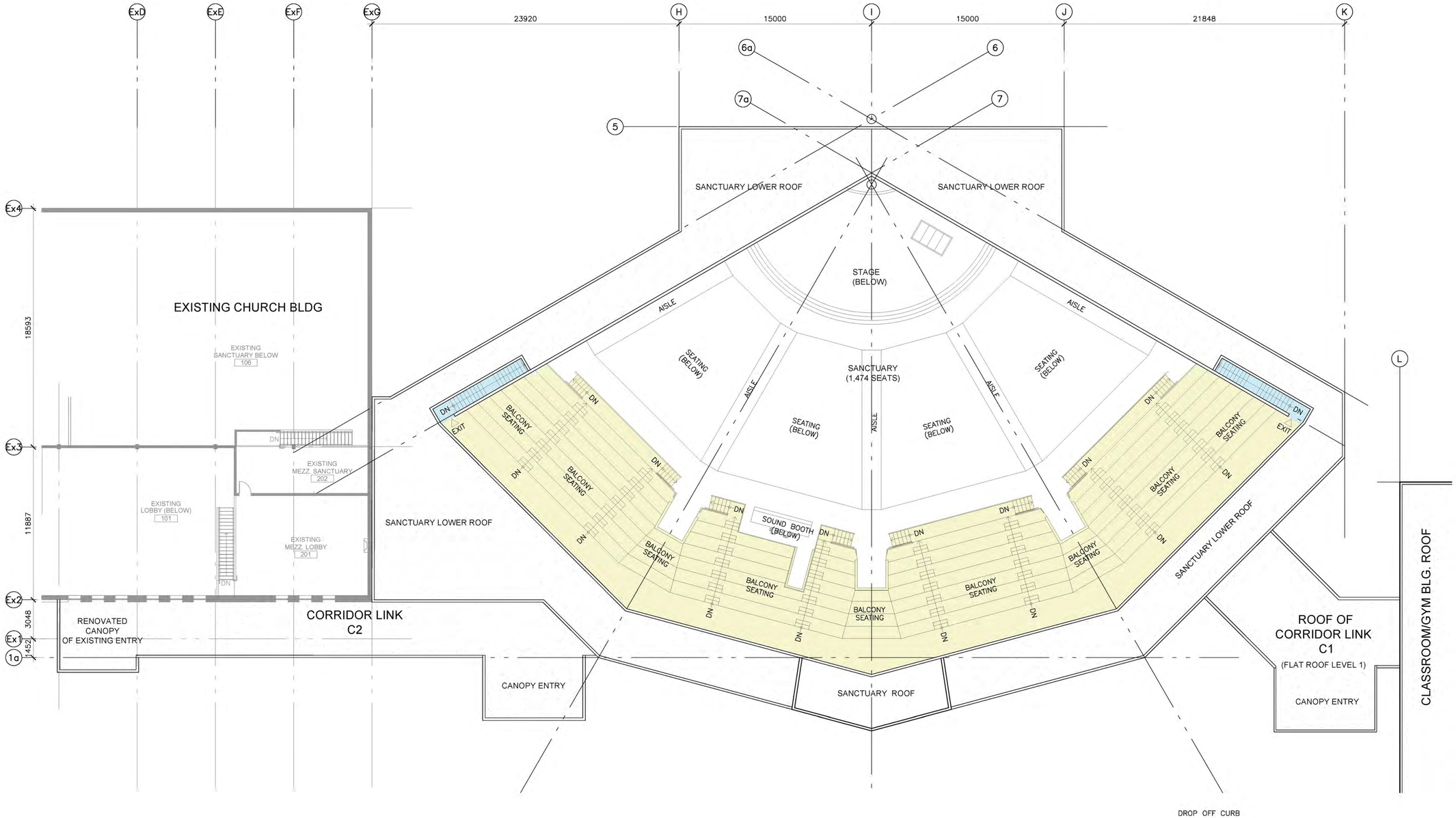
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DATE:	OCTOBER 27, 2023
PROJ. No.:	23-08

DWG. #

A2.3

Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804



1 / A2.4 BALCONY SEATING FLOORPLAN
1:150

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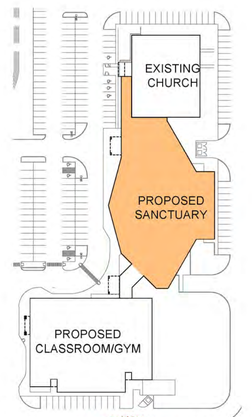
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KEY PLAN

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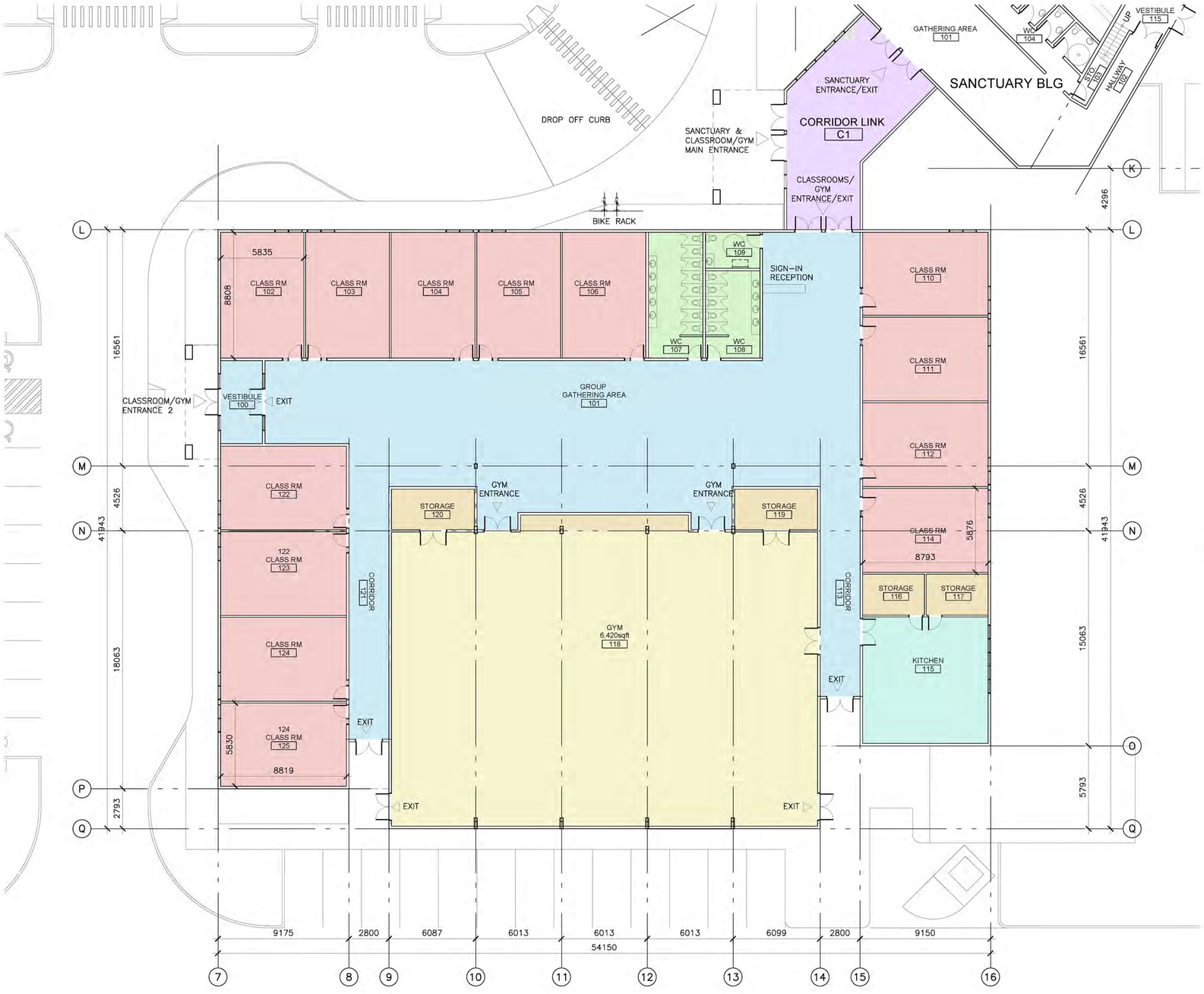
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DATE:	OCTOBER 27, 2023
PROJ. No.:	23-08

DWG. #

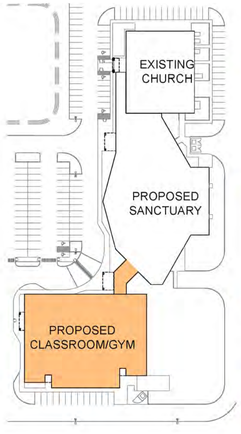
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Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804



1 A2.6 CLASSROOM/GYM FLOORPLAN
1:150

KEY PLAN



NOTE: PROPOSED BUILDING WITH CLASSROOMS IN IT IS DESIGNED FOR SUNDAY SCHOOL USE ONLY.

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ISSUED FOR REVIEW	06.12.2023
ISSUED FOR DP	27.10.2023
ISSUED FOR REVIEW	02.01.2024
REISSUED	27.06.2024
REISSUED	09.09.2024

FRANK M. HILBICH REGISTERED ARCHITECT ALBERTA

2024-09-12

FRANK HILBICH ARCHITECT INC.
PERMIT No. AC 10214
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PROJECT

GraceLife Church

51529A Range Road 262, Parkland County, AB

DRAWING TITLE

CLASSROOM/GYM FLOORPLAN

SCALE:	SCALE
DATE:	SEPTEMBER 9, 2024
PROJ. No.:	23-08

DWG. #

A2.6

Revised January 23, 2025 Additional Information Pages 359-364
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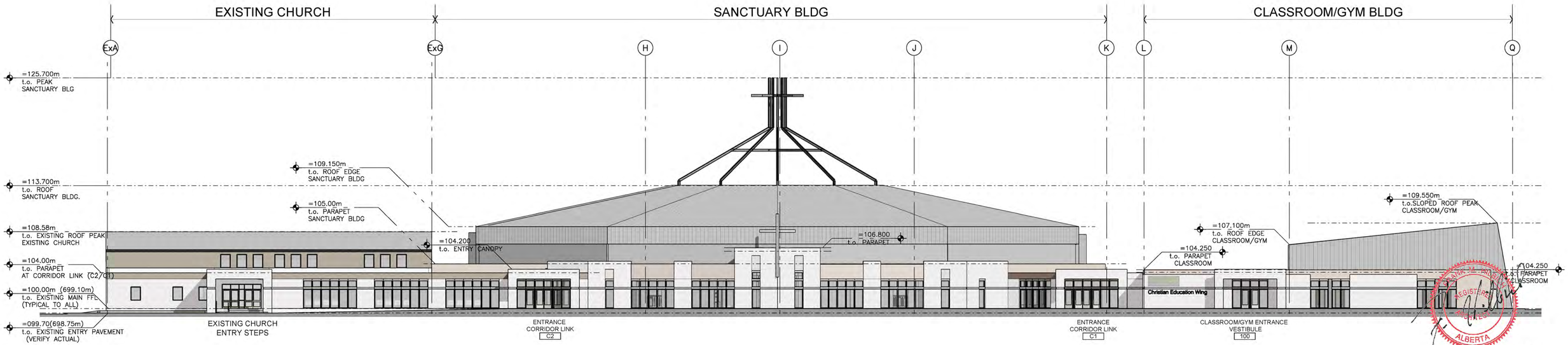
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1
A3.1

OVERALL WEST ELEVATION

1:200

2024-09-12

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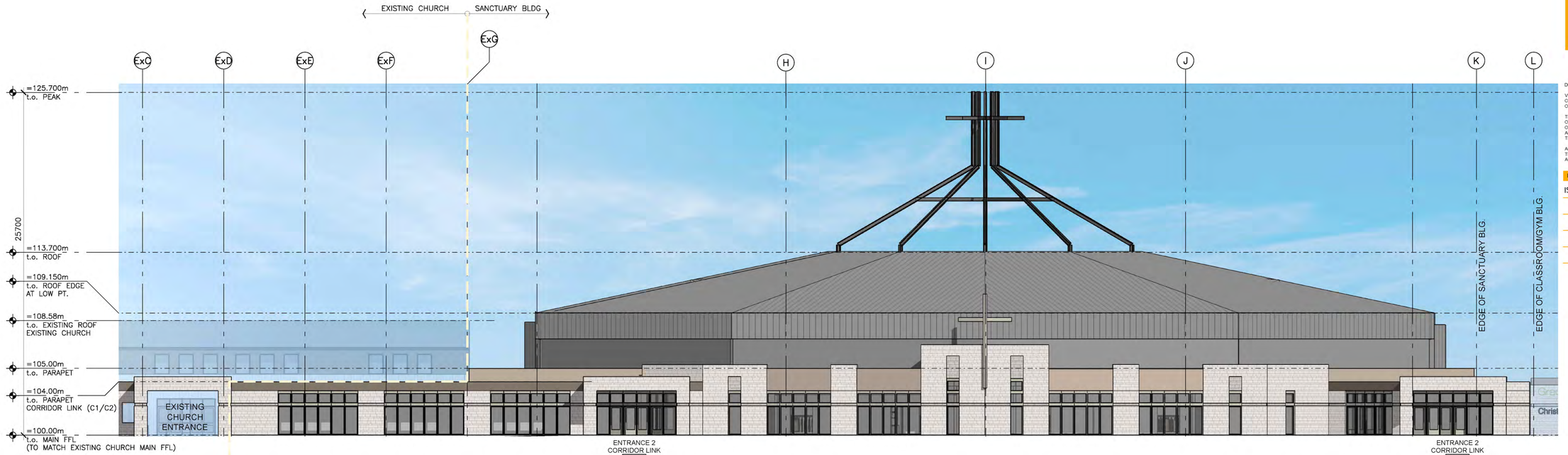
OVERALL
WEST ELEVATION

SCALE:	SCALE
DATE:	OCTOBER 27, 2023
PROJ. No.:	23-08

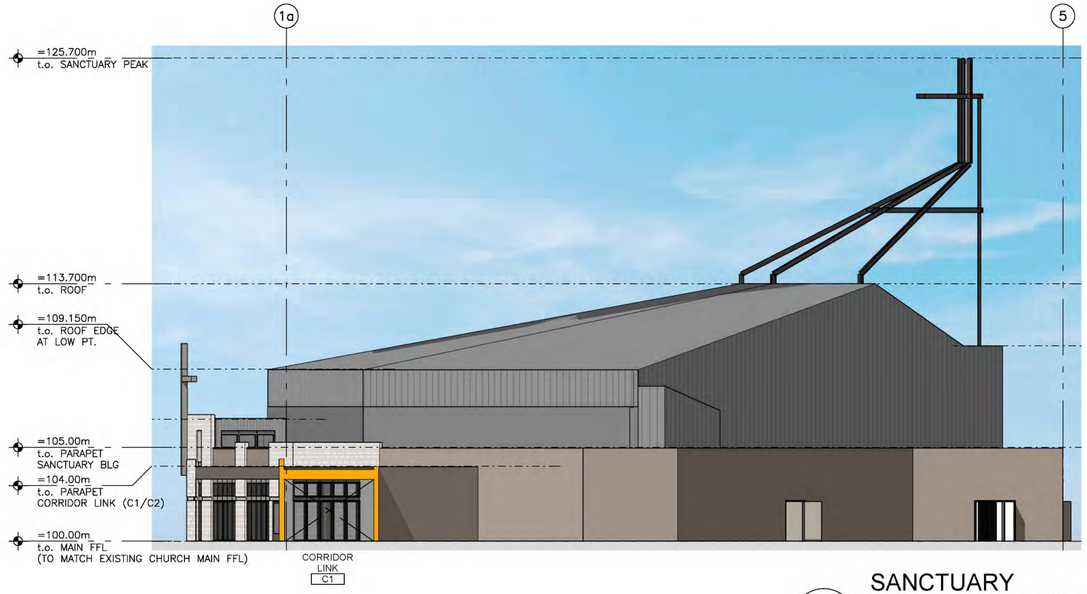
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A3.1

Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804



1 / A3.2 SANCTUARY WEST ELEVATION
1:150



2 / A3.2 SANCTUARY SOUTH ELEVATION
1:150

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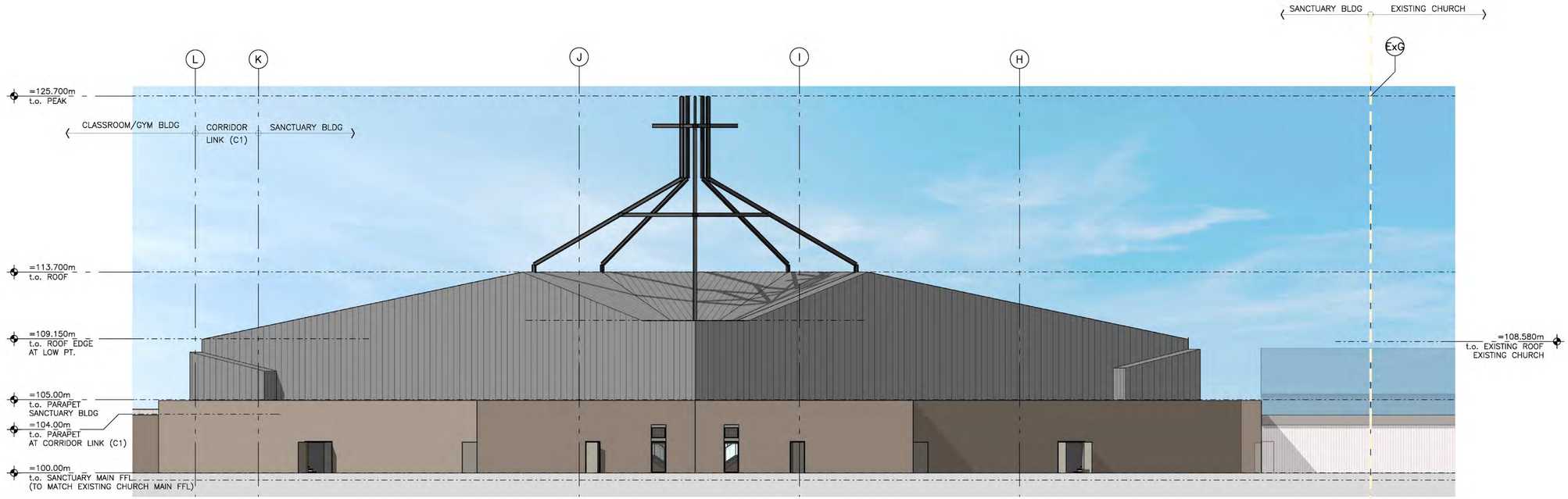
SANCTUARY
BUILDING ELEVATIONS

SCALE:	SCALE
DATE:	OCTOBER 27, 2023
PROJ. No.:	23-08

DWG. #

A3.2

Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804



1 / A3.3 SANCTUARY EAST ELEVATION
1:150



2 / A3.3 SANCTUARY NORTH ELEVATION
1:150

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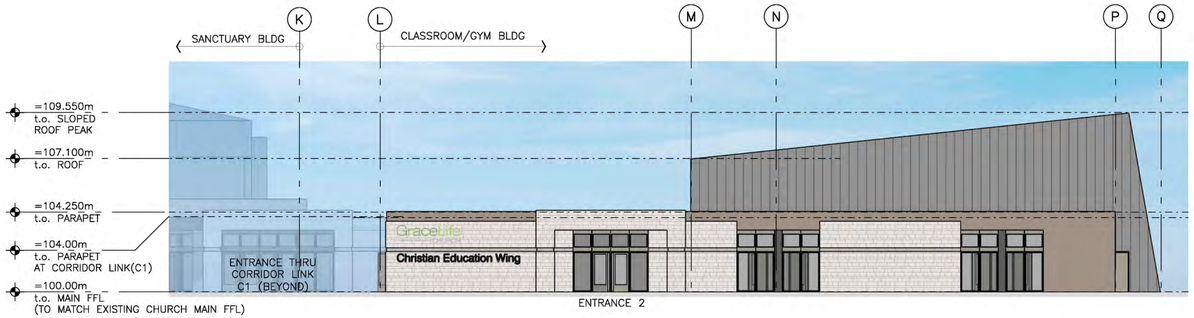
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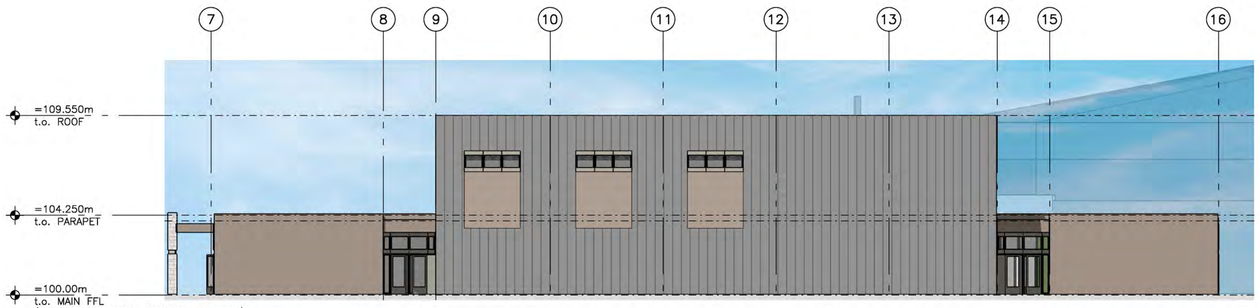
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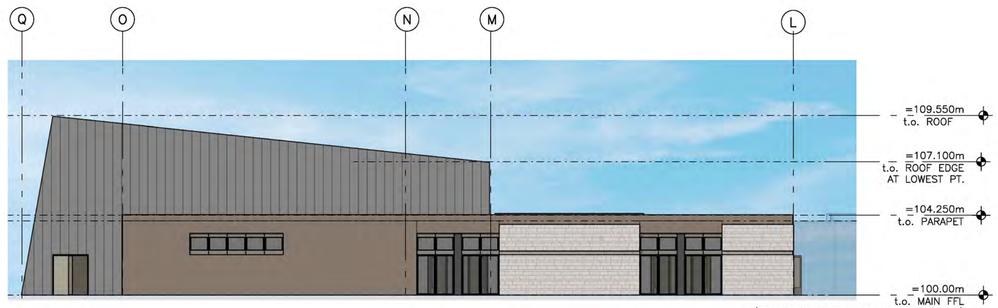
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SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804



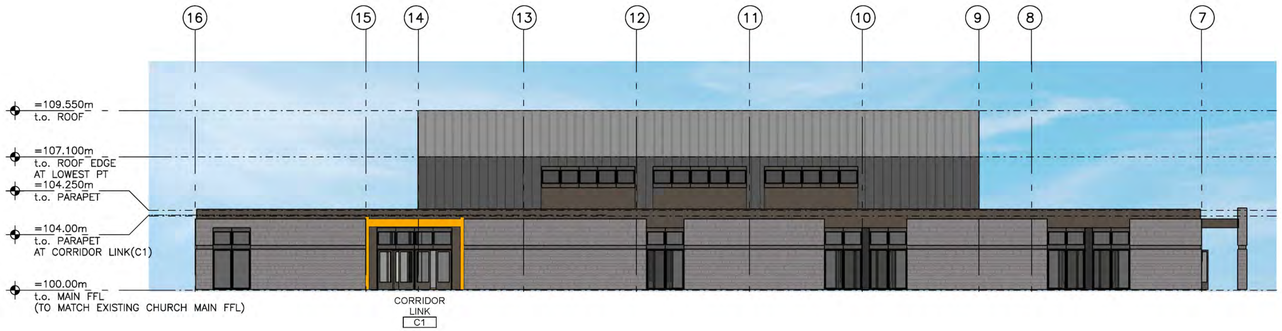
1 A3.4 CLASSROOM/GYM WEST ELEVATION
1:150



2 A3.4 CLASSROOM/GYM SOUTH ELEVATION
1:150



3 A3.4 CLASSROOM/GYM EAST ELEVATION
1:150



4 A3.4 CLASSROOM/GYM NORTH ELEVATION
1:150

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GraceLife Church

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DRAWING TITLE

CLASSROOM/GYM
BUILDING ELEVATIONS

SCALE:	SCALE
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DWG. #

A3.4

Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804

Exhibit D: Land Use Bylaw 2017-18 Excerpts

SECTION 2 APPROVING AUTHORITIES

2.1 Development Authority

1. The Development Authority of the County is the Director or Acting Director or the Manager of Development Planning, or any other person designated by the Director to exercise powers and perform duties on behalf of the Municipality pursuant to Section 624 of the *Act*.

2.2 Subdivision and Development Appeal Board

1. The Subdivision and Development Appeal Board shall perform such duties as are specified in the Subdivision and Development Appeal Board Bylaw and the *Act*.

5.3 CR – Country Residential District

CR

1. Purpose

The purpose of this district is:

- To provide for traditional Multi-Parcel country residential communities;
- To accommodate residential development that meets varied housing and lifestyle needs; and
- To accommodate certain agricultural pursuits.

2. Uses

a) Fundamental Use Provisions

The Fundamental Use Provisions as requisite qualifiers for Permitted and Discretionary Uses listed within Subsection 2 b) and c) shall ensure:

i) That the following uses shall not be located within a Multi-Parcel Residential Subdivision:

(1) Animal Health Care Service
(2) Cemetery
(3) Government Services
(4) Home Based Business Level 3
(5) Indoor Participant Recreation Services
(6) Medical Treatment Services
(7) Natural Sciences Exhibit
(8) Outdoor Participant Recreation Services
(9) Recreational Vehicle Storage
(10) Utility Services – Major Infrastructure

ii) That Natural Resource Extraction/Processing shall not be located within a Multi-Parcel Residential Subdivision;

iii) That Manufactured Home, Single Wide shall not be allowed within a Multi-Parcel Subdivision with the exception of the following:

(1)	Annedale Acres	NE 18-53-2-W5M
(2)	Bowen Lake Estates	NW 3-53-2-W5M
(3)	Brookside Estates	N ½ and SE 26-53-4-W5M
(4)	Cherlyn Heights	S ½ of SE 32-53-1-W5M
(5)	Highland Acres II	NE 17-53-3-W5M
(6)	Lake Isle Estates	Pt. N ½ 25-53-6-W5M
(7)	Meso West II	N ½ 24-53-3-W5M
(8)	Meso West III	N ½ 24-53-3-W5M
(9)	Silver Sands Estates	NE 20-53-1-W5M

(10) Summerview Heights SE 25-53-6-W5M

(11) West 80 Estates S ½ and NW 17-53-2-W5M

(12) Westland Park I SE 22-53-3-W5M

(13) Plan 792 0114 NE 10-53-1-W5M

iv) That a Wind Energy Converter System - Minor, as a Permitted Use, is limited to no more than one system; and

v) That a Wind Energy Converter System - Minor, as a Discretionary Use, is limited to no more than two systems.

Bylaw No. 2019-01

d) PERMITTED USES	e) DISCRETIONARY USES
Bed and Breakfast Home	Animal Health Care Services
Dwellings, Single Detached	Apiary
Home Day Care	Boarding House
Park	Cannabis Cultivation, Minor
Show Home	Cemetery
Accessory Uses for the uses listed in 5.3.2 b)	Community Recreation Services
	Cottage Industry
	Day Care Services
	Dwelling Duplex *only on Pt. NW 35-53-27 W4*
	Educational Services
	Government Services
	Group Care Facility
	Group Home, Limited
	Group Home, Major
	Home Based Business Level 2
	Home Based Business Level 3
	Horticultural Use
	Indoor Participant Recreation Services
	Kennel
	Manufactured Home Single Wide
	Medical Treatment Services
	Natural Resource Extraction/Processing
	Natural Science Exhibit
	Out-Building
	Outdoor Participant Recreation Services
	Professional, Business, Financial and Office Support Services *only on Block 14, Plan 4134RS Riverview Acres*

d) PERMITTED USES	e) DISCRETIONARY USES
	Religious Assembly Riding Arena Recreational Vehicle Storage Secondary Suite Small Animal Breeding and/or Boarding Services Tourist Campground, Destination Tourist Campground, Enroute Wind Energy Converter Systems – Major Wind Energy Converter System – Minor Accessory Uses for the uses listed in 5.3.2 c)

Bylaw No. 2018-09

Bylaw No. 2018-09

3. Subdivision

a) Parcel Area Requirement (for purposes of new Parcel creation only)

i) Extensive agriculture and extensive livestock shall have a minimum Parcel area of 16.0 ha, more or less. The minimum Parcel Frontage shall be 400.0 m , more or less.

ii) Manufactured Home, Single Wide and Dwelling, Single Detached shall have a minimum Parcel area of 0.8 ha of contiguous developable land and a maximum Parcel area of 4.0 ha for a single Parcel or Multi-Parcel Residential Subdivision, unless greater area is required to include shelterbelts, buildings or other improvements related to the residential component of a farmstead. Minimum Parcel width at the Parcel front shall be 30.0 m excepting that it may be 20.0 m fronting onto an internal cul-de-sac.

iii) The maximum width:depth ratio for a residential Parcel shall be 1:4.

iv) For all other Permitted and Discretionary Uses, the minimum and maximum Parcel area requirements shall be determined by the Subdivision Authority.

b) Parcel Density Requirement (for purposes of new Parcel creation only)

i) Extensive Agriculture and Extensive Livestock shall have a maximum of two (2) 32.0 ha Parcels or a maximum of four (4) 16.0 ha Parcels, more or less, from a quarter section.

ii) Manufactured Home and Dwelling, Single Detached for single Parcel residential subdivision shall have a maximum of three (3) single residential Parcels from an un-subdivided quarter section or a maximum of one (1) single residential Parcel from an existing 32.0 ha Parcel, more or less but not less than 28.0 ha unless significant physical features dictate otherwise at the discretion of the Subdivision Authority.

iii) For all other Permitted and Discretionary Uses, including Multi-Parcel Residential Subdivision, the Parcel density requirement shall be determined by the Subdivision Authority.

4. Development

a) Setbacks for Dwellings, Single Detached

i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.

ii) A minimum Setback of 23.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.

iii) A minimum Setback of 45.7 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.

iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.

v) A minimum Setback of 6.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.

vi) A minimum Setback of 6.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.

b) Setbacks for Accessory Buildings

i) A minimum Setback of 7.5 m shall be provided from the Property Line of an adjacent internal subdivision road.

ii) A minimum Setback of 13.0 m shall be provided from the Property Line of an adjacent municipal road right-of-way.

iii) A minimum Setback of 45.0 m shall be provided from the Property Line of an adjacent Arterial Road right-of-way.

iv) A minimum Setback shall be provided as determined by the Development Authority in consultation with Alberta Transportation for Parcels adjacent to a Highway.

v) A minimum Setback of 3.0 m shall be provided from the side edge of the Parcel, not adjacent to any roadway.

vi) A minimum Setback of 3.0 m shall be provided from the rear edge of the Parcel, not adjacent to any roadway.

c) Proposed Development on substandard Parcels which do not meet the provisions of this Bylaw shall be considered by the Development Authority and Development Permits may be issued, having regard for the limitations of the Parcel.

d) For Discretionary Uses, the minimum building Setback requirement shall be determined by the Development Authority.

5. Other Development Regulations

a) Accessory Buildings may be Permitted or Discretionary consistent with Subsection 11.1.

b) Pursuant to the MDP, a biophysical assessment shall be required for a site proposed for a multi-Parcel subdivision or a major development if all or part of the site is located within areas defined as environmentally significant in the Environmental Conservation Plan, and may be required within 0.8 km of areas defined as environmentally significant in the Environmental Conservation Plan, or if the site contains natural features such as sloughs or extensive tree cover.

i) The biophysical assessment shall identify and evaluate the environmental significance and sensitivity of existing vegetation, wetlands, other water features, wildlife habitat and unique physical features, and shall recommend appropriate measures for protecting significant features.

c) Permitted and Discretionary Uses are subject to the appropriate provisions and requirements contained within PART 3 - DEVELOPMENT REGULATIONS.

6. Regulations for an Out-Building

a) Applications for an Out-Building shall be considered at the discretion of the Development Authority based on the merits of the application and the context of the area. Consideration shall include, but not be limited to the size, scale, intensity, and intended use of the development; proximity to buildings on adjacent lands; established character within the area; Parcel size; and reasonable compatibility.

b) An Out-Building shall:

c) Have a maximum floor area of 53.5 m^2

i) Be finished with durable exterior building material such as siding, stucco, brick, brick veneer;

ii) Be located within the rear 30% of the Parcel if located on a Multi-Parcel Subdivision; and

iii) Be screened to the satisfaction of the Development Authority.

SECTION 14 PARKING AND LOADING

14.1 General Parking and Loading Regulations

1. Where required, vehicular entrances and exits onto municipal roads shall only be permitted at locations approved by the Development Authority. A permit shall be obtained from Alberta Transportation for access onto Highways.
2. Parking stalls and loading spaces shall be so constructed that
   a) every access to an off-street parking space or loading area shall be hard-surfaced if the access is from a street or public lane that is hard-surfaced;
   b) adequate access to, and exit from, each stall is provided at all times by means of maneuvering aisles designed to the satisfaction of the Development Authority; and
   c) curb cuts will be provided and located as necessary to the satisfaction of the Development Authority.
3. Grades and drainage shall dispose of surface water. In no case shall grades be established that would permit surface drainage to cross any sidewalk or site boundary without the approval of the Development Authority.
4. Where a building is enlarged or altered, or a change in the use occurs in such a manner as to cause a more intensive use of that building, provisions shall be made for the additional parking spaces pursuant to Subsection 14.3. The calculations shall be based on the number of additional parking spaces required as a result of the enlargement alteration or change in the use of the building, in addition to parking spaces that may have been removed due to the enlargement or alteration.
5. Off-street parking areas shall be separated from public road right-of-ways by a minimum 1.0 m, to provide space for landscaping in accordance with Section 13 of this Bylaw.
6. Parking spaces and areas shall be clearly marked to the satisfaction of the Development Authority.
7. Where a proposed development will, from time to time, require pick-up or delivery of commodities, adequate space for loading and unloading shall be provided and maintained on the site to the satisfaction of the Development Authority.
8. On Parcels less than 0.8 ha, the parking of a second school bus may be considered on a discretionary basis as an accessory use only.
9. On Parcels 0.8 ha or more, the parking of more than two school buses may be considered on a discretionary basis as an accessory use only.

14.2 Parking Space Dimension Requirements

1. Size of parking spaces and aisles shall be provided as required by the Development Authority with consideration to the following standards:
   a) Except as provided in (b) below, each required off-street parking space shall be a minimum of 2.6 m in width and a minimum of 5.5 m in length, exclusive of access driveways or aisles, ramps, columns, or office work areas. Such spaces shall have a vertical clearance of at least 2.0 m. For parallel parking, the length of the parking spaces shall be increased to 7.0 m, except that an end space with an open end shall be a minimum of 5.5 m.

b) For parking spaces other than parallel parking spaces, up to 15% of the required parking spaces may be of a length shorter than that required under a) above, to a minimum of 4.6 m.

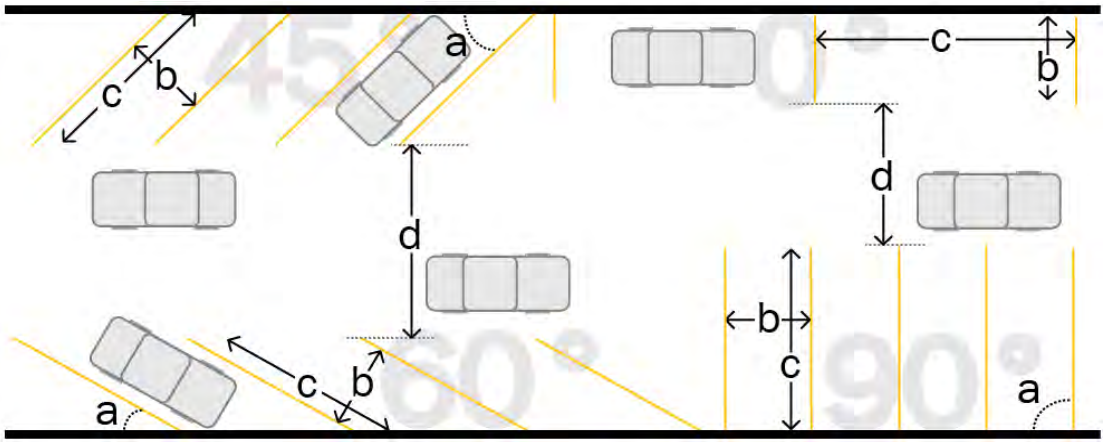
c) Aisles shall be a minimum of 7.0 m wide for 90 degree parking; 5.5 m wide for 60 degree parking; and 3.5 m wide for 45 degree and parallel parking.

d) The Development Authority may increase any of the requirements within this section if, in his/her discretion, the proposed Development warrants larger parking spaces and/or drive-aisles. In exercising discretion, the Development Authority shall consider the nature of the development in relation to typical vehicle traffic associated with the use. This may include provisions for larger trucks including pick-up trucks and tractor trailer units.

Table 14.2-1: Parking Stall Design Standards

Parking Angle (Degrees) (a)	Minimum Stall Width (b)	Minimum Stall Length (c)	Minimum Aisle Width (d)
0° (Parallel)	2.6 m	7.0 m (or 5.5 m for open end spaces)	3.7 m
45°	2.6 m	5.5 m (or 4.6 m for a maximum of 15% of total stalls provided)	3.7 m
60°	2.6 m	5.5 m (or 4.6 m for a maximum of 15% of total stalls provided)	5.5 m
90°	2.6 m	5.5 m (or 4.6 m for a maximum of 15% of total stalls provided)	7.0 m

Figure 14.2-1: Illustration of Parking Design Standards



14.3 Number of Vehicle Parking Stalls Required

1. Off-street parking spaces shall be provided as required by the Development Authority with consideration given to the following standards:

Table 14.3-1: Parking Requirements for Residential Land Uses

Land Use	Minimum Parking Requirement
Dwelling, Single Detached	2 parking space per Dwelling Unit
Dwelling, Row Housing	For a parking and loading requiring 40 or more parking spaces, a minimum landscaped area of 1.0 m^2 per on-site parking space shall be provided for visual relief from the expanse of hard surfacing.
Dwelling, Duplex	1 parking space per bed-sitting Dwelling Unit 1 parking space per 1 bedroom Dwelling Unit 2 parking spaces per 2+ bedroom Dwelling Unit 1 guest parking space per 7 Dwelling Units
Manufactured Home, Single Wide	2 parking spaces per Dwelling Unit
Manufactured Home Park	2 parking space per Dwelling Unit

2. Guest parking for apartments and row housing shall be available at an entrance of the site and shall be clearly identified as guest parking.
3. Guest parking for manufactured home parks shall be conveniently located on the site.
4. Parking for housing for seniors citizens, regardless of housing type shall be provided at a minimum of one (1) stall per four (4) sleeping units.

Table 14.3-2: Parking Requirements for Commercial Land Uses

Land Use	Minimum Parking Requirement
Accommodation and Convention Services	1 parking space per sleeping unit; plus 1 parking space per three employees on maximum shift
Amusement and Entertainment Services	1 parking space per 10.0 m^2
Commercial School (Educational Services)	2.2 parking spaces per 100.0 m^2
Day Care Services	1 parking space per 2 employees
Drive Through Business	8 parking spaces, except where more are required under other requirements of this section
Eating and Drinking Establishments	1 parking space per 4 seats
Horticultural Use	2.2 parking spaces per 100.0 m^2
Professional, Business, Financial, and Office Support Services	3.4 parking spaces per 100.0 m^2 of gross floor area *or* 3 parking spaces for each full or part-time professional, whichever is greater
Any development within a Commercial Use Class not listed separately in this table, with a floor area of:	Less than 1,000.0 m^2 1 parking space per 30.0 m^2 of gross floor area *or* 1,000.0 m^2 to 4,000.0 m^2 1 parking space per 20.0 m^2 of gross floor area *or* Greater than 4,000.0 m^2 1 parking space per 17.0 m^2 of gross floor area

Land Use	Minimum Parking Requirement
Shopping Centre	1 stall per 30 m^2 of gross floor area; *or* The Development Authority may, at its discretion, determine the parking requirements based on a parking and transportation study prepared by a qualified transportation engineer.
Multi-Tenant Building	1 stall per 45 m^2 of gross floor area; or The Development Authority may, at its discretion, determine the parking requirements based on a parking and transportation study prepared by a qualified transportation engineer.

Table 14.3-3: Parking Requirements for Industrial Land Uses

Land Use	Minimum Parking Requirement
General Industrial Manufacturing / Processing	1 parking space per 100.0 m^2 of gross floor area *or* 3 parking spaces per tenant or establishment, whichever is greater
Industrial Storage and Warehousing	1 parking space per 100.0 m^2 up to 2,000.0 m^2 ; plus 1 parking space per each additional 500.0 m^2
Multi-Tenant Buildings	1 stall per 45 m^2 of gross floor area; *or* The Development Authority may, at its discretion, determine the parking requirements based on a parking and transportation study prepared by a qualified transportation engineer.

Table 14.3-4: Parking Requirements for Community, Educational, Recreational and Cultural Services Land Uses

Land Use	Minimum Parking Requirement
Community Recreation Services	10 parking spaces per 100.0 m^2 of gross floor area, which shall not be reduced by including parking required or provided on an adjacent site; plus 2.2 parking spaces for each additional 10.0 m^2 where there is a multiple purpose area, room or space within the community recreation facility, which exceeds 100.0 m^2 in gross floor area, provided that such multiple purpose areas shall not include dressing rooms, change rooms, washrooms, storage areas, cooking or kitchen areas which are normally incidental to the primary function of community recreation; plus where a Community Recreation Services parking area immediately abuts a parking area for a school, a maximum of 50% of the additional parking spaces required may be provided by including the parking on the abutting school site

Land Use	Minimum Parking Requirement
Educational Services	For Elementary and Junior High Schools: 1 parking space for each employee; plus 15% of the above for guest parking *or* 1 parking space per 10 seating spaces in the gymnasium, based on non-fixed seats, whichever is the greater For Senior High Schools, with an auditorium, gymnasium or swimming pool: 1 parking space for each employee; plus 15% of the above for guest parking; plus 1 parking space for every 25 students *or* 1 parking space per 10 seating spaces in the gymnasium, based on non-fixed seats, whichever is the greater For Senior High Schools, without an auditorium, gymnasium or swimming pool: 1 parking space for each employee; plus 1 parking space for every 20 students
Funeral Home	1 parking space per 5 seats of public seating, plus 1 space per Funeral Home vehicle
Medical Treatment Services	1.1 parking spaces per 100.0 m^2 of gross floor area *or* 1 parking space per four (4) beds; plus 1 parking space for every 2 employees on maximum shift, whichever is greater
Indoor Participant Recreation Services, Natural Science Exhibits, Outdoor Participant Recreation Services, Cultural Facilities, Spectator Sports Establishments	1 parking space per 3.5 seats *or* 3.1 parking spaces per 10.0 m^2 of gross floor area used by the patrons, whichever is greater
Religious Assembly	1 parking space per 10 seats

5. For cemetery and funeral home, an arrangement of the required parking spaces, suitable to the Development Authority without the normally required provision of maneuvering aisles may be allowed.
6. Where a development on a Parcel contains more than one use of a building or development, the required number of parking spaces shall be the sum of the requirements for each of the uses.
7. In the case of a use not specified in Table 14.3-1 through Table 14.3-4, the number of parking spaces provided shall be the same as for a similar use as determined by the Development Authority.
8. Where there are a fractional number of stalls required by this Bylaw, the next highest number of parking spaces shall be provided.
9. Notwithstanding this section, where a parking study is required, the Development Authority may determine the number of parking stalls required for a development.

14.4 Off-Street Loading Requirements

1. A loading space shall be designed and located so that all vehicles using that space can be parked and maneuvered entirely within the bounds of the site without backing to or from adjacent streets.

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2. The Development Authority, having regard to the types of vehicles that are likely to use the loading space, may change minimum loading space dimensions.

3. Loading space requirements for uses other than those set out in this Section shall be determined by the Development Authority, having regard to similar uses for which specific loading facility requirements are set.

14.5 Vehicular-Oriented Uses

1. Vehicle-oriented uses shall include drive-in food services, gas bars, services stations, drive-through vehicular services and other developments providing drive-in services in which patrons generally remain inside their vehicles.

2. Vehicle-oriented uses shall be located only where the Development Authority is satisfied that the development will not adversely affect the functioning of surrounding public roadways.

3. Queuing space shall be provided as follows:

   a) for drive-in food services, and other development having a service window, a minimum of six (6) inbound queuing spaces shall be provided for vehicles approaching the service window; and

   b) queuing lanes shall provide sufficient space for turning and maneuvering, and be maintained by the registered owner or lessee.

14.6 Parking Spaces and Loading Zones for Vehicles Used by Physically Disabled Persons

1. Parking spaces for physically disabled persons shall be located as close as possible to ramps, walkways, and building entrances.

2. Parking shall be arranged in such a way that users of wheelchairs are not required passing behind parked cars.

3. For conditions requiring more than two (2) parking spaces for vehicles used by physically disabled persons, no more than two (2) stalls shall be placed adjacent to each other. If there are several accessible building entrances, a stall shall be located near each entrance.

4. Required number and design of parking spaces and loading zones for vehicles used by physically disabled persons for any use shall be included as part of and not in addition to, the applicable minimum parking requirement and shall conform to the requirements of the Alberta Building Code.

CONTIGUOUS means the development of areas immediately adjacent to one another without intervening vacant land or undevelopable lands.

CORNER means the intersection of any two Property Lines of a Parcel.

CORNER PARCEL see **PARCEL, CORNER**.

COTTAGES means a development of a Parcel consisting of a group of recreational cottages, cabins and yurts providing self-contained living quarters for the purpose of temporary accommodation, but does not include summer homes. The maximum square footage for a cottage, cabin or yurts shall not exceed 70.0 m^2.

COUNCIL means the Council for Parkland County.

COUNTY means Parkland County.

COUNTY ROADS means Parkland's County officially recognized road network.

COVERAGE – when applied to lot/site/parcel Coverage, it means the portion of the land area covered by all Buildings except for steps, eaves, chattels, driveways, drive aisles, and at grade parking areas that are not part of a Garage, Carport, or other parking structure.

CURB CUT means the lowering of a curb, sidewalk or boulevard to provide vehicular access to a Parcel.

D

DEEMED APPROVED DEVELOPMENT means those developments specified in Subsection 16.2 for which a development permit is not required under this Bylaw.

DESIGNATED OFFICER means a Development Officer, Bylaw Enforcement Officer or any other official appointed by the Council or the Chief Administrative Officer to enforce the provisions of this Bylaw, pursuant to the provisions under Section 210 of the *Act*.

DEVELOPABLE LAND means that area of land that is the subject of a proposed subdivision less the total of land required to be provided for roads and public utilities under and land required to be provided as reserve land, pursuant to the provisions under Section 688(1) of the *Act*.

DEVELOPER means an owner, Agent or any person, firm or company required to obtain or having obtained a development permit.

DEVELOPMENT means:

a. an excavation or stockpile and the creation of them; or

b. a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over or under land; or

c. a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building; or

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d. a change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building.

DEVELOPMENT AUTHORITY means a Development Authority established pursuant to Section 2.1 of this Bylaw.

DEVELOPMENT PERMIT means a document that is issued pursuant to this Bylaw authorizing a development.

DISCONTINUED means the time at which, in the opinion of the Development Authority, substantial construction activity or a non-conforming use or conforming use has ceased.

DOUBLE FRONTING LOT means a corner lot which abuts two public roadways, excluding lane, but also includes a site which abuts two public roadways which are parallel or nearly parallel where abutting the site.

DWELLING OR DWELLING UNIT means a building or a portion of a building containing one or more habitable rooms that constitute a self-contained living accommodation unit having sleeping, cooking and toilet facilities and intended as a permanent residence.

DWELLING UNIT, ADDITIONAL means a second dwelling on Parcels 28.3 ha, or greater, where a principal building is located.



EASEMENT means a right to use land, generally for access to other property or as a right-of-way for a public utility.

EAVES means the projecting overhang at the lower edge of a roof.

EXCAVATION means the removal of earthen materials for the purpose of leveling lands or the digging of a hole or cavity for the purpose of a dugout or pond not exempt in Section 16.2.



FARMSTEAD means the habitable residence and other improvements used in connection with the raising or production of crops, livestock or poultry, and situated on the same land used in connection with the above farming operations.

FENCE means a vertical physical barrier constructed to prevent visual intrusions, unauthorized access, or to provide sound abatement.

FILLING means the import and placement of natural uncontaminated earth or aggregate materials (e.g. clay, silt, sand, gravel) on a Parcel for the purposes of altering/modifying Drainage Grades or building up a site for a proposed building or development, but does not include the import and placement of dry-waste or land fill waste materials.

arrangements with the public authority owning the park. Typical uses include tot lots, band shells, picnic grounds, pedestrian trails and paths, landscaped buffers, playgrounds and water features.

Bylaw No. 2019-22

PERSONAL AND HEALTH CARE SERVICES means development used for the provision of physical and mental health services on an out-patient basis, of a preventative, diagnostic treatment, therapeutic, rehabilitator or counseling nature. It may also mean development related to the care and appearance of the body.

Bylaw No. 2019-22

PROFESSIONAL, BUSINESS, FINANCIAL AND OFFICE SUPPORT SERVICES means development primarily used for the provision of services to businesses, professional, management, administrative, consulting and financial services.



RECREATIONAL UNIT, PARK MODEL means a recreational unit that is designed for seasonal use, generally in just one location, and built to the CSA Z-241 Standard. It is built on a single chassis mounted on wheels, which may be removed. It is designed to facilitate occasional relocation, with living quarters for seasonal use, and must be connected to those utilities necessary for the operation of fixtures and appliances.

RECREATIONAL VEHICLE STORAGE means development of a yard for the outdoor storage of more than five Recreational Vehicles or Recreational Equipment or combination thereof. This use does not include the sale, service, restoration, inspection and/or mechanical repair of the recreational units.

RECYCLING DEPOT - MAJOR means a development consisting of a principal building used for the enclosed/interior receiving, sorting, and storage of materials for recycling, prior to their removal for processing on a different Parcel. The materials may include dimensional lumber, drywall, asphalt shingles, asphalt and concrete, scrap metal, plastics, wire and cardboard, but must not include adhesives or sealants, aerosols, motor vehicles or motor vehicle parts, tires or petroleum and petroleum based products. This use class is not a landfill, waste disposal facility or recycling plant for any materials or components of these materials. This use class does not include composting.

RECYCLING DEPOT - MINOR means development used for the buying and temporary storage of bottles, cans, tetra-packs, newspapers and similar household goods for reuse, where all storage is contained within an enclosed building.

RELIGIOUS ASSEMBLY means development owned by a religious organization used for worship and related religious, philanthropic or social activities and includes accessory rectories, manses, meeting rooms, classrooms, dormitories and other buildings. Typical facilities would include churches, chapels, mosques, temples, synagogues, parish halls, convents and monasteries.

RESIDENTIAL CARE FACILITY means housing within a single detached housing form that allows for congregate living for residents who require some need for support services to maintain their social and functional independence.

Exhibit E: Woodbend-Graminia Area Structure Plan (ASP) Excerpts

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2.1 INTENT OF PLAN

The land use policies contained within this document are intended to guide elected representatives, municipal officials and public and private interests in such a manner as to achieve the optimal outcome under the most desirable conditions. In other words, this document is designed to strike a balance between the need of the municipality to regulate subdivision and development in the interest of the public and the desire of land developers to maximize the economic use of their land.

2.2 PLANNING PERIOD

Generally, this plan will be reviewed and updated every five years or more often if deemed necessary by the County.

2.3 CONFORMANCE WITH OTHER PLANNING DOCUMENTS

2.3.1 Regional Plan

Pursuant to the Planning Act, it is intended that this document will conform to the Edmonton Metropolitan Regional Plan.

2.3.2 General Municipal Plan

This document is deemed to conform to the County of Parkland General Municipal Plan.

2.3.3 Land Use Bylaw

The land uses contained in this plan refine those uses described within the County of Parkland's Land Use Bylaw.

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2.4 INTERPRETATION

2.4.1 Phasing

Due to the randomly developed nature of the Woodbend-Graminia area and its high level of accessibility, the development of any land deemed to be suitable by this plan, will be allowed without the constraint of a predetermined sequence.

2.4.2 Flexibility

(1) It is intended that the boundaries of land use designations, the location and configuration of roadways and all quantities and figures contained herein be considered as approximate only. Any minor adjustments or variances that may be necessary will not require an amendment to this plan.

(2) Notwithstanding (a), additions to or deletions from the permitted and discretionary uses identified in this plan will require an amendment to the plan.

2.4.3 Continuance of an Existing Use

The County may allow the extension or expansion of any existing development prohibited herein provided that it continues to be used in the same manner and for the same purpose as it was used on the day this plan was adopted.

2.4.4 Verb Meanings

(1) MAY, when used in this document, implies a permitted action and confers a power or privilege.

(2) SHOULD or WILL, when used in this document, expresses a position taken or imposed which can be varied for valid planning reasons.

(3) SHALL, when used in this document, denotes mandatory compliance.

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2.4.5 Definitions

In this document:

Extensive Agricultural Pursuit means a system of tillage or animal husbandry through which one may gain a livelihood from large areas of land by the raising of crops or the rearing of livestock, either separately or in conjunction with one another, and includes residences and buildings ancillary to the operation.

Concentrated Horticultural Use means the raising of crops or produce for commercial purposes within a confined area, either indoors or outdoors, and includes residences and buildings ancillary to the operation. Without restricting the generality of the foregoing a concentrated horticultural use may include: market gardens, mushroom farms, nurseries and apiaries.

Intensive Livestock Operation means the rearing of livestock or poultry for commercial purposes within a confined area and includes residences and buildings ancillary to the operation. Without restricting the generality of the foregoing an intensive livestock operation may include: poultry farms, dairy operations, hog farms and confined livestock facilities.

Recreational Use means an active or passive recreational use that either localizes users and development within a defined area of land or scatters users and development over a dispersed area of land. Without restricting the generality of the foregoing a recreational use may include: parks, hiking trails, scenic lookout points, picnic areas, riding stables, golf courses and clubhouses, sportsfields, ball diamonds, and outdoor skating rinks.

Institutional Use means a building or lot used for public services or community facilities by the municipality, a school authority, a board or agency of the provincial or federal government or by a recognized religious organization. Without restricting the generality of the foregoing an institutional use may include: community halls, schools, post offices, churches, firehalls, bird sanctuaries, botanical gardens and public utilities.

Rural Commercial Use means a retail business activity providing a service or retail function to local residents. Without restricting the generality of the foregoing a rural commercial use may include: a convenience food store.

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4.3 MIXED USE/COUNTRY RESIDENTIAL

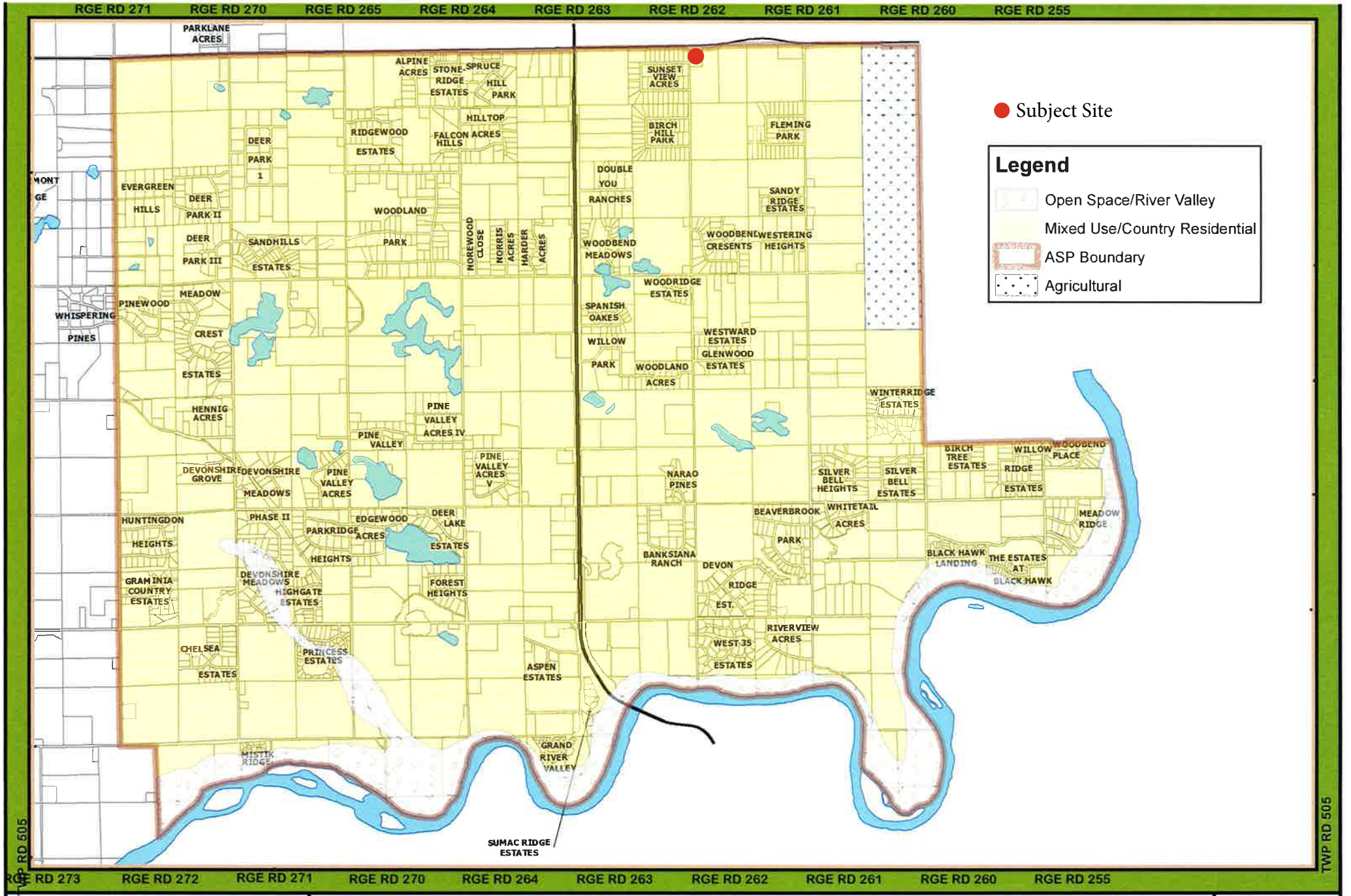
This area is characterized by organic soils and rolling, sandy terrain. Much of the area is interspersed with sloughs, bogs and small lakes with large areas subject to a high water table. Generally, the area has poorer quality soils for agricultural production although pockets of Class 3 soil (Canada Land Inventory Soil Classification System) do exist. Graminia Creek intersects the southwest corner but is relatively narrow in width at this point. Generally, the area is suitable for multi-parcel country residential development.

4.3.1 Land Use Allocation

The predominant use of land within the MIXED USE/COUNTRY RESIDENTIAL area will be as follows:

PERMITTED USES	DISCRETIONARY USES
Multi-Parcel Country Residential Uses Extensive Agricultural Pursuits Recreational Uses	Intensive Livestock Operations Concentrated Horticultural Uses Institutional Uses Rural Commercial Uses Natural Resource Extractive Industries

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parkland county

WOODBEND - GRAMINIA LAND USE CONCEPT

Disclaimer:
Parkland County offers this information in good faith, but makes no warranty with regard to correctness, and accuracy of the data.

Drawn By: BH
Date: August 08, 2013

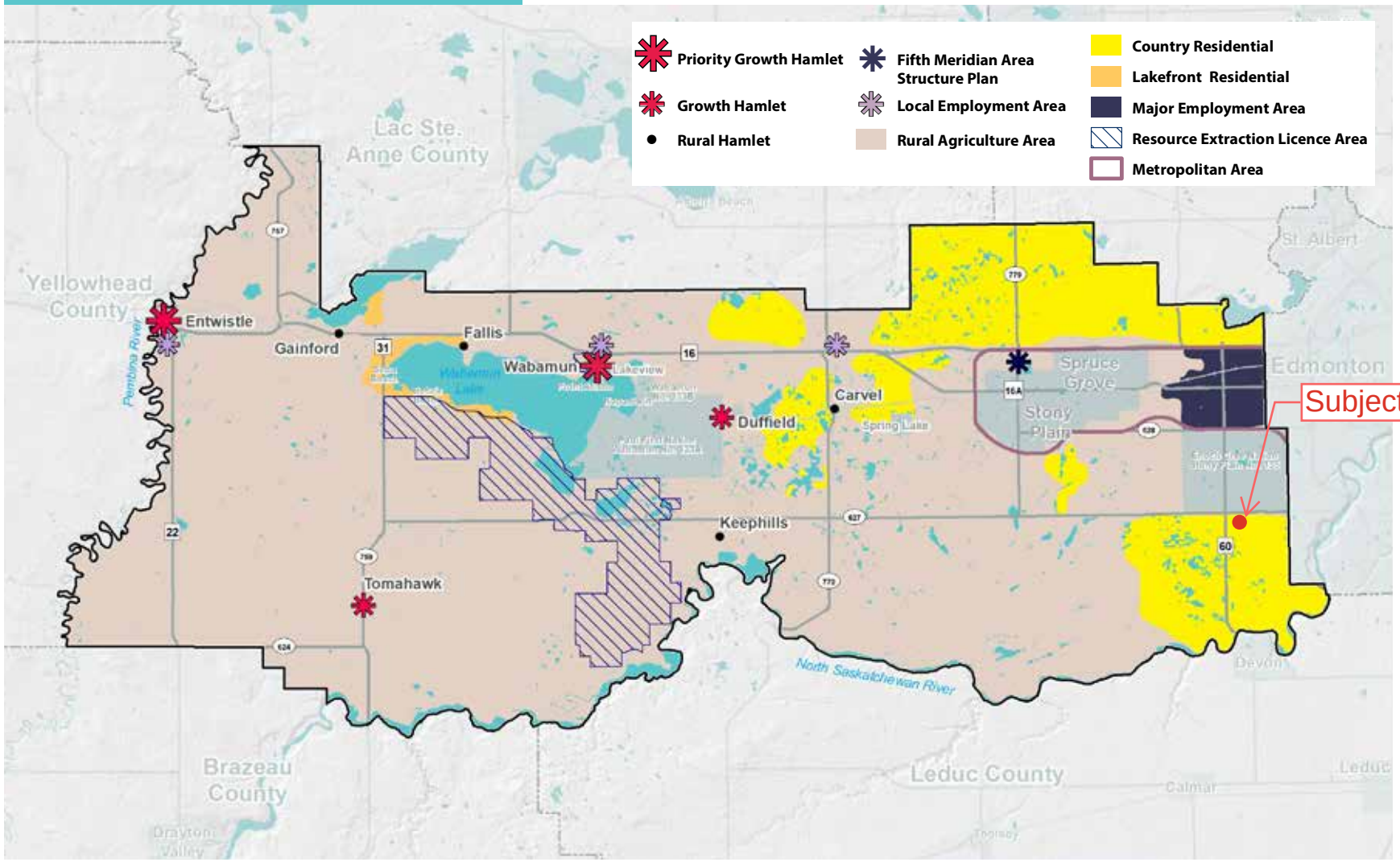
2011 Orthophotography
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Geopositional Accuracy (+/- 3-5m)

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Exhibit F: Municipal Development Plan Bylaw 2017-14 Excerpts

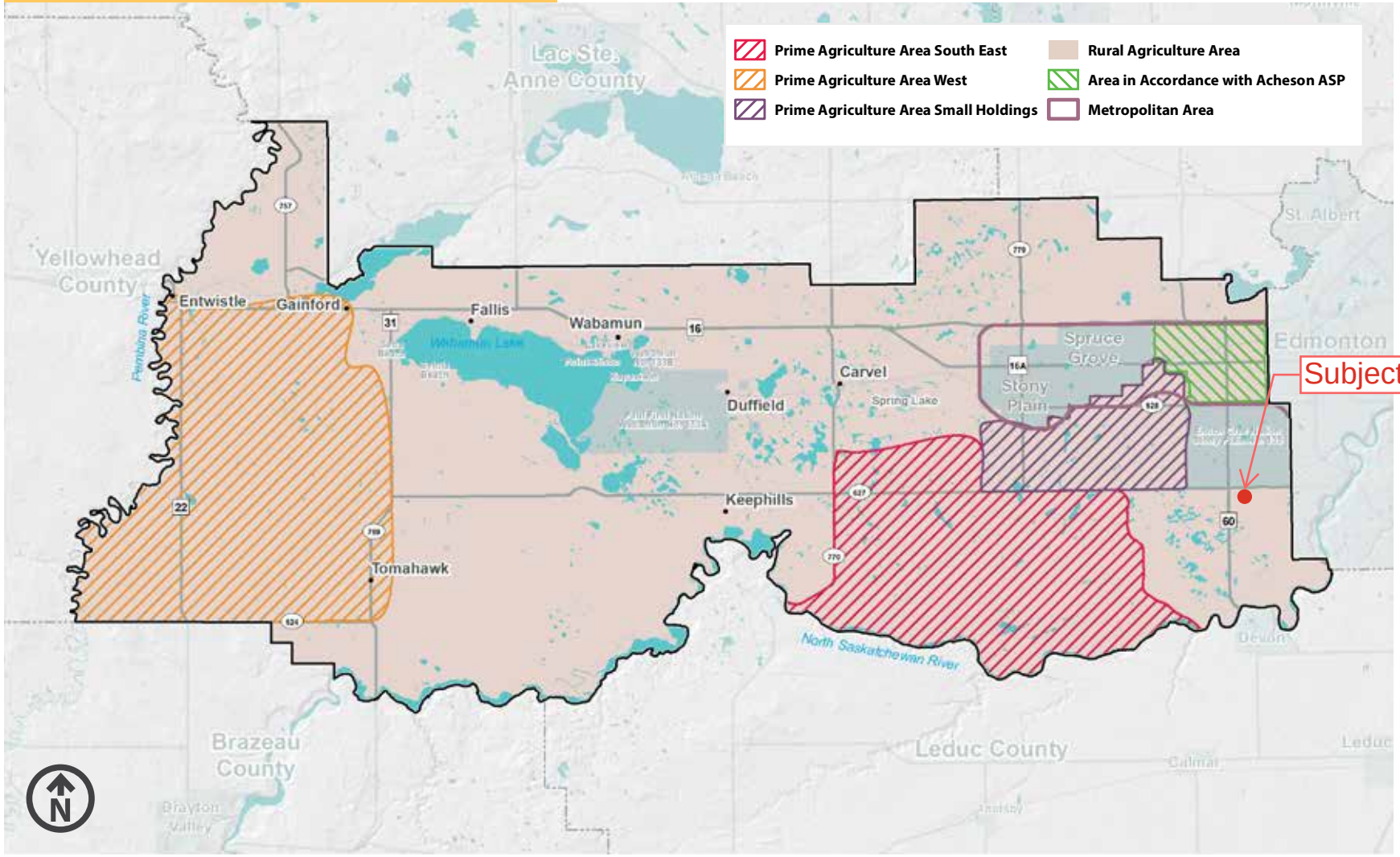
FIGURE 7 | DEVELOPMENT CONCEPT



*NOTE: Interpretation of **Figure 7: Development Concept** shall be considered in conjunction with policy overlay areas as depicted in **Figure 9: Prime Agriculture Areas, Figure 11: Prime Recreation and Tourism Areas, and Figure 14: High Priority Landscapes.**

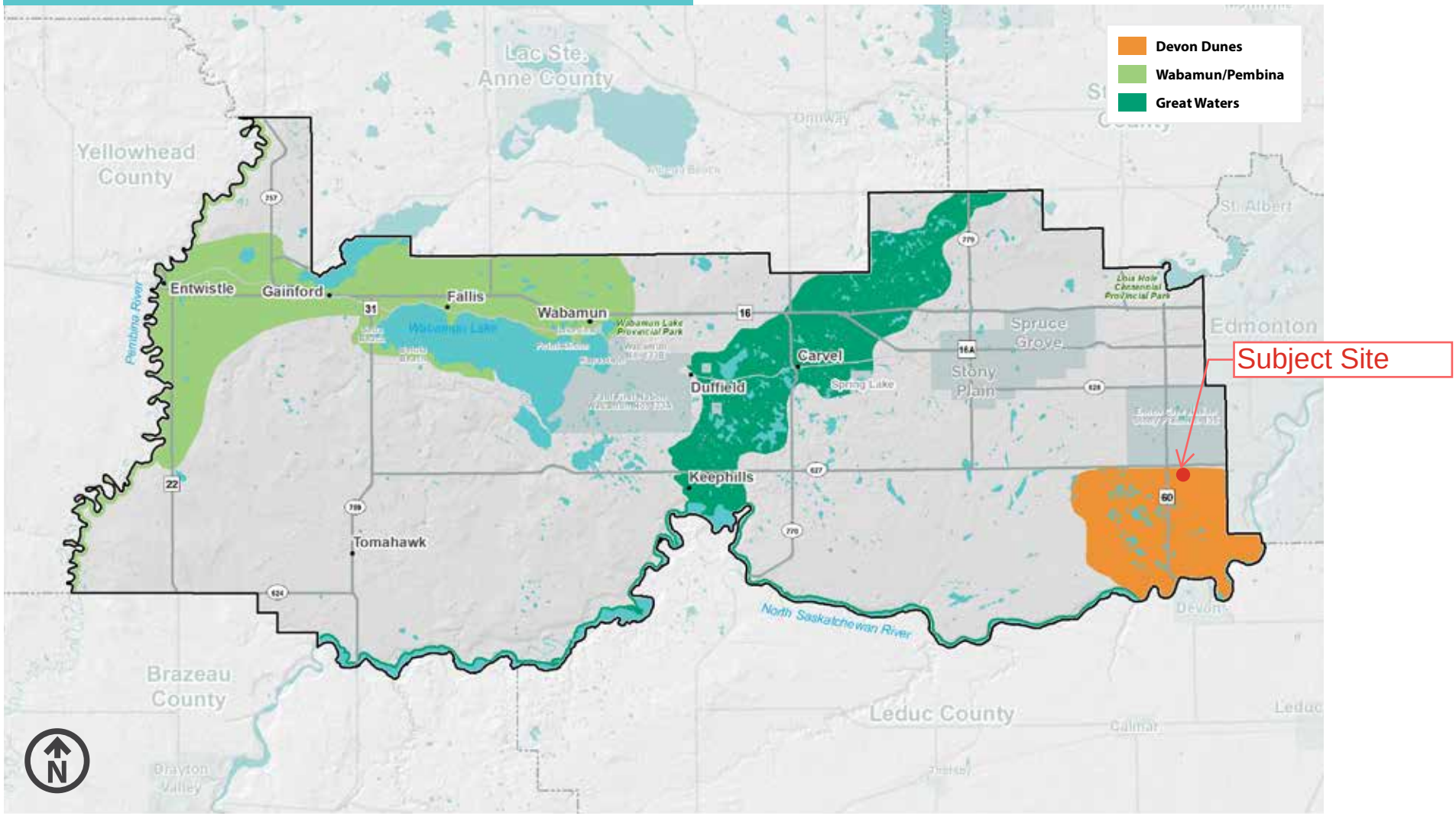
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FIGURE 9 | PRIME AGRICULTURE AREAS



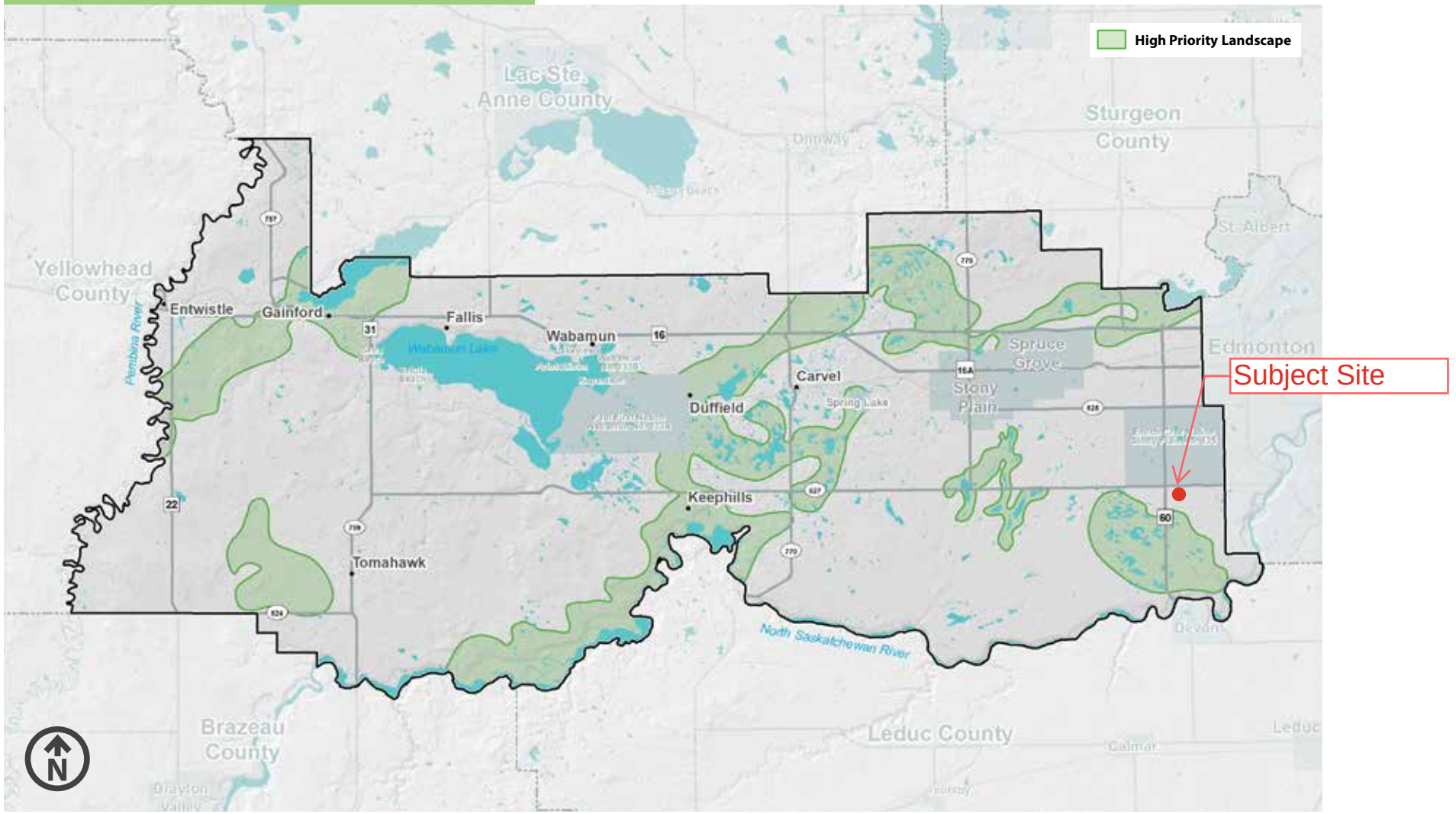
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FIGURE 11 | PRIME RECREATION AND TOURISM AREAS



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FIGURE 14 | HIGH PRIORITY LANDSCAPES



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Exhibit G: Transportation Impact Assessment

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TRAFFIC IMPACT ASSESSMENT

GRACELIFE CHURCH EXPANSION
LOT 1A & 1B, Blk. 1, Plan 1020669, NW-35-51-26-W4M
Parkland County
Hwy. 627:04 (Garden Valley Rd.) & Rge. Rd. 262 (Willowdale Rd.)



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November 6, 2023
Revised Oct. 4, 2024

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H5458-2023

LOCATION PLAN L-1



LOCATION PLAN L-2

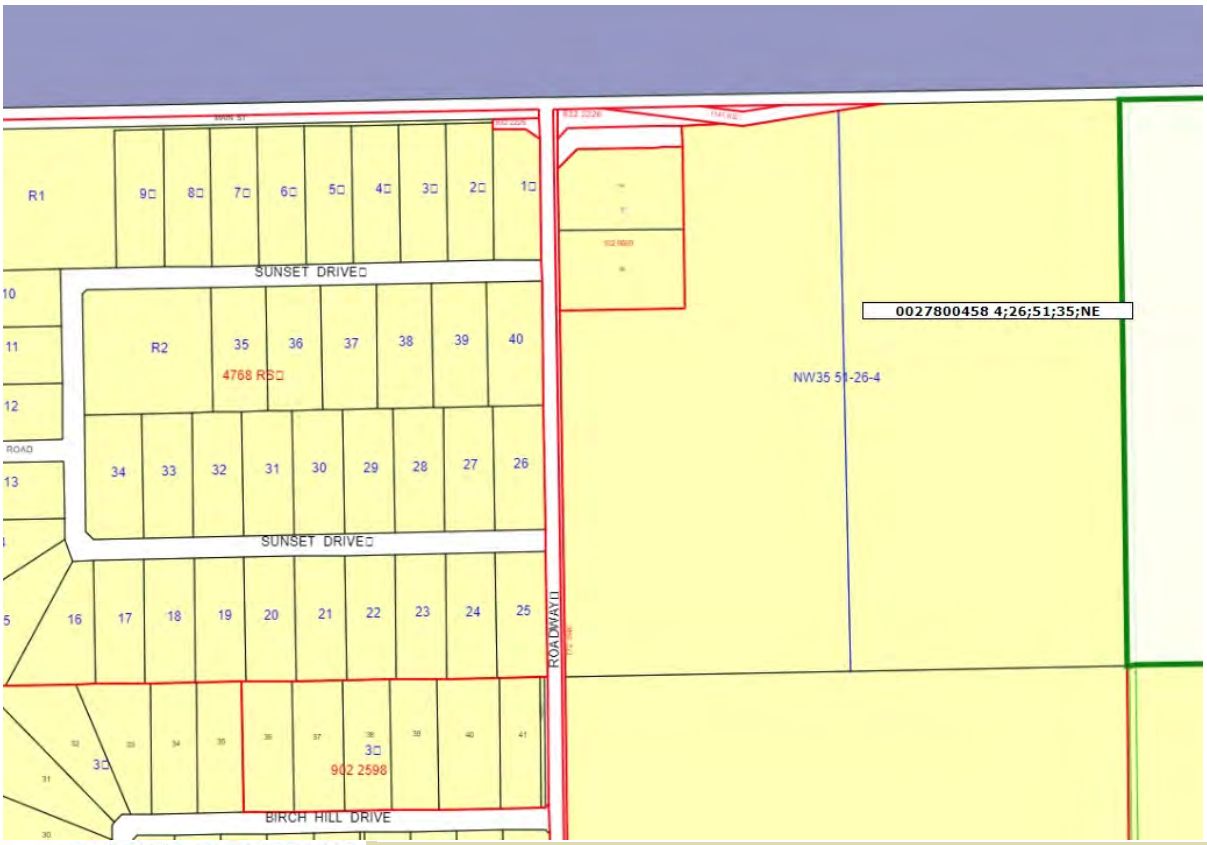


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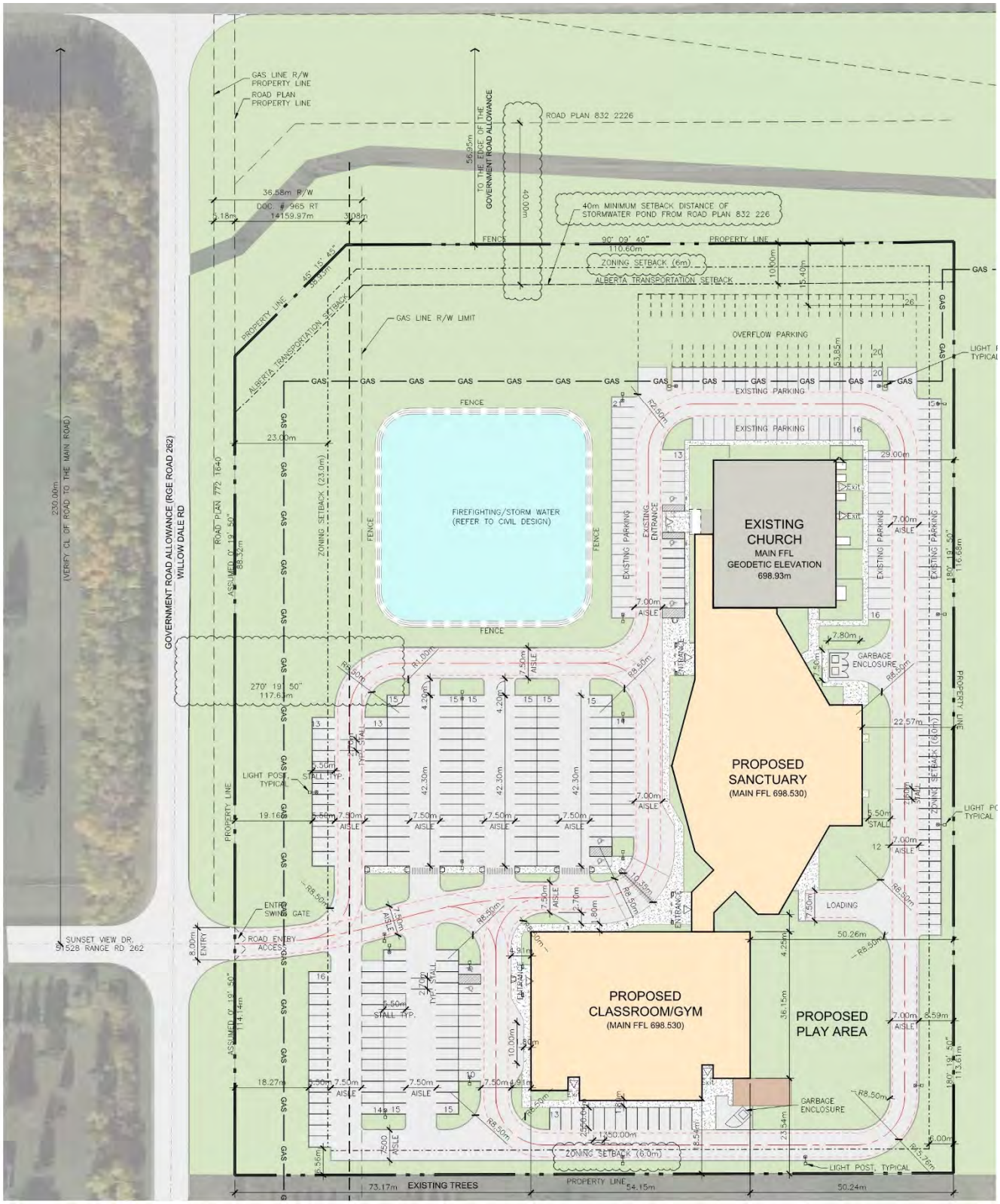
LOCATION PLAN 3



SPIN PLAN S-1

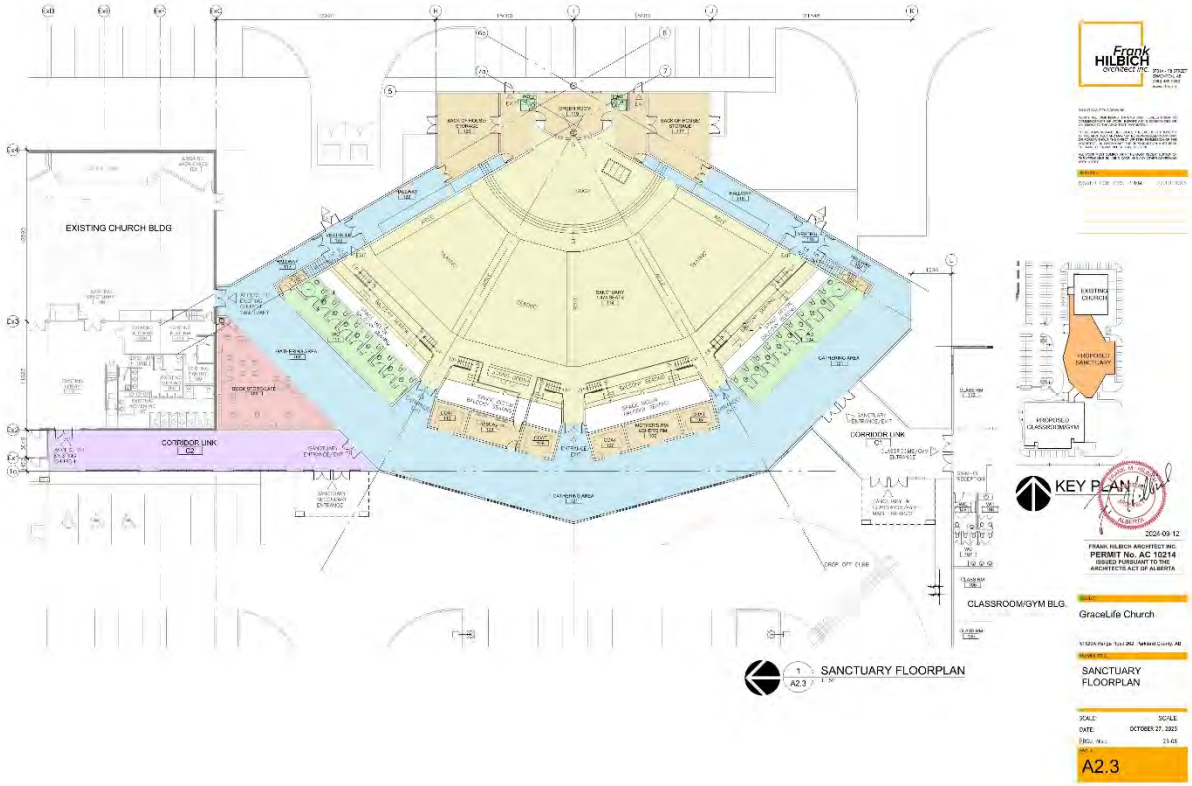


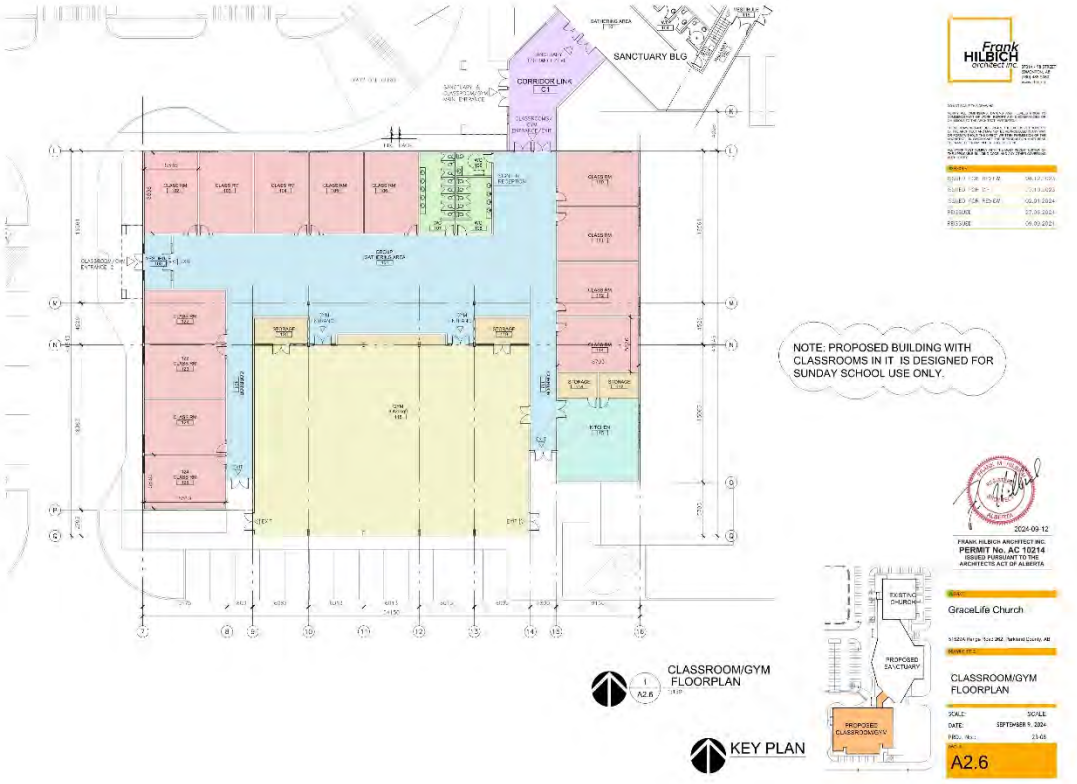
DEVELOPMENT PLAN D-1



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DEVELOPMENT PLAN D-2





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APPENDIX B - 2023 – 2044 TURNING MOVEMENT DIAGRAMS – HIGHWAY 627:04 & RGE. RD. 262

APPENDIX C - 2023 – 2044 TURNING MOVEMENT DIAGRAMS –Rge. Rd. 262 & Sunset View Drive/GraceLife Church Access

APPENDIX D - ILLUMINATION WARRANTS
SYNCHRO ANALYSIS SHEETS



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1. INTRODUCTION

This report is a Traffic Impact Assessment (TIA) report for an expansion of the GraceLife Church facilities within Lot 1A and Lot 1B, Block 1, Plan 1020669 within the NW quarter section of Section 35, Township 51, Range 26, West of 4th Meridian. See Location Plans before this report.

This report has been prepared to determine the impact of the proposed development on traffic using Willowdale Road (Rge. Rd. 262) and Highway 627:04, southwest of Edmonton. The scope of work in this case, is to assess the roadways for adequacy and any required intersection treatment as a result of the increased traffic volumes and turning movements attributed to the development. This document will address the following:

- Collect 2022 traffic volume data.
- Determine present traffic volumes for 2023.
- Determine projected traffic volumes to 2024, 2034 and 2044.
- Determine traffic volumes generated from the development.
- Determine combined traffic volumes for 2024, 2034 and 2044.
- Complete intersectional analysis of the intersections with Highway 627:04 (Garden Valley Road) at Willowdale Road (Range Road 262).
- Identifies geometric deficiencies based on current 3R/4R guidelines.
- Review sight distance requirements.
- Complete illumination and signalization warrant analysis, if required.
- Provides a preliminary engineering cost estimate for recommended improvements.

This report is based on information provided by owners of the land and developers of the site, site observations from Mr. Darcy Paulichuk, P. Eng., traffic volume data from Alberta Transportation, intersectional analysis procedures and standards documented in Alberta Infrastructure and Transportation's "Highway Geometric Design Guide", 1999, and Alberta Infrastructure and Transportation's "Traffic Impact Assessment Guideline", 2005.

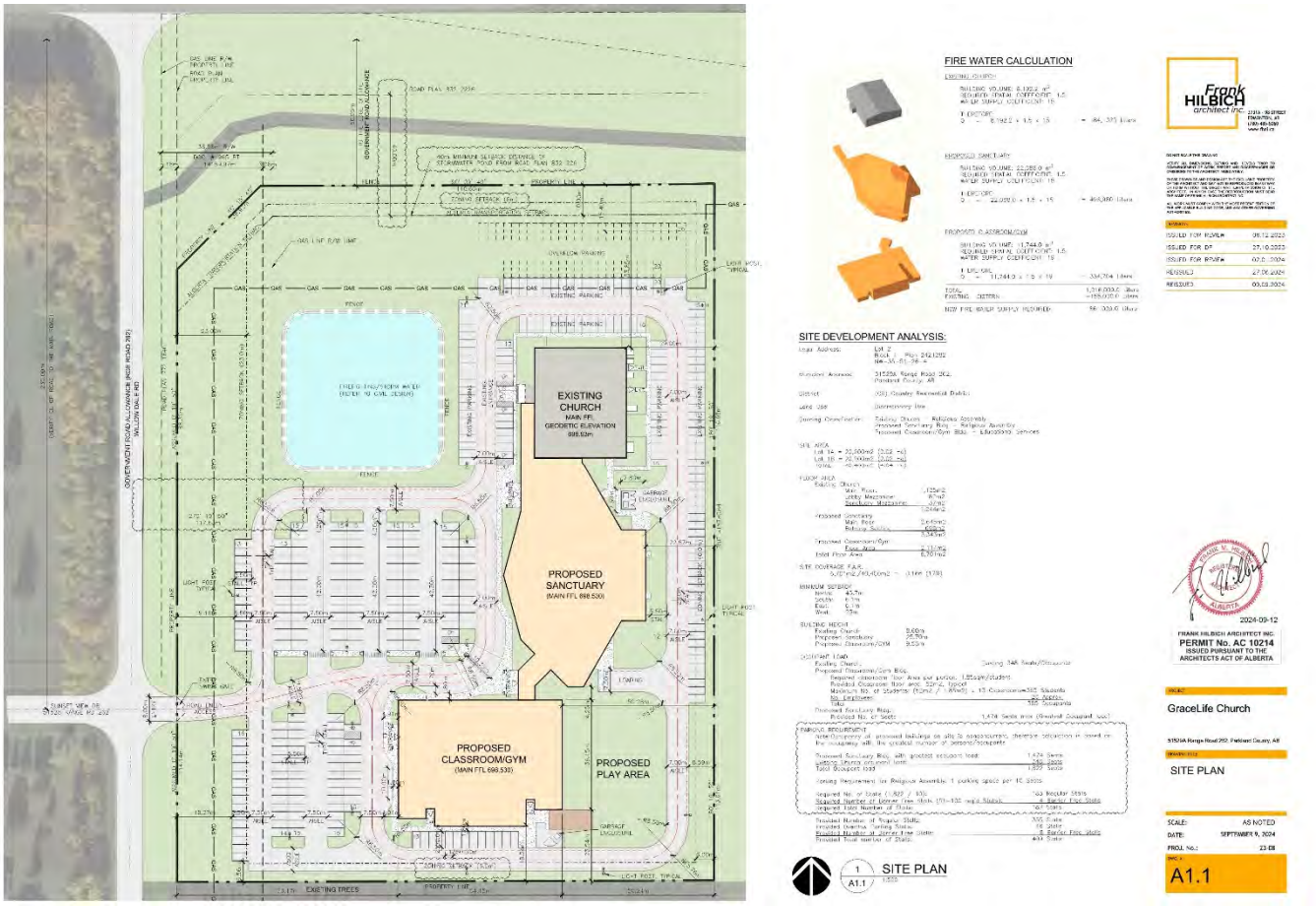
This report has been prepared for owners of the land and developers of the site for purposes of gaining approval from municipal and provincial governments for the development of this site.

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2. PROPOSED DEVELOPMENT

2.1 Development Details

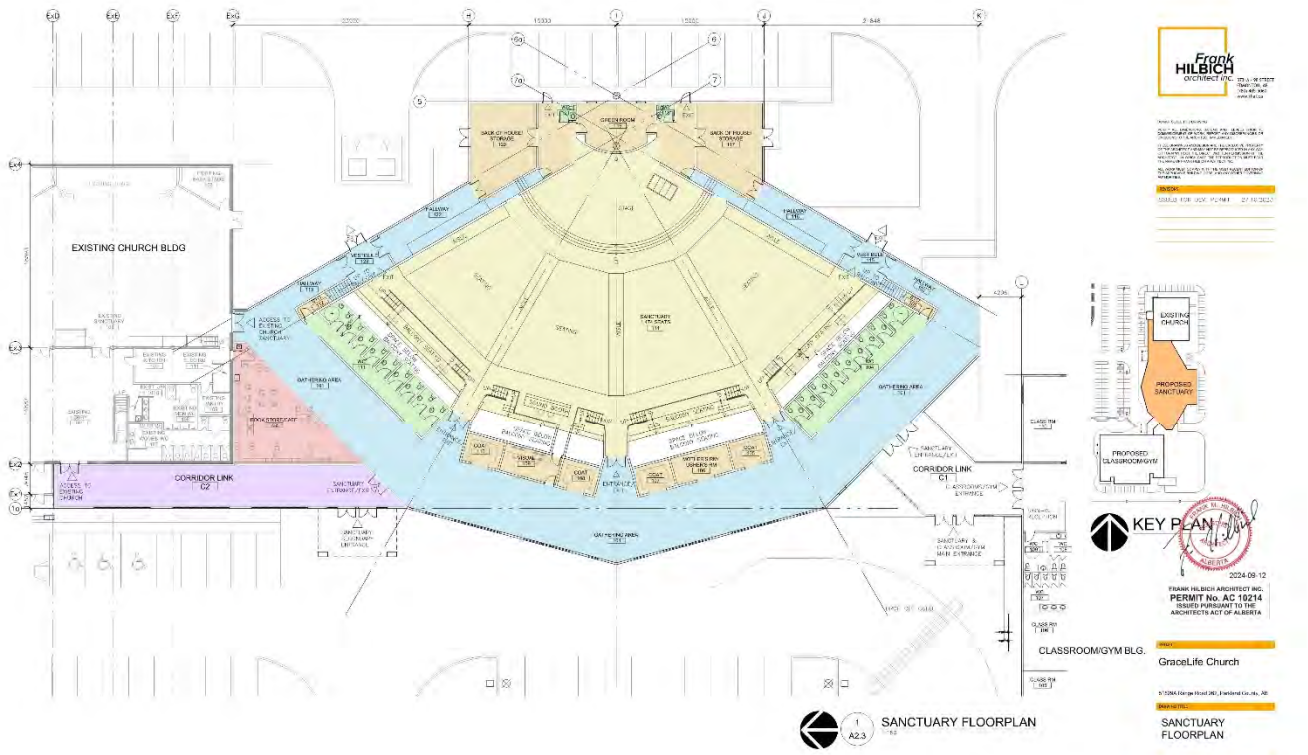
The proposed development comprises of an expansion to the existing GraceLife Church site with the addition of a Sanctuary building and a Classroom/Gym building located within Lot 1A and Lot 1B in Block 1 in Plan 1020669 (4.04 ha) within NW 35-51-26-W4M as shown below. The expansion includes significant expansion of the parking lot and the addition of a Stormwater Management Pond. Access to the site would be made utilizing a new access built directly across and aligned with Sunset View Drive on Willowdale Road (Range Road 262) and then to Highway 627:04 (Garden Valley Road).



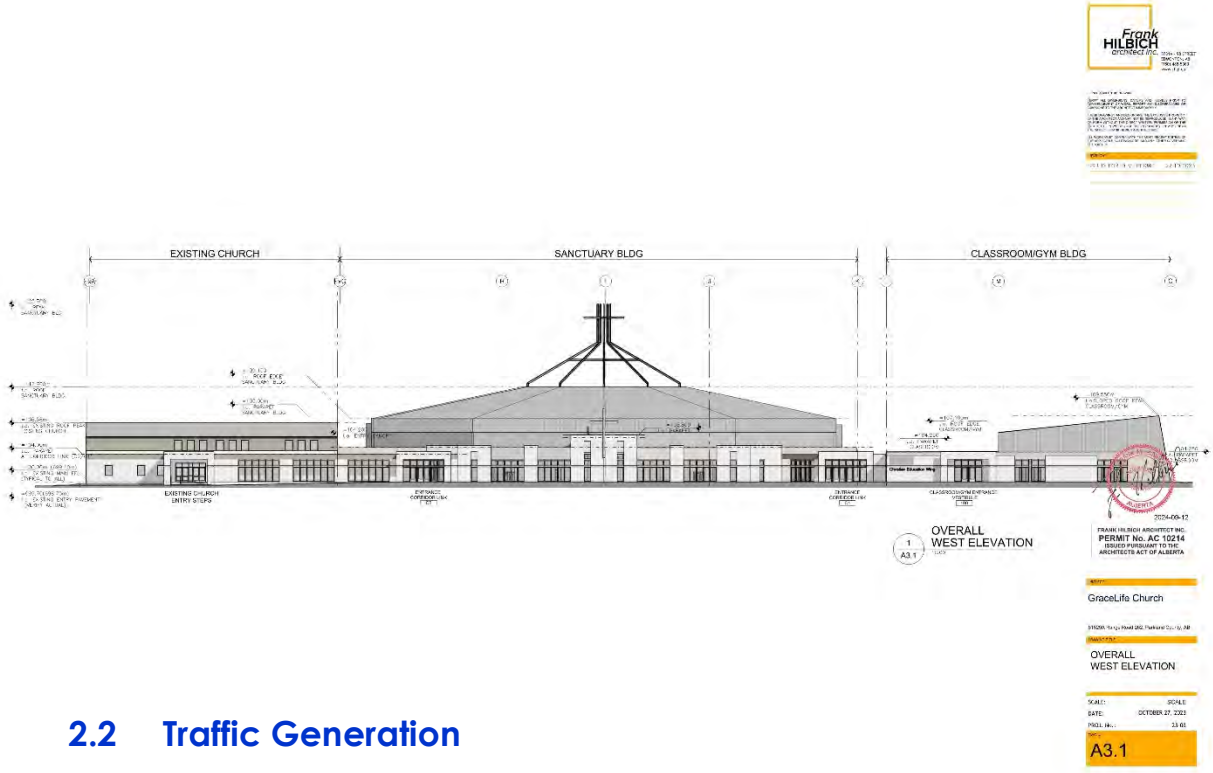
The existing access to the site to the north will be closed. The new access will be constructed directly across of Sunset View Acres (Sunset View Drive) to the west.

The details on the building spaces are shown below.

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EXISTING CHURCH BLDG
CORRIDOR LINK C2
CORRIDOR LINK C1
CLASSROOM/GYM BLG.
KEY PLAN
SANCTUARY FLOORPLAN
A2.3
Frank HILBICH architect inc.
PERMIT No. AC 10214
GraceLife Church
SANCTUARY FLOORPLAN
A2.3


SANCTUARY BLG
CORRIDOR LINK C1
NOTE: PROPOSED BUILDING WITH CLASSROOMS IN IT IS DESIGNED FOR SUNDAY SCHOOL USE ONLY.
CLASSROOM/GYM FLOORPLAN
KEY PLAN
Frank HILBICH architect inc.
PERMIT No. AC 10214
GraceLife Church
CLASSROOM/GYM FLOORPLAN
A2.6



2.2 Traffic Generation

The proposed expansion is projected to add traffic to the site for use of the new facilities as follows:

Mondays:	No activities planned.
Tuesdays:	Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
Wednesdays:	Late Morning Use: 80 vehicles from 9:30am to 11:30am
Wednesdays:	Evening Family Use: 60 families from 7:00pm to 10:00pm
Thursdays:	Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
Fridays:	Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm (2 times per month only)
Saturdays:	Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm (2 times per month only)
Sundays:	Daily Use: Regular use as per past; already accounting for in AT traffic count. No additional traffic anticipated on Sundays.

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

It is important to note that none of this increased activities and additional traffic generation will occur during the AM Peak Weekday Hour (7:30am – 8:30am) of traffic

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or the PM Peak Weekday Hour (4:30pm – 5:30pm) of traffic for the local roadways and highways in the area.
Projected Traffic Summary

Daily Traffic:	=	**80 trips per day**
AM Peak Hour:	=	**0 trips per hour**
PM Peak Hour:	=	**0 trips per hour**

These values above represent the traffic generation once the development is fully built and operating.

2.3 Trip Distribution & Development Traffic

Development traffic is projected to distribute similarly to existing traffic at the intersection of Highway 627:04 & Rge. Rd. 262 as follows:

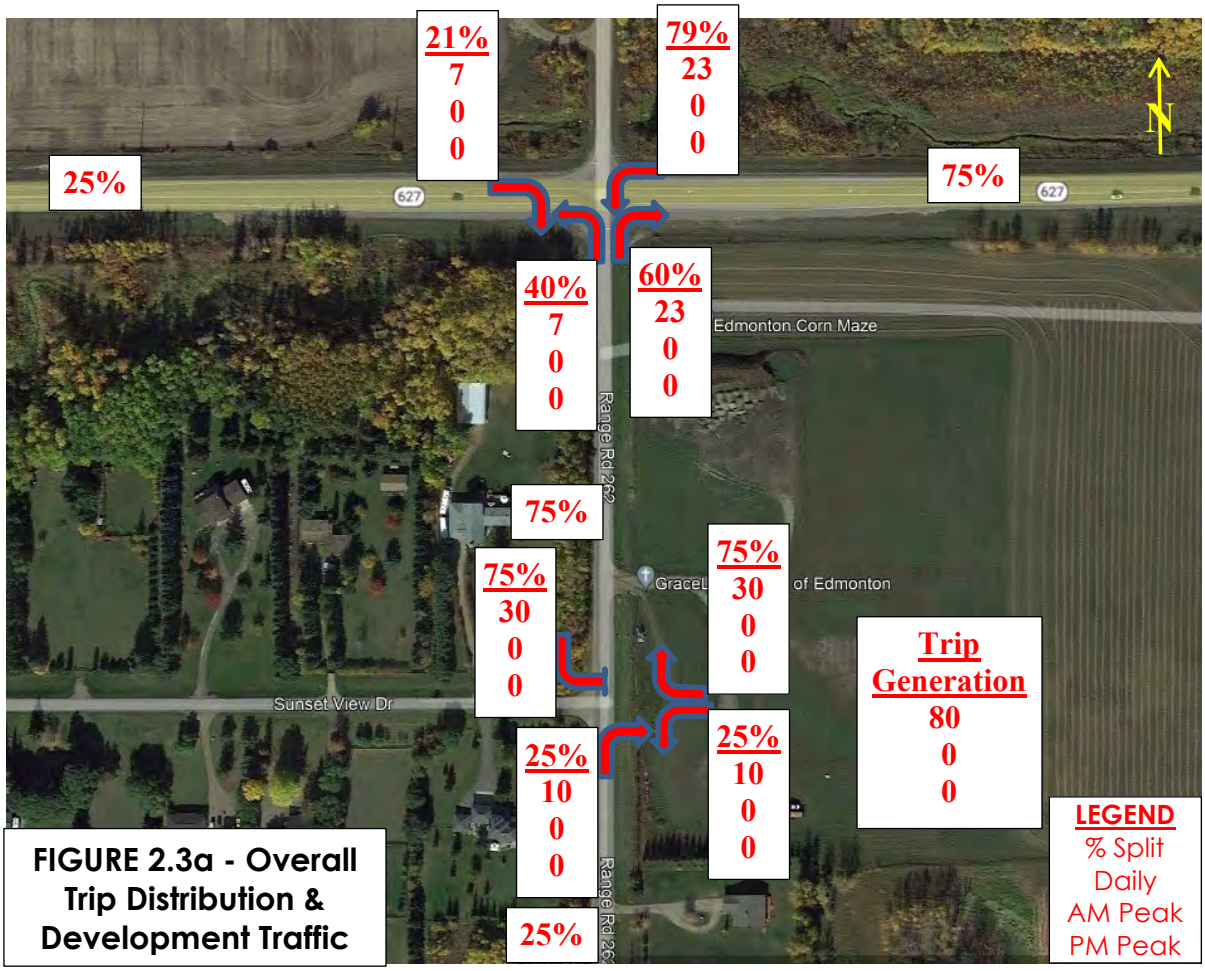


FIGURE 2.3a - Overall Trip Distribution & Development Traffic

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3. EXISTING CONDITIONS

3.1 Physical Properties

Highway 627:04 traverses between the Junction of Highway 779 and the City of Edmonton.

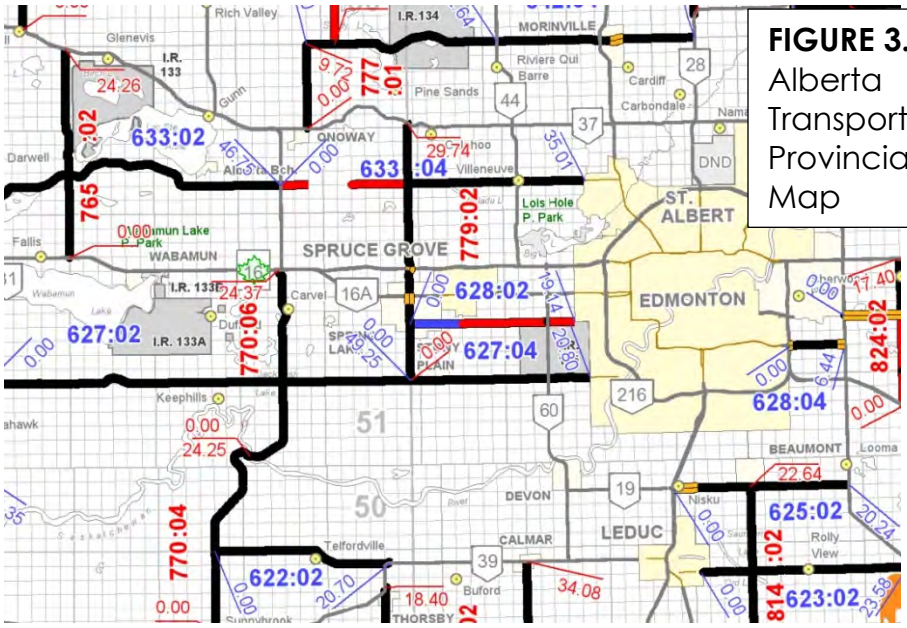


FIGURE 3.1a - Alberta Transportation Provincial Highway Map

Hwy. 627:04 is classified as a Level 3 roadway in accordance with Alberta Transportation's "Provincial Highway Service Classification System". Level 3 roadways typically carry traffic from major generators such as communities and/or resource and developments but with overall shorter travel distances. These roadways provide the connection between Level 4 and Level 2 roadways, and generally serve traffic of an intra regional or inter county nature.

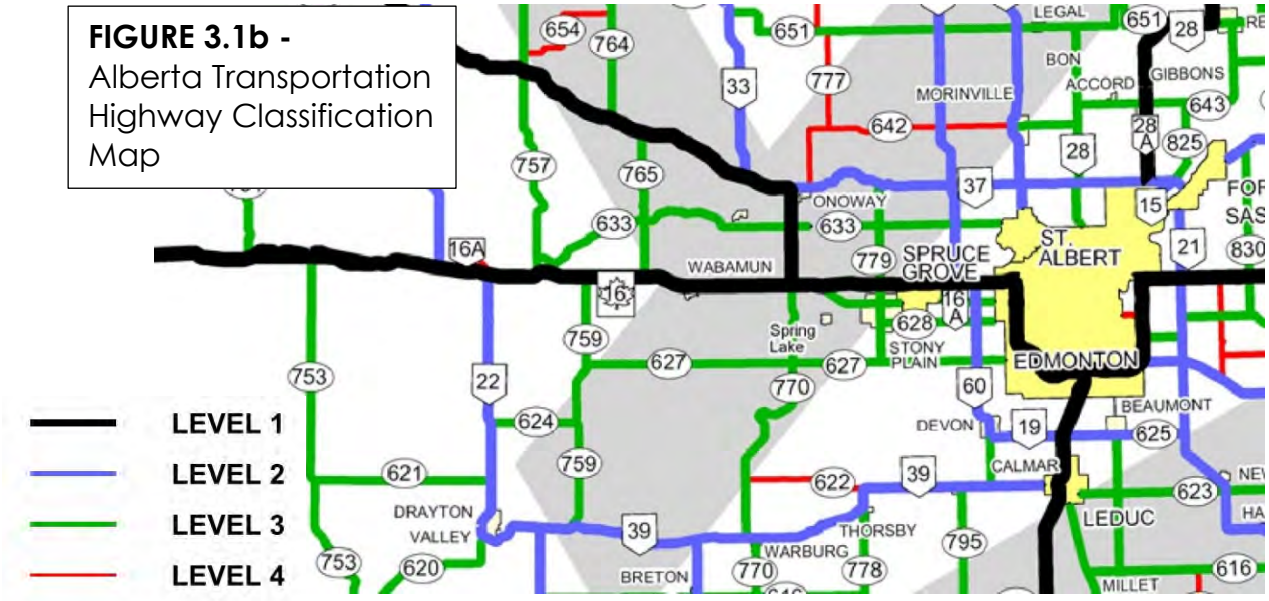


FIGURE 3.1b - Alberta Transportation Highway Classification Map

The intersection of Hwy. 627:04 and Rge. Rd. 262 exists approximately at km 17.54. The intersection is on a horizontal tangent. The intersection is on a -0.4% grade, sloping to the east. The sight distance appears to be greater than 650m in both directions.

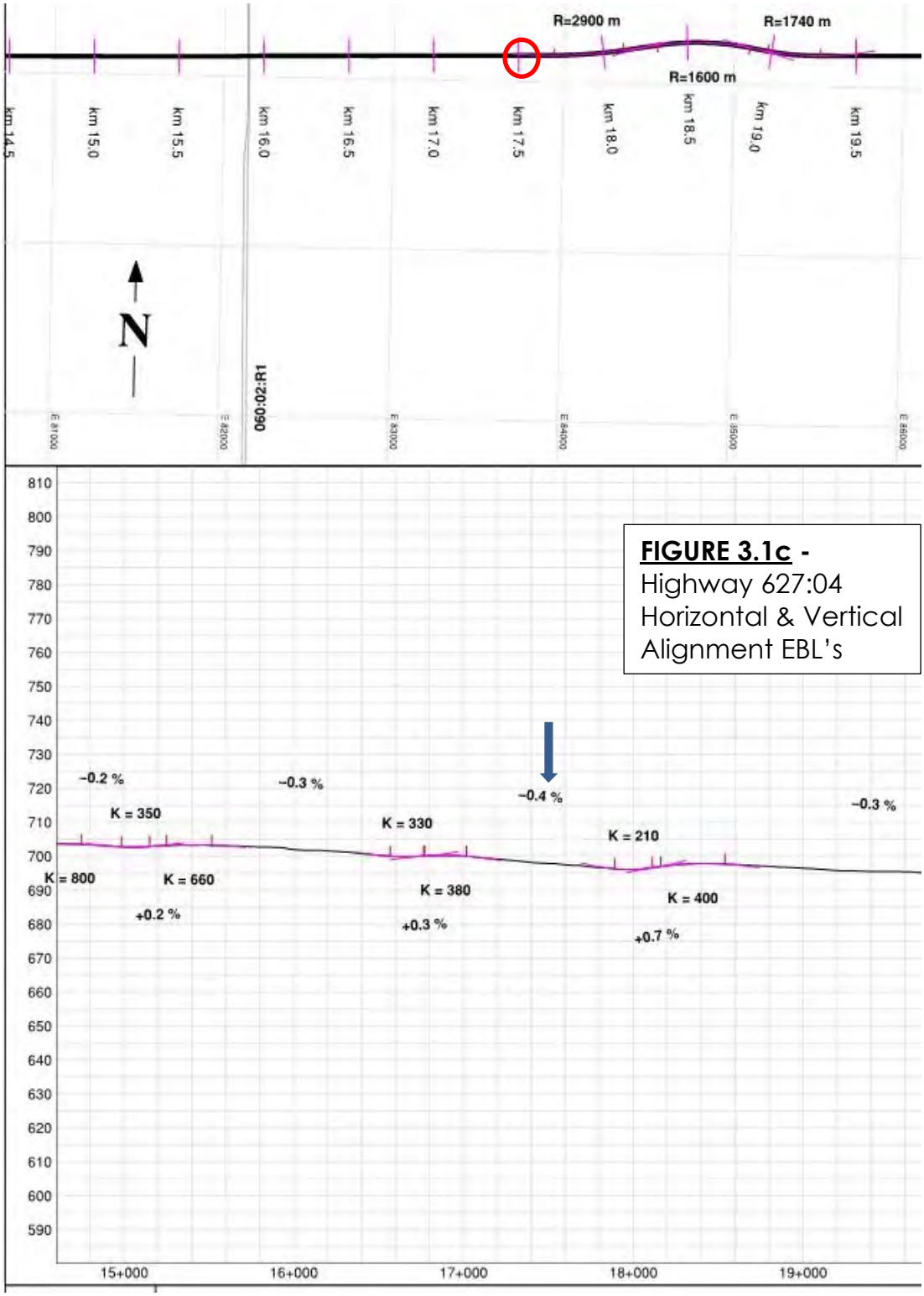
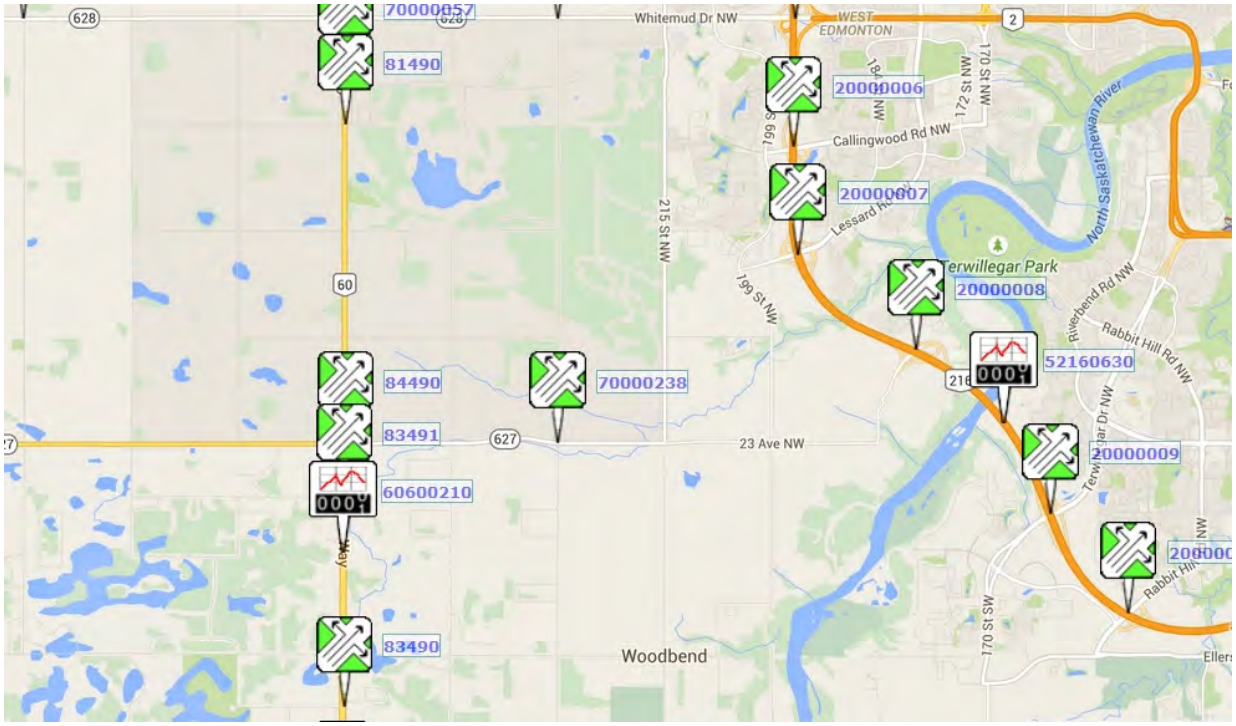


FIGURE 3.1c - Highway 627:04 Horizontal & Vertical Alignment EBL's

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3.2 Traffic Properties

Existing Alberta Transportation intersectional traffic count locations are shown in the map below:



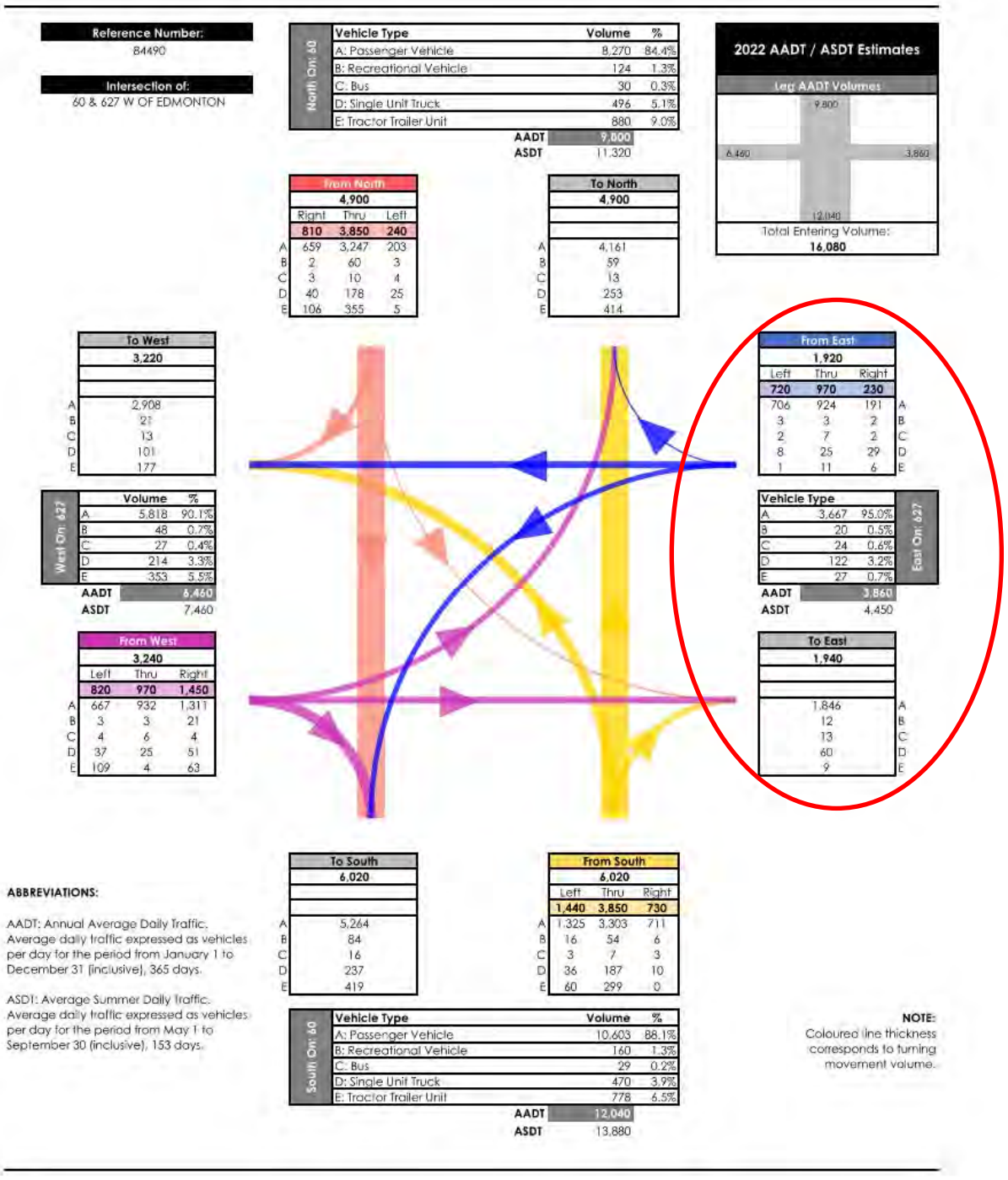
The AT website https://www.transportation.alberta.ca/mapping/ has traffic counts available that are relevant for comparison purposes for this assessment. There is no specific traffic count available for the intersection of Hwy. 627:04 and Rge. Rd. 262, however there are counts located at the junction of Highway 60 and Rge. Rd. 261.

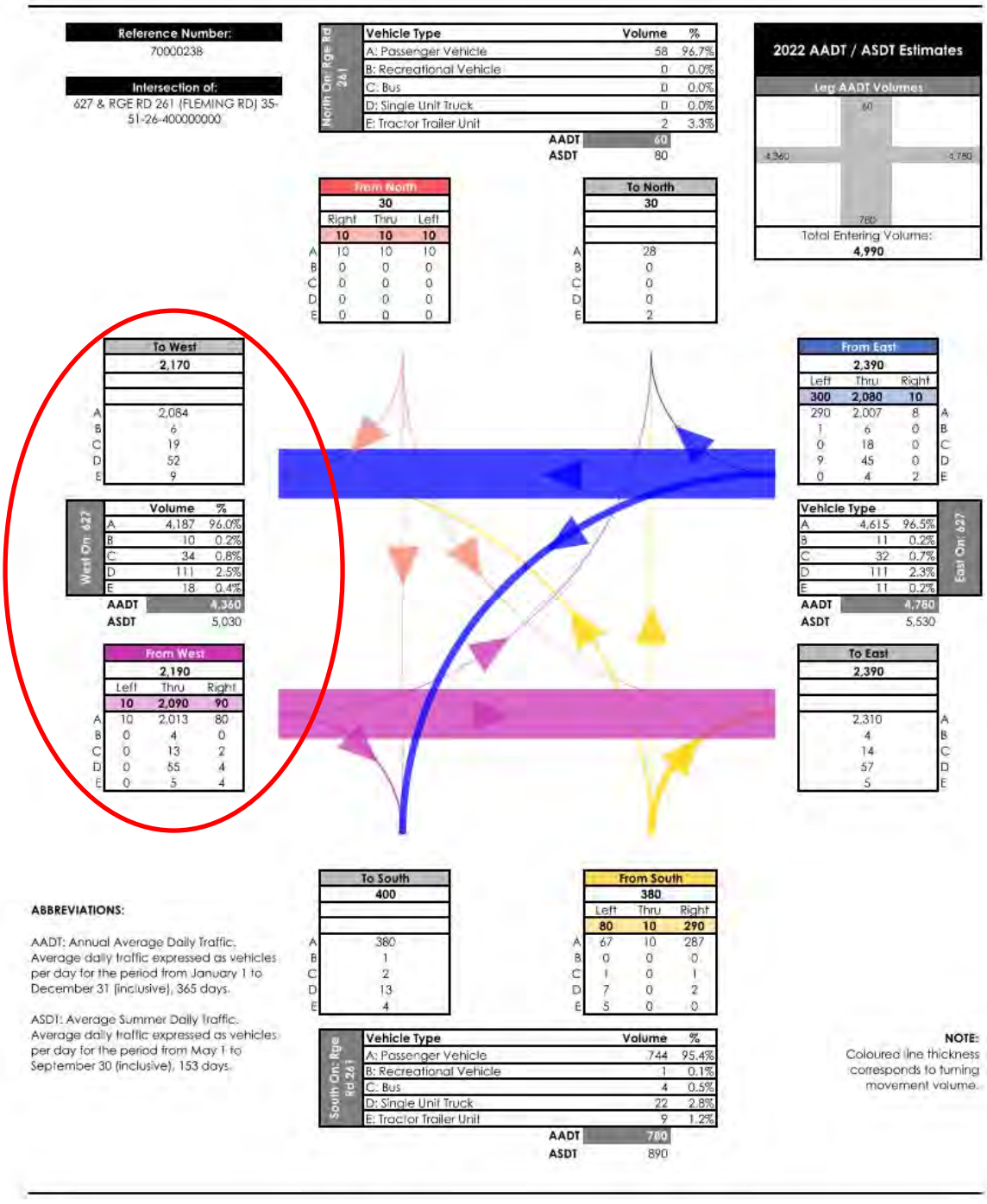
See below.

Table-2.2a: 2022 AADT and ASDT from Alberta Highways Traffic Volume History

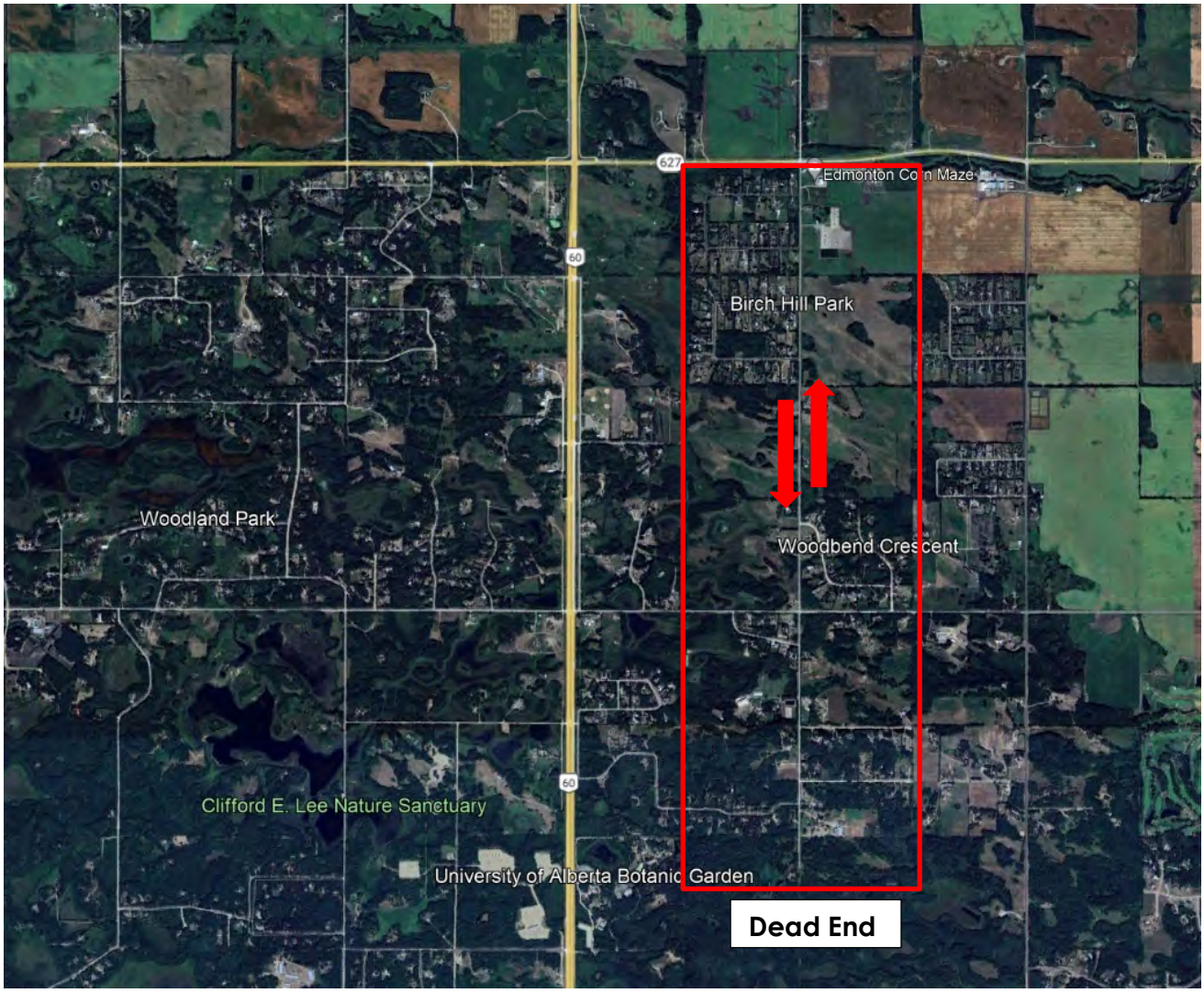
Intersection Leg	2022 AADT Hwy. 627	2022 ASDT Hwy. 627	2022 % Trucks Hwy. 627
60 & 627 W of Edmonton (84490)	3860	4450	3.9%
627 & Rge Rd 261 (Fleming Road) (7000238)	4360	5030	2.9%

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Reference Number:
84490
Intersection of:
60 & 627 W OF EDMONTON
North On: 60
Vehicle Type | Volume | %
A: Passenger Vehicle 8,270 84.4%
B: Recreational Vehicle 124 1.3%
C: Bus 30 0.3%
D: Single Unit Truck 496 5.1%
E: Tractor Trailer Unit 880 9.0%
AADT 9,800
ASDT 11,320
2022 AADT / ASDT Estimates
Leg AADT Volumes
9,800
6,460
3,860
12,040
Total Entering Volume:
16,080
From North
4,900
Right Thru Left
810 3,850 240
A 659 3,247 203
B 2 60 3
C 3 10 4
D 40 178 25
E 106 355 5
To North
4,900
A 4,161
B 59
C 13
D 253
E 414
To West
3,220
A 2,908
B 21
C 13
D 101
E 177
From East
1,920
Left Thru Right
720 970 230
A 706 924 191
B 3 3 2
C 2 7 2
D 8 25 29
E 1 11 6
West On: 627
Volume %
A 5,818 90.1%
B 48 0.7%
C 27 0.4%
D 214 3.3%
E 353 5.5%
AADT 6,460
ASDT 7,460
East On: 627
Vehicle Type
A 3,667 95.0%
B 20 0.5%
C 24 0.6%
D 122 3.2%
E 27 0.7%
AADT 3,860
ASDT 4,450
From West
3,240
Left Thru Right
820 970 1,450
A 667 932 1,311
B 3 3 21
C 4 6 4
D 37 25 51
E 109 4 63
To East
1,940
A 1,846
B 12
C 13
D 60
E 9
To South
6,020
A 5,264
B 84
C 16
D 237
E 419
From South
6,020
Left Thru Right
1,440 3,850 730
A 1,325 3,303 711
B 16 54 6
C 3 7 3
D 36 187 10
E 60 299 0
South On: 60
Vehicle Type | Volume | %
A: Passenger Vehicle 10,603 88.1%
B: Recreational Vehicle 160 1.3%
C: Bus 29 0.2%
D: Single Unit Truck 470 3.9%
E: Tractor Trailer Unit 778 6.5%
AADT 12,040
ASDT 13,880
ABBREVIATIONS:
AADT: Annual Average Daily Traffic. Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.
ASDT: Average Summer Daily Traffic. Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.
NOTE:
Coloured line thickness corresponds to turning movement volume.


Reference Number:
70000238
Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000
North On: Rge Rd 261
Vehicle Type | Volume | %
A: Passenger Vehicle | 58 | 96.7%
B: Recreational Vehicle | 0 | 0.0%
C: Bus | 0 | 0.0%
D: Single Unit Truck | 0 | 0.0%
E: Tractor Trailer Unit | 2 | 3.3%
AADT 60
ASDT 80
2022 AADT / ASDT Estimates
Leg AADT Volumes
60
4,360
4,780
780
Total Entering Volume:
4,990
From North
30
Right Thru Left
10 10 10
A 10 10 10
B 0 0 0
C 0 0 0
D 0 0 0
E 0 0 0
To North
30
A 28
B 0
C 0
D 0
E 2
To West
2,170
A 2,084
B 6
C 19
D 52
E 9
From East
2,390
Left Thru Right
300 2,080 10
290 2,007 8 A
1 6 0 B
0 18 0 C
9 45 0 D
0 4 2 E
West On: 627
Volume %
A 4,187 96.0%
B 10 0.2%
C 34 0.8%
D 111 2.5%
E 18 0.4%
AADT 4,360
ASDT 5,030
Vehicle Type
A 4,615 96.5%
B 11 0.2%
C 32 0.7%
D 111 2.3%
E 11 0.2%
AADT 4,780
ASDT 5,530
East On: 627
From West
2,190
Left Thru Right
10 2,090 90
A 10 2,013 80
B 0 4 0
C 0 13 2
D 0 55 4
E 0 5 4
To East
2,390
A 2,310
B 4
C 14
D 57
E 5
ABBREVIATIONS:
AADT: Annual Average Daily Traffic. Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.
ASDT: Average Summer Daily Traffic. Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.
To South
400
A 380
B 1
C 2
D 13
E 4
From South
380
Left Thru Right
80 10 290
A 67 10 287
B 0 0 0
C 1 0 1
D 7 0 2
E 5 0 0
South On: Rge Rd 261
Vehicle Type | Volume | %
A: Passenger Vehicle | 744 | 95.4%
B: Recreational Vehicle | 1 | 0.1%
C: Bus | 4 | 0.5%
D: Single Unit Truck | 22 | 2.8%
E: Tractor Trailer Unit | 9 | 1.2%
AADT 780
ASDT 890
NOTE:
Coloured line thickness corresponds to turning movement volume.

Between the two traffic counts, there is a noticeable increase of 500 vehicles from the east leg of the Hwy. 60 count and the west leg of the Rge. Rd. 621 count. Most of this is likely attributed to the traffic coming from Rge. Rd. 262 south. If review of the traffic collection basin for the area surrounding Range Road 262 south of Highway 627:04, the following traffic volumes can be projected:

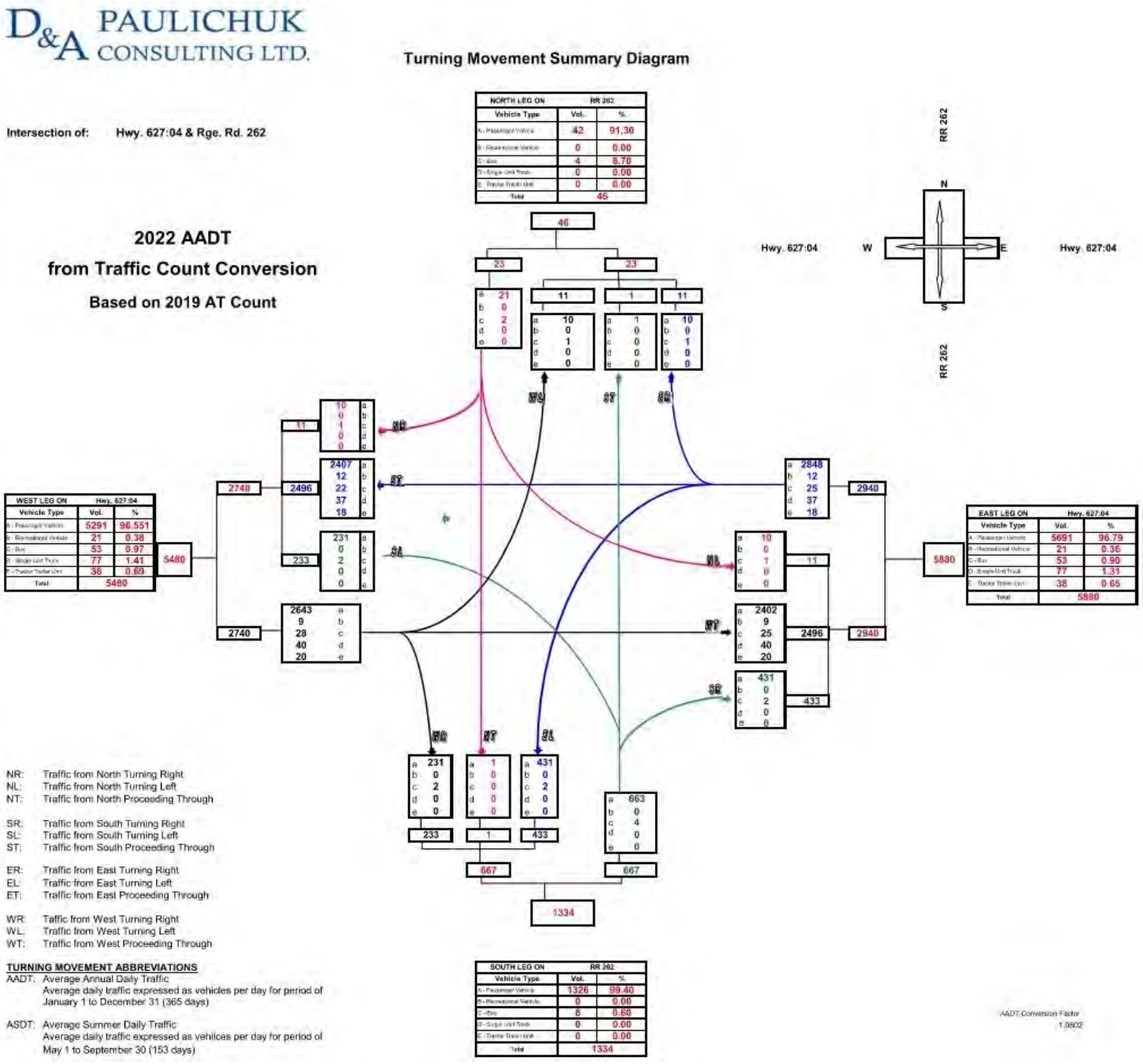


This area includes the following developments and estimated weekday trips:

170 Country Residential Homes:	170 units	x 6.5 trips per day =		1105 trips/day
8 Farmsteads:	8 units	x 12 trips per day =		96 trips/day
2 Equestrian Business &Farmstead:	2 units	x 30 trips per day =		60 trips/day
1 Businesses:	1 unit	x 25 trips per day =		25 trips/day
1 RV Storage Business: (past TIA)			=	37 trips/day
GraceLife Church:	(weekday only)		=	10 trips/day
TOTAL:				**1333 trips/day**

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Using the above projections, the following turning movement diagram for 2022 is estimated for Hwy. 627:04 & Rge. Rd. 262 intersection:



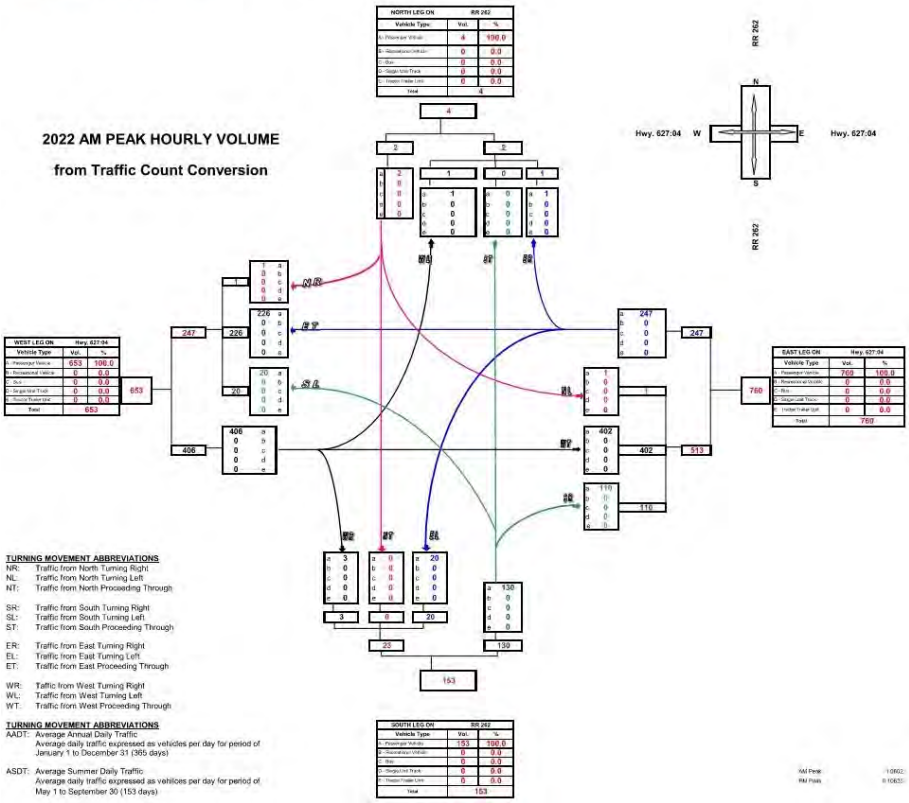
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Turning Movement Summary Diagram

2022 AM PEAK HOURLY VOLUME

from Traffic Count Conversion



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

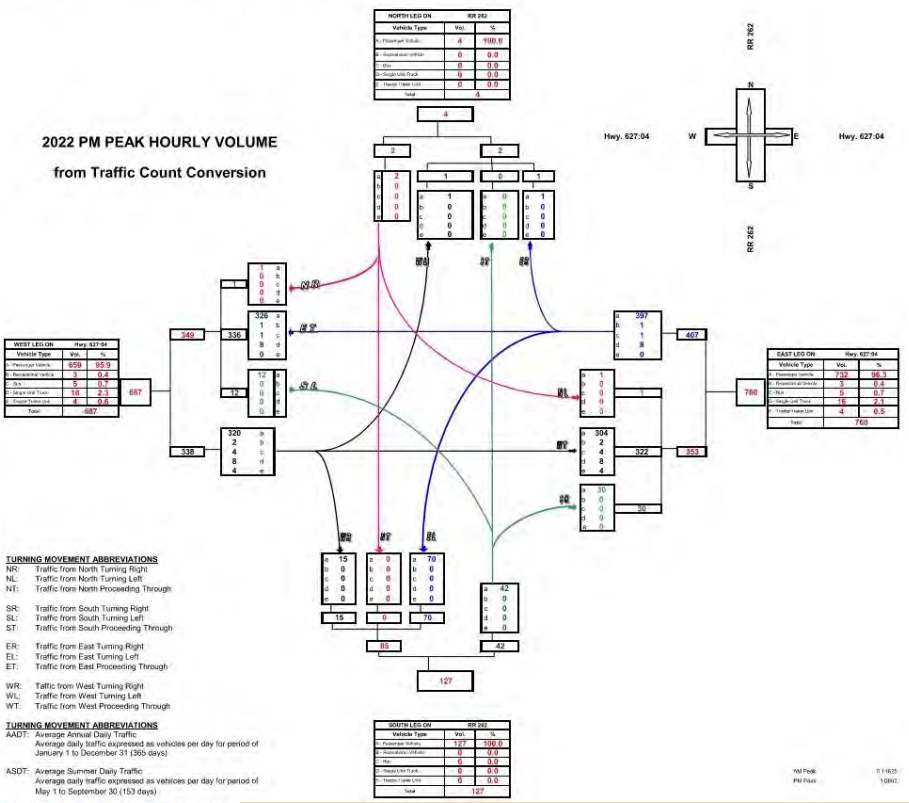
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

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Turning Movement Summary Diagram

2022 PM PEAK HOURLY VOLUME

from Traffic Count Conversion



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

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3.3 Site Observations

The details of the intersection site are as follows:

- Highway 627:04 is a two-laned roadway and is paved.
- The intersection has an existing treatment as follows:
  - EBL's
    - An approximate 87.5m taper and 75m right turn deceleration lane exists for EB to SB turns.
    - An approximate 77m right turn acceleration lane and 91m taper exists for NB to EB turns.
  - WBL's
    - An approximate 120m taper and 190m left turn deceleration lane exists for WB to SB left turns. A by-pass lane is to the north.
    - An approximate 60m right turn acceleration lane and 200m taper exists for NB to WB turns.
    - Overall, the existing treatment is near a Type IVb intersection treatment with just some differences between taper land lane lengths however the total being within or exceeding requirements.
- Vehicles on Highway 627 appeared to be traveling at the posted speed limit of 100 km/hr.
- The side slopes seem to be 4:1 or better throughout.
- There is no existing illumination at this location.
- Intersectional sight distance from Rge. Rd. 262 onto Hwy. 627:04 is greater than 450m in both east and west directions.



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Viewing East, on Hwy. 627 EBL, just west of the intersection with Rge. Rd. 262.



Viewing East, on Hwy. 627 EBL, just west of the intersection with Rge. Rd. 262.



Viewing South, on Hwy. 627 towards Rge. Rd. 262 South.



Viewing West, on Hwy. 627 EBL, just east of the intersection with Rge. Rd. 262.

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3.4 Highway Traffic Projections – 627:04

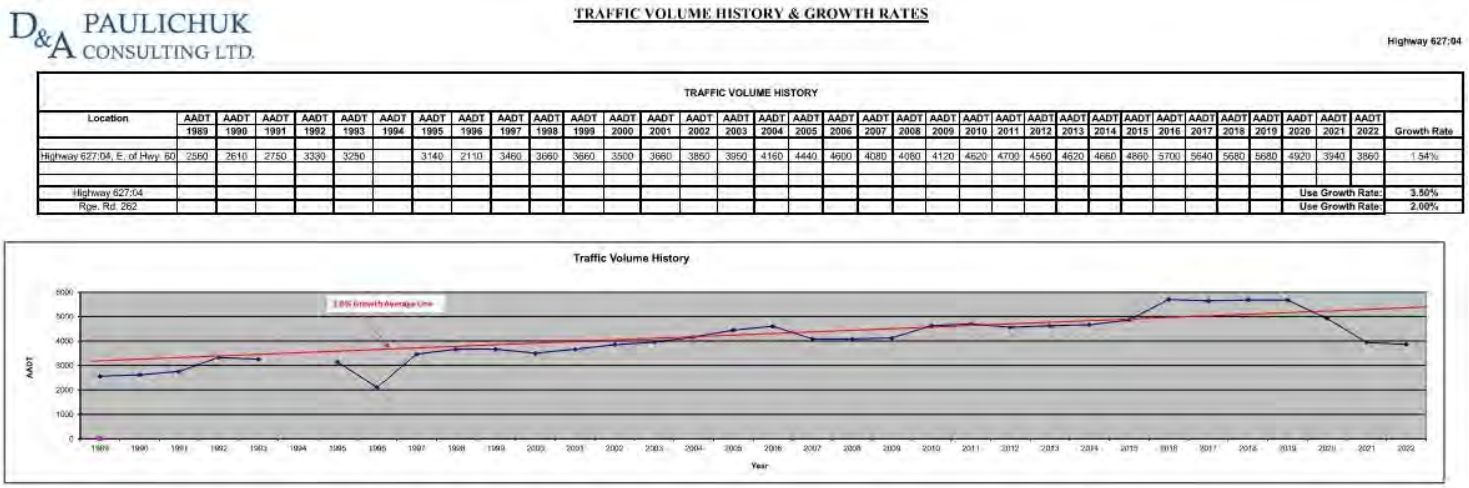
The following historical traffic data for Highway 627:04 is available from the Alberta Transportation's website indicates a growth rate of 4.06% for the east leg of the Hwy. 60:02 and Hwy. 627:04 intersection from 1989 to 2019 (30 years), 2.76% growth from 1999 to 2019 (20 years), 2.44% growth from 2004 to 2019 (15 years), 3.79% from 2009 to 2019 (10 years) and 4.38% from 2014 to 2019 (5 years). The average of these 5 rates is 3.49%. The growth rate from 1989 to 2022 (33 years) is 1.54%.

Historical Traffic Volumes – Hwy. 627:04

Year	2015	2016	2017	2018	2019	2020	2021	2022
AADT	4860	5700	5640	5640	5680	4920	3940	3860

Year	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
AADT	3950	4160	4440	4600	4080	4080	4120	4620	4700	4560	4620	4660

Year	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
AADT	2560	2610	2750	3330	3250		3140	2110	3460	3660	3660	3500	3660	3850



For analysis purposes, a growth rate of 3.5% non-compounded annually will be used for Hwy. 627:04 for the next 20 years, which is approximately the average of the five rates above using data from 1989 to 2019.

A growth rate of 2.0% will be used for Range Road 262.

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Projected AADT values for Hwy. 627:04 are presented in the table below for key times:

Existing Highway Traffic Forecast, Daily Volumes

Year	**Hwy. 627:04 West Leg**	**Hwy. 627:04 East Leg**	**Rge. Rd. 262 South Leg**
2019	5848	6264	1386
2029 (10 Year)	7692	8188	1650
2039 (20 Year)	9537	10113	1922

Peak hour traffic loading (100th highest hour) is shown below for am/pm volumes:

Existing Highway Traffic Forecast, Peak Hour Volumes

Year	**Hwy. 627:04 West Leg** a.m. & p.m.	**Hwy. 627:04 East Leg** a.m. & p.m.	**Rge. Rd. 262 South Leg** a.m. & p.m.
2019	698 / 729	809 / 809	159 / 131
2029 (10 Year)	923 / 1055	970 / 1060	190 / 158
2039 (20 Year)	1147 / 1206	1301 / 1311	220 / 183

The following tables show the estimated combined traffic volumes at the Highway 627:04 and Rge. Rd. 262 intersection.

Combined Highway Traffic Forecast, Daily Volumes

Year	**Hwy. 627:04 West Leg**	**Hwy. 627:04 East Leg**	**Rge. Rd. 262 South Leg**
2024	5862	6310	1446
2034 (10 Year)	7706	8234	1710
2044 (20 Year)	9551	10159	1982

Peak hour traffic loading (100th highest hour) is shown below for am/pm volumes:

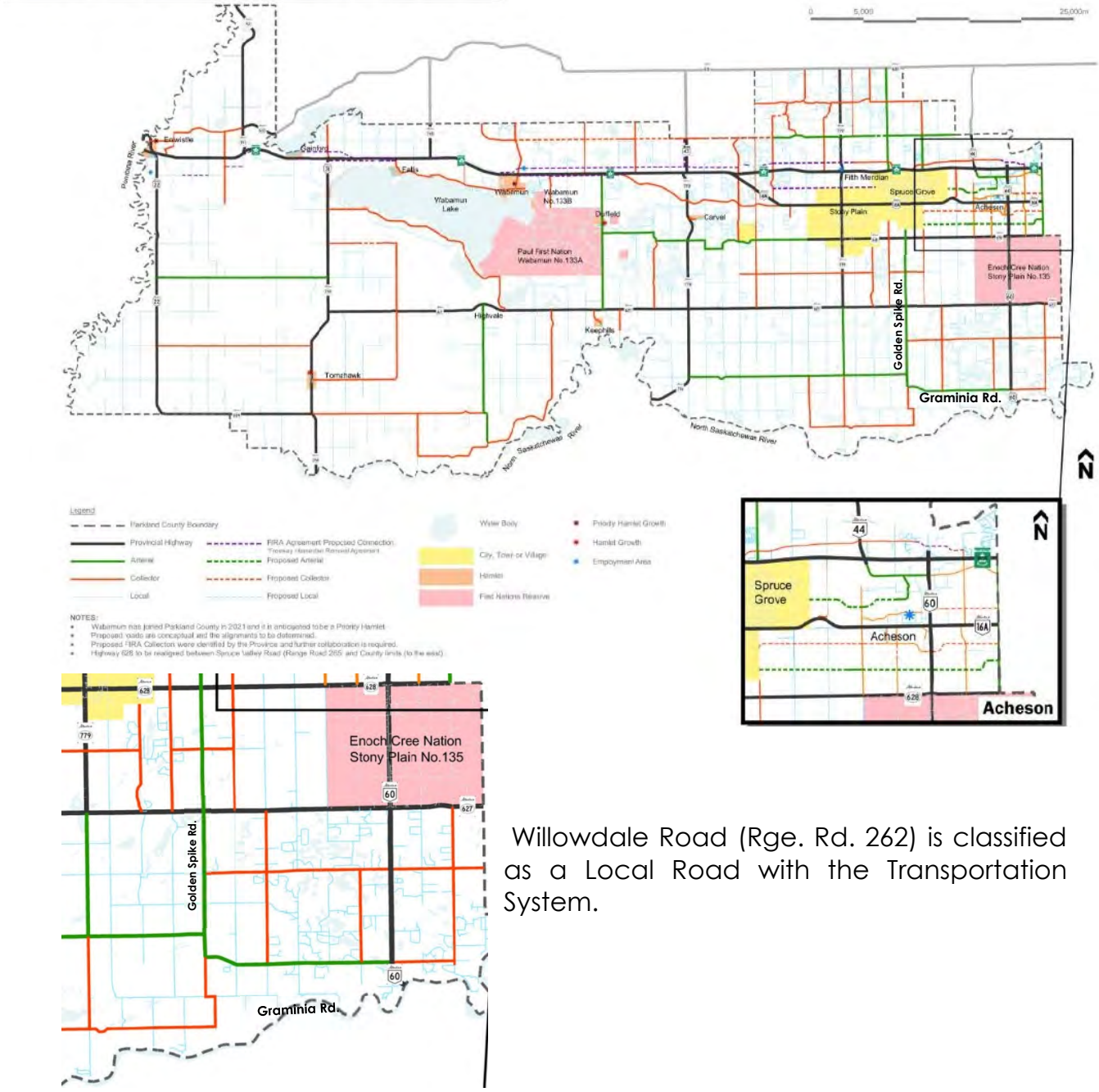
Combined Highway Traffic Forecast, Peak Hour Volumes

Year	**Hwy. 627:04 West Leg** a.m. & p.m.	**Hwy. 627:04 East Leg** a.m. & p.m.	**Rge. Rd. 262 South Leg** a.m. & p.m.
2024	698 / 732	809 / 809	159/ 131
2034 (10 Year)	923 / 1055	970 / 1060	190 / 158
2044 (20 Year)	1147 / 1206	1301 / 1311	220 / 183

3.5 Physical Properties – Willowdale Road (Range Road 262)

Willowdale Road (Rge. Rd. 262) traverses from Hwy. 627 and continues to the south for 5.0 km where is terminates as a dead end.

FIGURE 17 | PROPOSED MAIN ROAD NETWORK



Willowdale Road (Rge. Rd. 262) is classified as a Local Road with the Transportation System.

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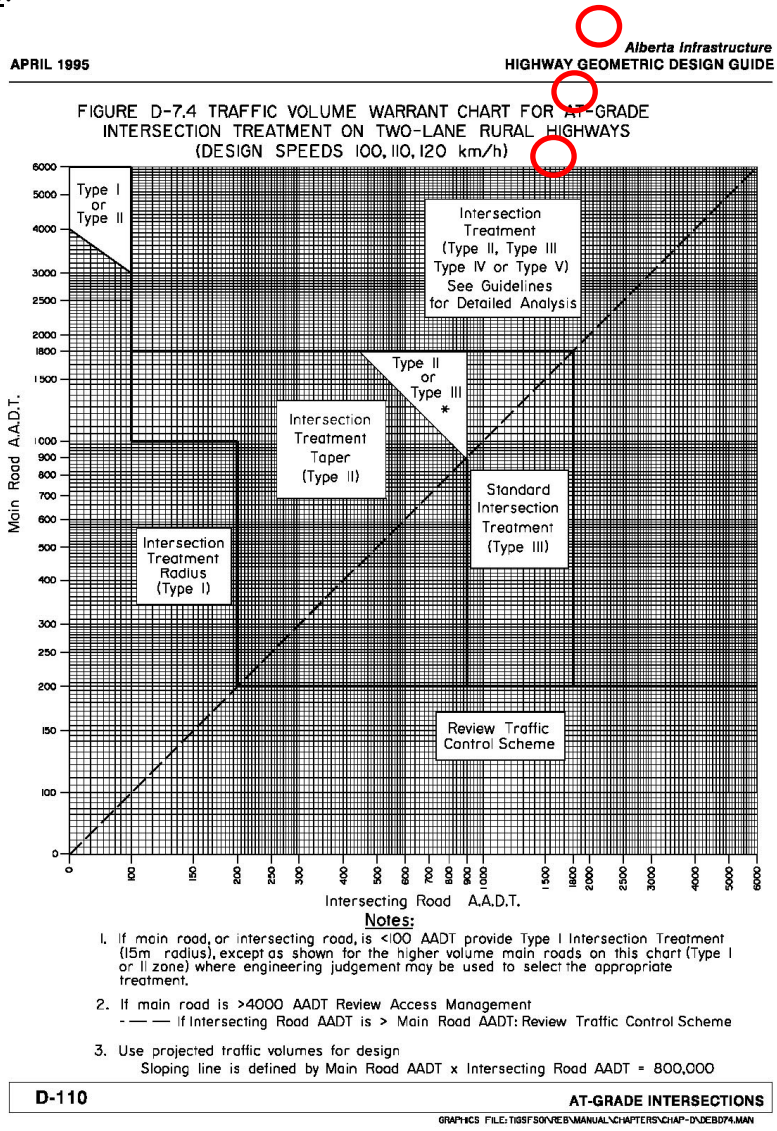
4. TRAFFIC ANALYSIS – HIGHWAY 627:04 & RGE. RD. 262

4.1 Design Speed

The posted speed on Highway 627:04 at this location is 100 km/hr. It is therefore reasonable to conclude that a design speed of 110 km/h is suitable.

4.2 Detailed Analysis

Using the 2024, 2034 and 2044 AADT values for the Highway 627:04 & Rge. Rd. 262 intersection indicate from referencing Figure D-7.4, "Traffic Volume Warrant Chart for At-Grade Intersection Treatment on Two-Lane Rural Highways (Design Speeds 100/110/120 km/h)", that a **Type II, III or IV intersection may be warranted pending a detailed analysis**.



Using the Alberta Transportation Warrant Spreadsheet, version 2 (Jan. 2020), confirms that a Type IV intersection would be warranted for the junction of Highway 627:04 and Range Road 262 in 2034 and 2044. See below.

Alberta Transportation
Intersection Analysis
Two-Lane Undivided Highways

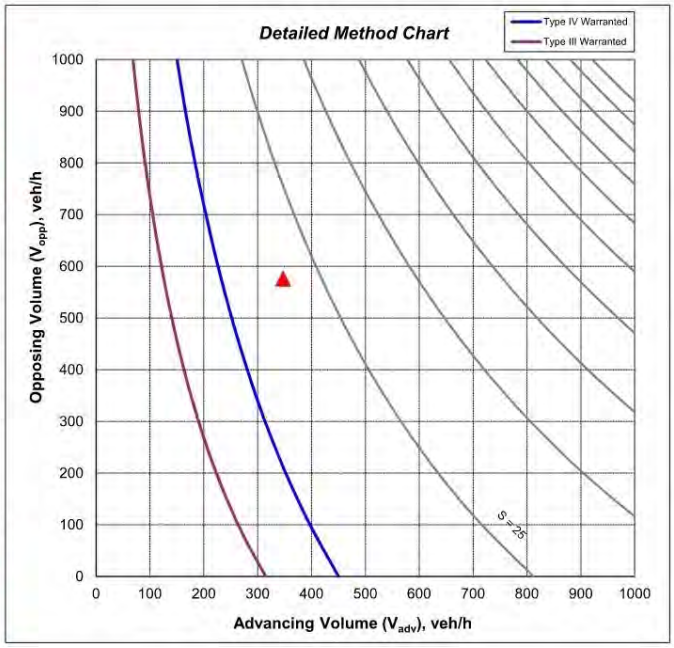
Main Rd: Highway 627:04 **Direction:** EB **Year of Analysis:** 2034
Minor Rd: Rge. Rd. 262 **Period:** AM Peak **Date of Analysis:** 10-Nov-2023

INPUT	Value
85th percentile speed, km/h:	100
Main Road A.A.D.T.	8,234
Minor (intersecting) Road A.A.D.T	1,710
Left turn volume (V_{LT}), veh/h:	25
Advancing volume (V_{adv}), veh/h:	347
Opposing volume (V_{opp}), veh/h:	576
Left turn truck volume, trucks/h:	3
Right turn volume (V_{RT}), veh/day:	295

OUTPUT	Value
Percent left-turns in advancing volume:	7.2%
Percent trucks in left turn volume:	12.0%
Probability of conflict threshold:	0.89%
Calculated probability of conflicting arrival:	2.0%
Calculated conflicts per hour, veh/h:	6.9
Use Detailed Method	
Type IV	
Additonal Storage Not Requied — *base storage requirement*	-
- standard storage length	-
+ additional truck storage	-
= total additional storage required	-

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	5.0
Average time to clear, s:	1.9



In 2034 in the AM Peak Hour, a Type IV intersection treatment is warranted with no additional storage needed for the left turns from WB to SB.

Alberta Transportation
Intersection Analysis
Two-Lane Undivided Highways

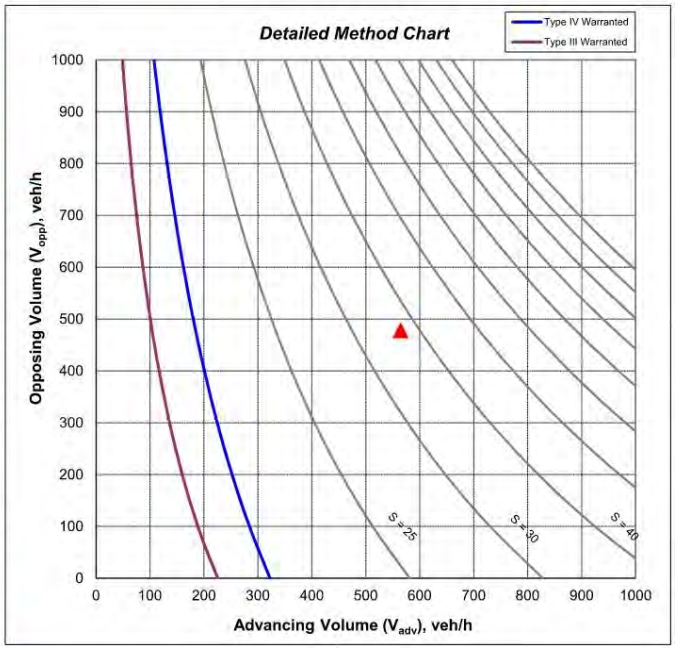
Main Rd: Highway 627:04 **Direction:** EB **Year of Analysis:** 2034
Minor Rd: Rge. Rd. 262 **Period:** PM Peak **Date of Analysis:** 10-Nov-2023

INPUT	Value
85th percentile speed, km/h:	100
Main Road A.A.D.T.	8,234
Minor (intersecting) Road A.A.D.T	1,710
Left turn volume (V_{LT}), veh/h:	87
Advancing volume (V_{adv}), veh/h:	564
Opposing volume (V_{opp}), veh/h:	478
Left turn truck volume, trucks/h:	8
Right turn volume (V_{RT}), veh/day:	295

OUTPUT	Value
Percent left-turns in advancing volume:	15.4%
Percent trucks in left turn volume:	9.2%
Probability of conflict threshold:	0.89%
Calculated probability of conflicting arrival:	8.4%
Calculated conflicts per hour, veh/h:	47.1
Use Detailed Method	
Type IV	
Additional Storage Required — *base storage requirement*	30 m
- standard storage length	20 m
+ additional truck storage	0 m
= total additional storage required	**10 m**

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	5.0
Average time to clear, s:	1.9



In 2034 in the PM Peak Hour, a Type IV intersection treatment is warranted with 10m of additional storage is needed for the left turns from WB to SB.

Alberta Transportation
Intersection Analysis
Two-Lane Undivided Highways

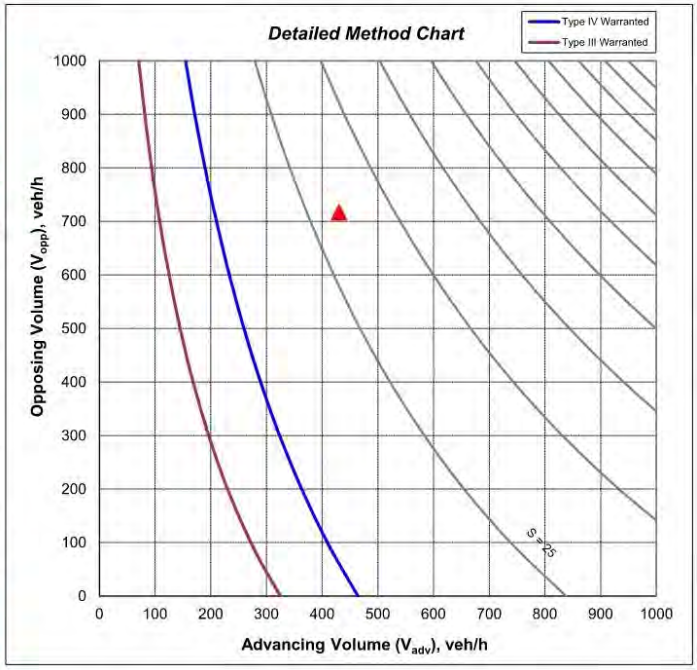
Main Rd: Highway 627:04 **Direction:** EB **Year of Analysis:** 2044
Minor Rd: Rge. Rd. 262 **Period:** AM Peak **Date of Analysis:** 10-Nov-2023

INPUT	Value
85th percentile speed, km/h:	100
Main Road A.A.D.T.	10,113
Minor (intersecting) Road A.A.D.T	1,922
Left turn volume (V_{LT}), veh/h:	29
Advancing volume (V_{adv}), veh/h:	430
Opposing volume (V_{opp}), veh/h:	717
Left turn truck volume, trucks/h:	5
Right turn volume (V_{RT}), veh/day:	343

OUTPUT	Value
Percent left-turns in advancing volume:	6.7%
Percent trucks in left turn volume:	17.2%
Probability of conflict threshold:	0.89%
Calculated probability of conflicting arrival:	3.9%
Calculated conflicts per hour, veh/h:	16.7
Use Detailed Method	
Type IV	
Additional Storage Required — *base storage requirement*	25 m
- standard storage length	20 m
+ additional truck storage	0 m
= total additional storage required	**5 m**

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	5.0
Average time to clear, s:	1.9



In 2044 in the AM Peak Hour, a Type IV intersection treatment is warranted with 5m of additional storage is needed for the left turns from WB to SB.

Alberta Transportation
Intersection Analysis
Two-Lane Undivided Highways

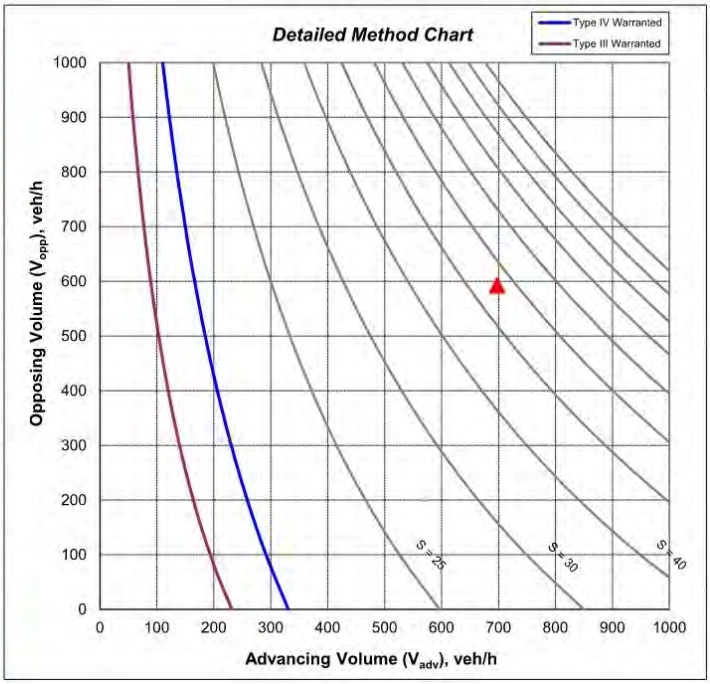
Main Rd: Highway 627:04 **Direction:** EB **Year of Analysis:** 2044
Minor Rd: Rge. Rd. 262 **Period:** PM Peak **Date of Analysis:** 10-Nov-2023

INPUT	Value
85th percentile speed, km/h:	100
Main Road A.A.D.T.	10,113
Minor (intersecting) Road A.A.D.T	1,922
Left turn volume (V_{LT}), veh/h:	101
Advancing volume (V_{adv}), veh/h:	697
Opposing volume (V_{opp}), veh/h:	593
Left turn truck volume, trucks/h:	10
Right turn volume (V_{RT}), veh/day:	343

OUTPUT	Value
Percent left-turns in advancing volume:	14.5%
Percent trucks in left turn volume:	9.9%
Probability of conflict threshold:	0.89%
Calculated probability of conflicting arrival:	15.5%
Calculated conflicts per hour, veh/h:	107.9
Use Detailed Method	
Type IV	
Additional Storage Required — *base storage requirement*	50 m
- standard storage length	20 m
+ additional truck storage	0 m
= total additional storage required	**30 m**

CALIBRATION CONSTANTS

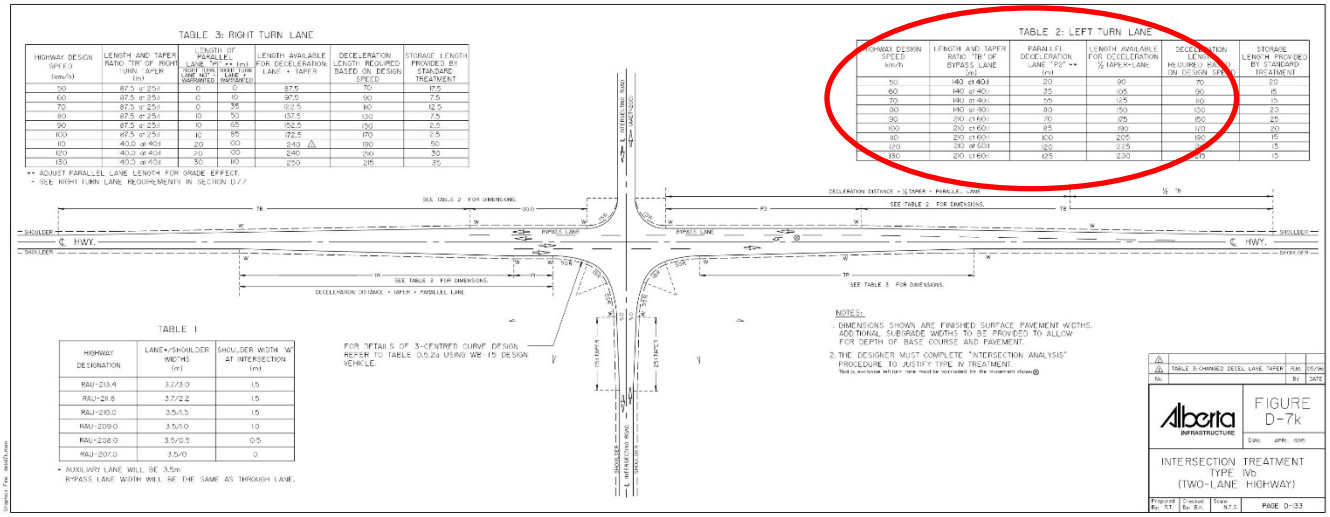
Variable	Value
Average time for making left-turn, s:	3.0
Critical headway (gap), s:	5.0
Average time to clear, s:	1.9



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In 2044 in the PM Peak Hour, a Type IV intersection treatment is warranted with 30m of additional storage is needed for the left turns from WB to SB.
The existing intersection contains a 120m taper and 190m left turn deceleration lane (total of 310m) for WB to SB left turns as shown below.





SUMMARY

The requirement for left turns with a Type IVb intersection treatment is 100m for a deceleration lane and 210m for a deceleration taper. Since the existing deceleration lane is 190m and the taper is 120m, the existing treatment meets this requirement.

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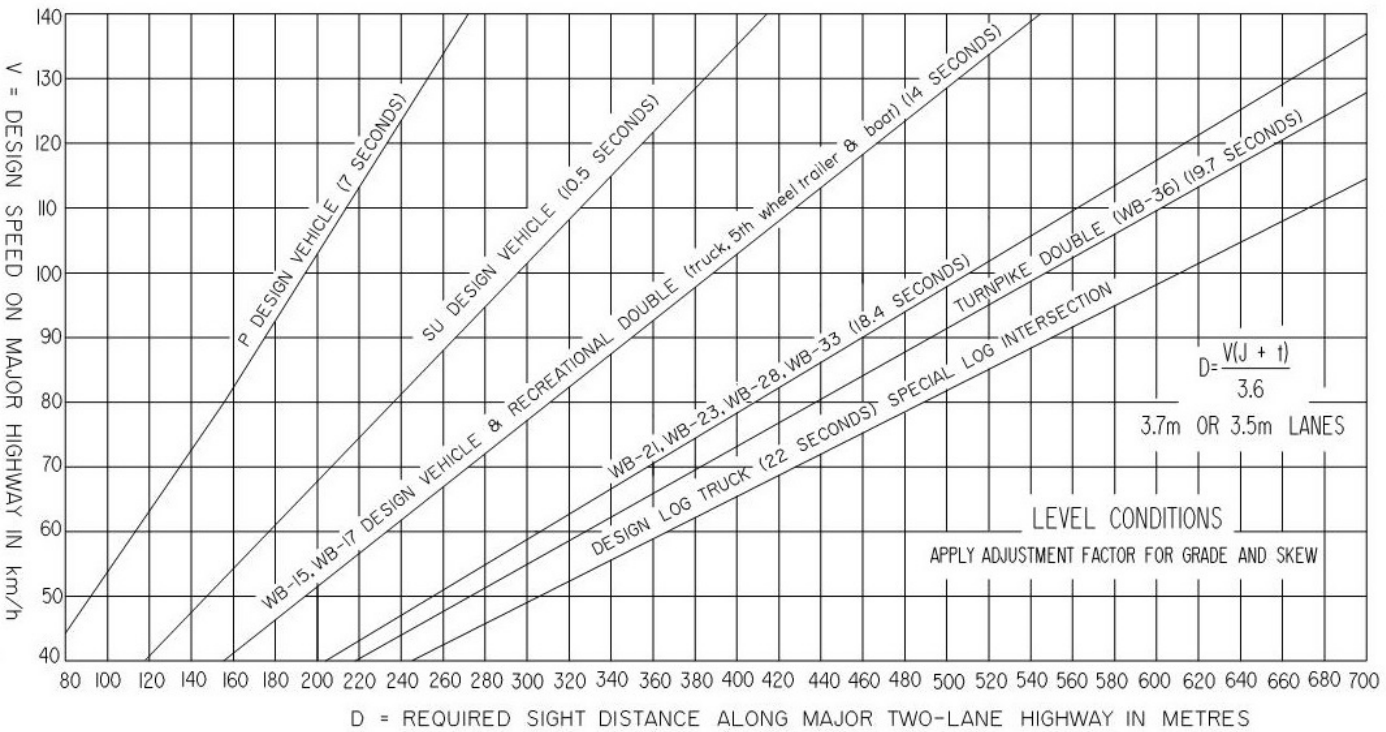
For 2034, the PM Peak Hour warrants an additional 10m of storage and the 2044 PM Peak Hour warrants an additional 30m of storage.

Since the proposed development is not projected to add any additional traffic during the AM Peak Hour or the PM Peak Hour of traffic, this development does not trigger these improvements (additional left turn storage) being made in the future. The left turn capacity for WB to SB 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. Therefore, no improvements are recommended.

4.3 Intersectional Sight Distance

In accordance with section D.4, "Sight Distances at Intersections", the sight distance for left turning vehicles from the approach, without interfering with vehicles nearing the intersection, is used for determination of minimum sight distance requirements. Using Fig. D-4.2.2.2, shown in Appendix C, the required sight distances for various vehicle types with a 90 km/hr design speed are as follows:

Vehicle Type	Required Sight Distance –110 km/hr.
Passenger Vehicle (P)	212 m
Single Unit or Bus (SU)	325 m
Semi-Trailer Combination (WB15)	427 m
Semi-Trailer Combination (WB21, WB23, WB28, WB33)	561 m



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FIGURE D-4.Ia SIGHT TRIANGLE (HORIZONTAL PLANE)

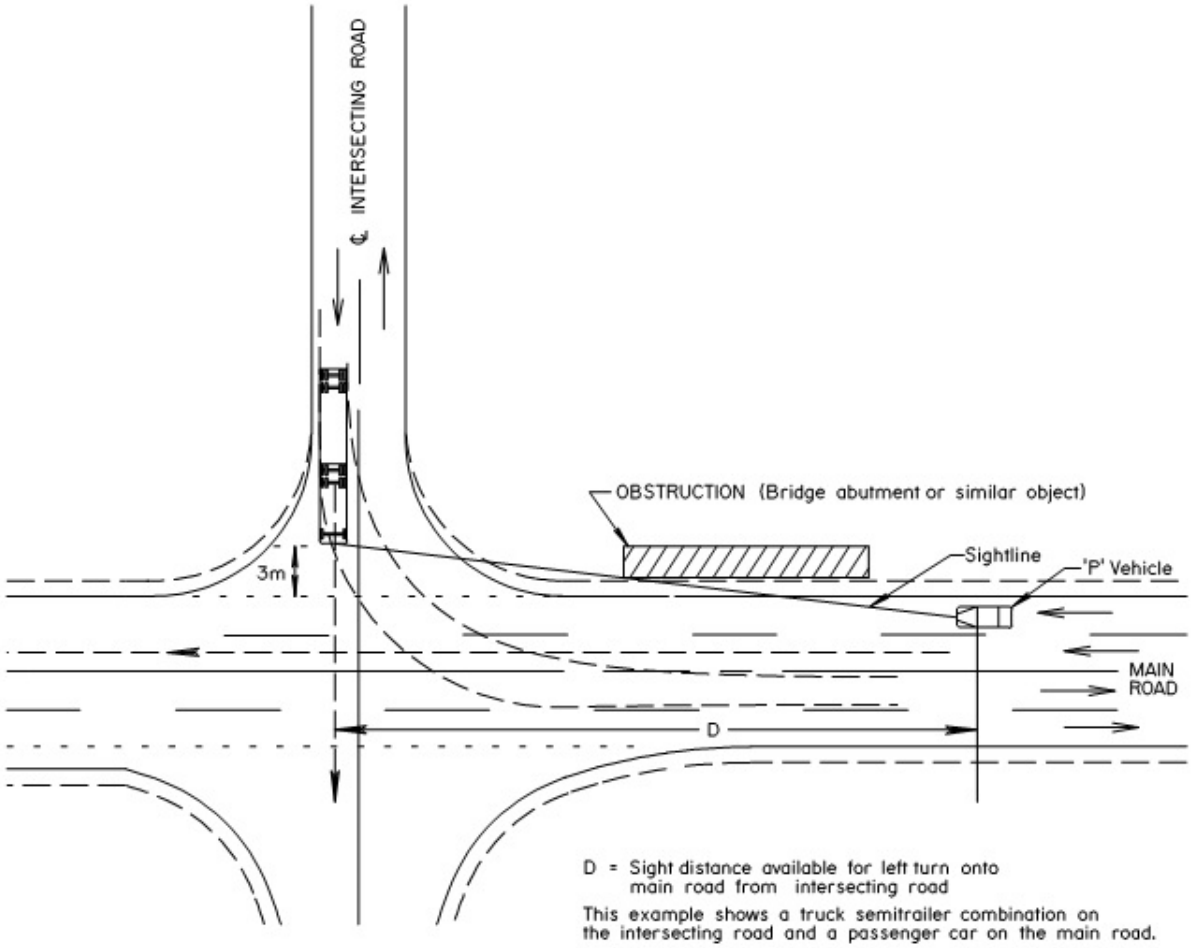
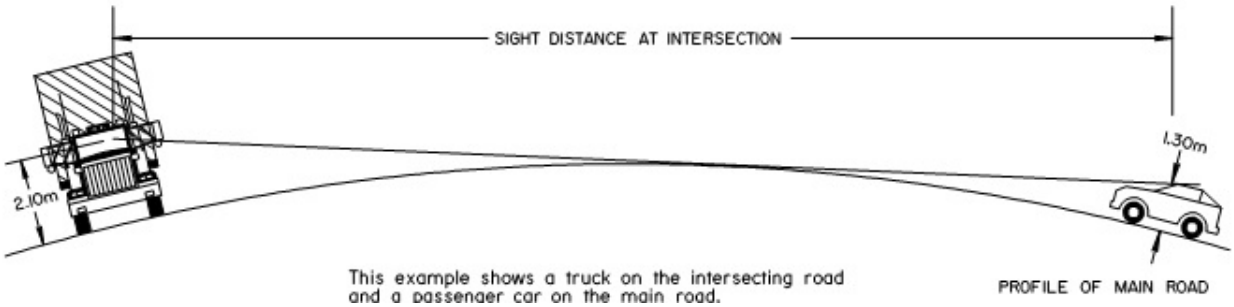


FIGURE D-4.Ib SIGHT LINE (VERTICAL PLANE)



As per the site inspection notes, the intersectional sight distance available at both intersections in both directions is greater than 450m which exceeds the required

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intersectional sight distance of 350m for a WB-15 design vehicle. Larger vehicles are not anticipated to use these intersections.

4.4 Illumination & Signalization Warrants

Illumination is not warranted at the intersection of Highway 627:04 and Range Road 262 presently and for the next 20 years upon calculation of the illumination warrant.

Location	Year	Illumination Warrant Score	Illumination Warrant Met? (Min. 120)	Signalization Warrant Score	Signalization Warrant Met?
Highway 627:04 & Rge. Rd. 262	2024	121 Delineation Lighting Only	Traffic Volumes Too Low		Traffic Volumes Too Low
Highway 627:04 & Rge. Rd. 262	2034	141 Delineation Lighting Only	Traffic Volumes Too Low		Traffic Volumes Too Low
Highway 627:04 & Rge. Rd. 262	2044	141 Delineation Lighting Only	Traffic Volumes Too Low	1	Traffic Volumes Too Low

The illumination analysis indicates for all three time milestones that "Illumination Warranted Delineation Lighting to Illuminate Pedestrians or Cross Street Traffic". It is important to note that neither pedestrians are using or projected to use this rural intersection on the highway or any significant cross traffic is occurring. Also, the traffic turning movement diagrams projects only 1 cross movement per day in each direction on Range Road 262 since the north leg of intersection is within the Enoch First Nations. This is very minimal and would likely occur during daylight. Therefore, illumination is not recommended for this intersection for the next 20 years for these reasons.

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Illumination of Isolated Rural Intersections
LIGHTING WARRANT SPREADSHEET

This spreadsheet is to be used in conjunction with *Illumination of Isolated Rural Intersections*, Transportation Association of Canada, February 2001.

Please enter information in the cells with yellow background

INTERSECTION CHARACTERISTICS

Hwy. 627:04	Main Road	Date	Nov. 10, 2023
Rge. Rd. 262	Minor Road	Other	YEAR 2044
	City/Town		

GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating	Descriptive	0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	50		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	100				OK	
Radius of Horizontal Curve (m)	T			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =	B	0				
Posted Speed Category =		0				
Posted Speed Category =		0				
Horizontal Curvature Factor		0	5		OK	0
Angle of Intersection (10's of Degrees)	90	0	5		OK	0
Downhill Approach Grade (x.x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
				Geometric Factors Subtotal		6

OPERATIONAL FACTORS

Is the intersection signalized ? (Y/ N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	10159	4	10	Either Use the two AADT inputs **OR** the Descriptive Signalization	OK	40
AADT on Minor Road (2-way)	1982	3	20	Warrant (Unused values should be set to Zero) Refer to Table	OK	60
Signalization Warrant	Descriptive	0	30	1(B) for description and rating values for signalization warrant.	OK	0
					OK	
Night-Time Hourly Pedestrian Volume	0	0	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	0
Intersecting Roadway Classification	Descriptive	0	5	Refer to Table 1(B) for ratings.	OK	0
Operating Speed or Posted Speed on Major Road (km/h)	100	4	5	Refer to Table 1(B), note #3	OK	20
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
				Operational Factors Subtotal		135

ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
				Environmental Factor Subtotal		0

COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter **either** the annual frequency (See Table 1(C), note #4)	OK	0
OR				**OR** the number of collisions / MEV		
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of **all** night to day collisions >= 1.5 (Y/N)	n	0			OK	
					OK	
				Collision History Subtotal		0

Check Intersection Signalization:
Intersection is not Signalized

ILLUMINATION WARRANTED
DELINEATION LIGHTING TO ILLUMINATE PEDESTRIANS OR CROSS STREET TRAFFIC

SUMMARY	
Geometric Factors Subtotal	6
Operational Factor Subtotal	135
Environmental Factor Subtotal	0
Collision History Subtotal	0
TOTAL POINTS	**141**

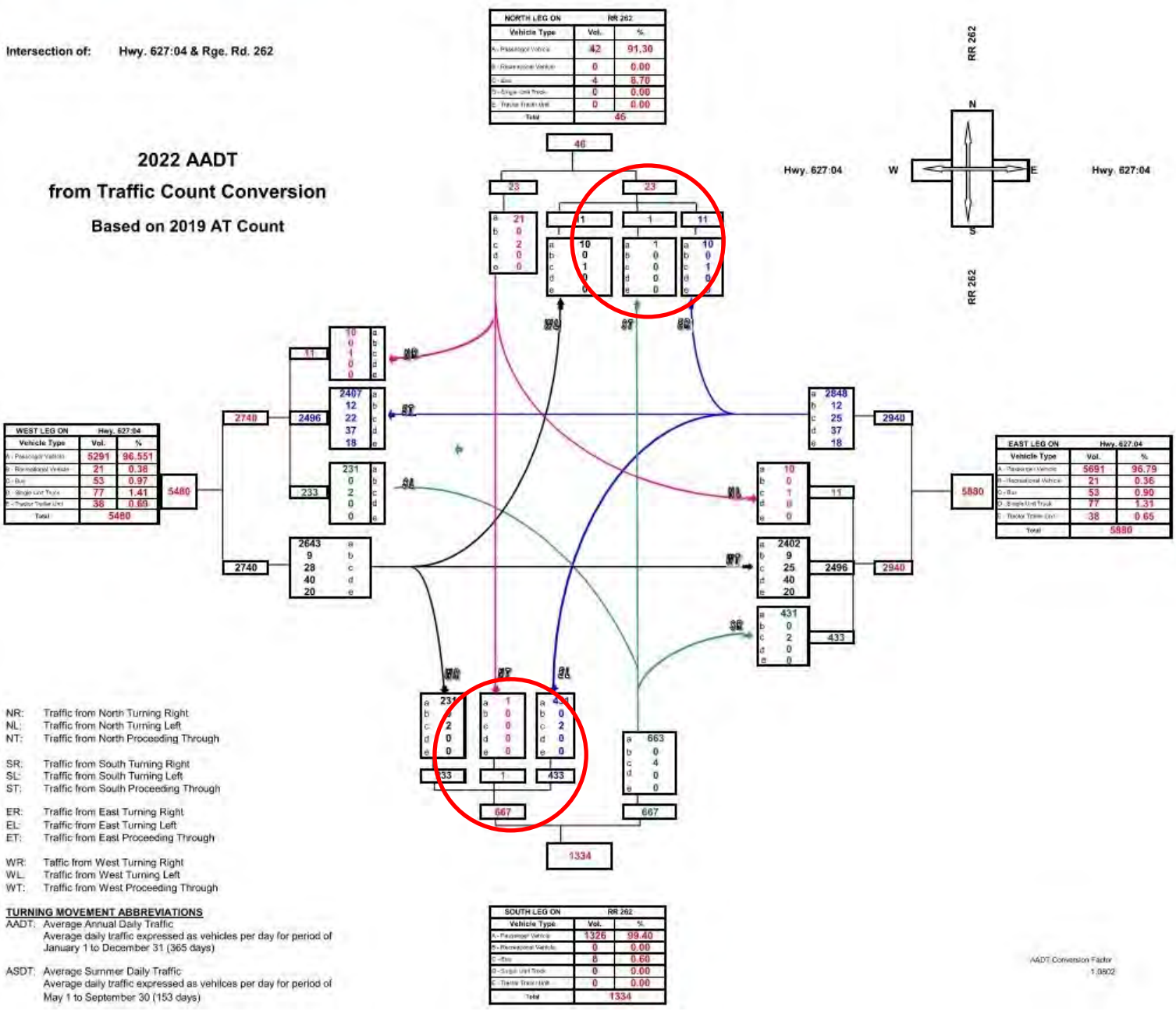
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Turning Movement Summary Diagram

Intersection of: Hwy. 627:04 & Rge. Rd. 262

2022 AADT
from Traffic Count Conversion
Based on 2019 AT Count



NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

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WL: Traffic from West Turning Left
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TURNING MOVEMENT ABBREVIATIONS

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Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

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Signalization is not warranted at the intersection for the next 20 years.

2005 Canadian Matrix Traffic Signal Warrant Analysis

Main Street (name)	Highway 627:04	Direction (EW or NS)	EW	Date:	Nov 10, 2023
Side Street (name)	Rge. Rd. 262	Direction (EW or NS)	NW	City:	Rural
Quadrant (if appl)	Year 2044				

Lane Configuration		Excl LT	Th & LT	Through or Th+RT-LT	Th & RT	Excl RT	UpStream Signal (m)	# of Thru Lanes	
Hwy. 627:04	WB	1	0	0	1	0	0	1	
Hwy. 627:04	EB	0	1	0	0	1	0	1	
Rge. Rd. 262	NB	0	0	1	0	0			
Rge. Rd. 262	SB	0	0	1	0	0			

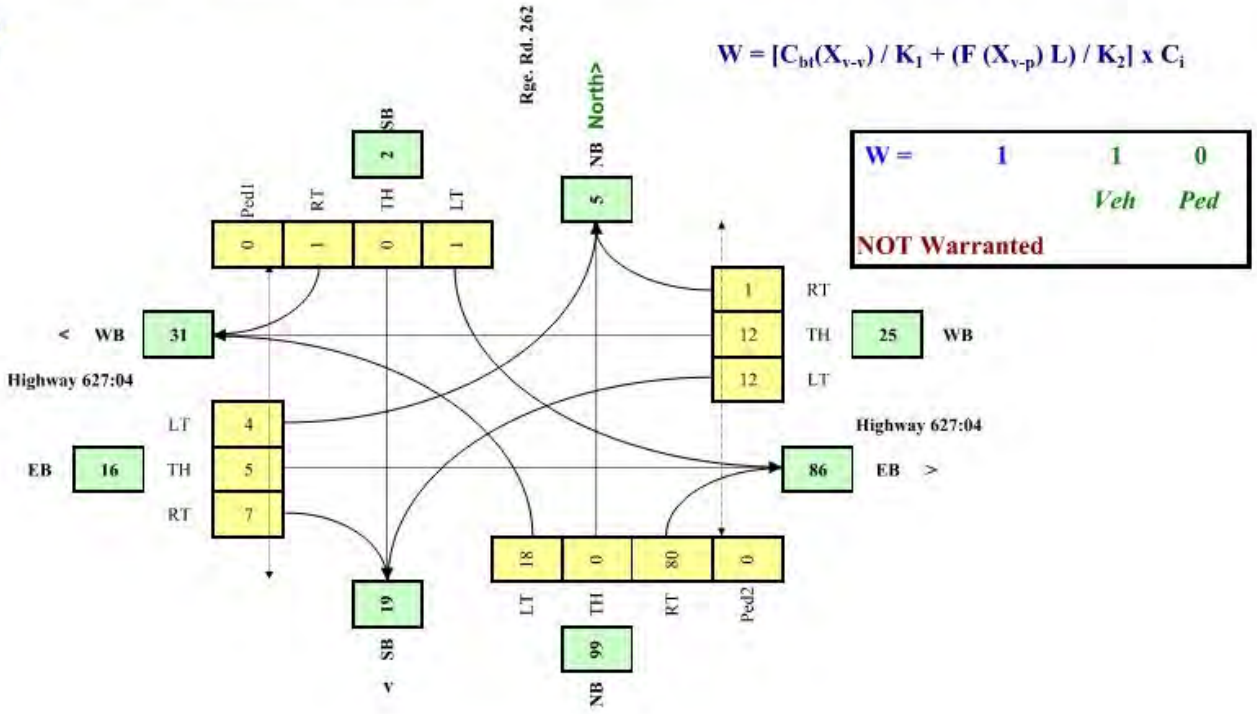
Demographics		
Elementary School	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	n
Central Business District	(y/n)	n

Other input		Speed (Km/h)	Trucks %	Bus Rt (y/n)	Median (m)
Highway 627:04	EW	100	10.0%	y	0.0
Rge. Rd. 262	NW	80	5.0%	y	

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S side
7:30 - 8:30	29	0	158	1	0	1	29	400	1	1	712	4	0	0	0	0
8:30 - 9:30	26	0	142	1	0	1	26	360	1	1	641	4	0	0	0	0
11:30 - 12:30	15	0	79	1	0	1	15	200	1	1	356	2	0	0	0	0
12:30 - 13:30	9	0	22	1	0	1	51	298	1	1	285	11	0	0	0	0
16:00 - 17:00	15	0	39	1	0	1	91	536	1	1	513	20	0	0	0	0
17:00 - 18:00	17	0	43	1	0	1	101	595	1	1	570	22	0	0	0	0
Total (6-hour peak)	**110**	**0**	**482**	**5**	**0**	**5**	**71**	**69**	**8**	**24**	**27**	**42**	**0**	**0**	**0**	**0**
Average (6-hour peak)	**18**	**0**	**80**	**1**	**0**	**1**	**12**	**12**	**1**	**4**	**5**	**7**	**0**	**0**	**0**	**0**

Average 6-hour Peak Turning Movements

$$W = [C_{bt}(X_{v\text{-}v}) / K_1 + (F\,(X_{v\text{-}p})\,L) / K_2] \times C_i$$



W = 1 1 0
Veh Ped

NOT Warranted

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4.5 Capacity Analysis

A capacity analysis was performed for the intersection for the 100th highest hour for the AM Peak and PM Peak for Years 2044. The traffic analysis was completed using Synchro 10 software based on HCM 2000 methodology. A saturation flow of 1700 vpl was used in this analysis. See the tables below for the results.

WITH DEVELOPMENT

YEAR			Highway 627:04		Rge. Rd. 262
	TIME PERIOD	PARAMETERS	EB All Turns	WB All Turns	SB All Turns
Year 2034	AM Peak	LOS	A	A	C
		Delay (s)	0.0	8.9	20.8
		v/c Ratio	0.0	0.21	0.44
		Queue Length (m)	0.0	0.7	17.3
	PM Peak	LOS	A	A	C
		Delay (s)	0.0	8.8	19.0
		v/c Ratio	0.01	0.30	0.18
		Queue Length (m)	0.0	2.4	5.1
Year 2044	AM Peak	LOS	A	A	E
		Delay (s)	0.0	9.5	37.6
		v/c Ratio	0.0	0.26	0.67
		Queue Length (m)	0.0	1.0	35.7
	PM Peak	LOS	A	A	D
		Delay (s)	0.0	9.4	27.9
		v/c Ratio	0.01	0.38	0.29
		Queue Length (m)	0.0	3.2	9.4

The results indicate that a Level of Service (LOS) 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 (LOS) 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 this time. Again, 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

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add any additional traffic during the peak hours of traffic flow to make the Level of Service worse any quicker.



Control Delay Per Vehicle (s)	LOS by Volume to Capacity Ratio	
	≤1	>1
≤10	A	F
>10 and ≤15	B	F
>15 and ≤25	C	F
>25 and ≤35	D	F
>35 and ≤50	E	F
>50	F	F



Level of Service "A"



Level of Service "B"



Level of Service "C"



Level of Service "D"



Level of Service "E"



Level of Service "F"

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5. LOCAL ROADWAY ASSESSMENTS

5.1 Assessment Scope

This section will review the local roadways of Range Road 262, for accessing the proposed development.

5.2 Posted Speed

Posted speed is assumed to be 80 km/h for these routes with a design speed of 90 km/h.

5.3 Roadway Standards

The local roads that the development will use are within Parkland County.

It is important to note that the following standards are mainly for new development and do not differentiate between development of a new road versus upgrading/rehabilitating an existing road. Most of the local roads in Alberta were built many years ago and likely followed a lower set of standards than is 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. Other jurisdictions such as Alberta Transportation provide 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 basis. 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. The roadway standards for various road classifications are shown below.

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."

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Table 7.1 – Roadway Design Standards

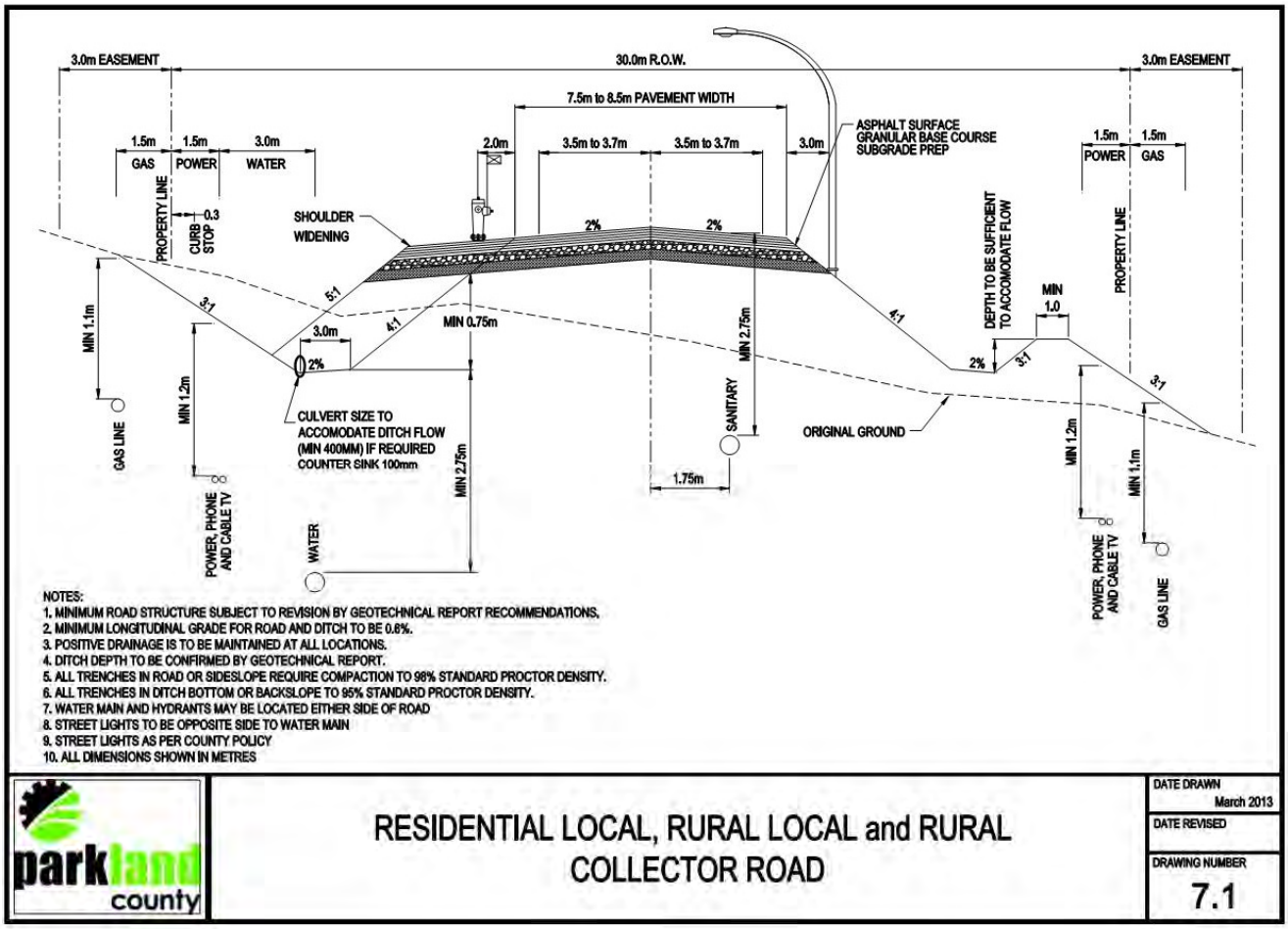
Design Criteria	Arterials		Major Collectors		Minor Collectors		Local		
Road Classification	**Rural** RAU 90 RAD 90	**Industrial** RAU 90 RAD 90	**Rural** RCU 90	**Industrial** RCU 80	**Rural** RCU 90	**Industrial** RCU 70	**Rural** RLU 90	**Industrial** RLU 60	**Residential** RLU 60
Drawing Reference	No. 7.6/7.7	No. 7.6/7.7	No. 7.1	No. 7.4/7.5	No. 7.1	No. 7.3	No. 7.1	No. 7.2	No. 7.1
Design Speed (km/hr)	90	80	90	70	90	60	90	60	60
Right-of-Way Width (m)	40	40	40	40	30	30	30	30	30
Pavement ACP Width (m)	10.4/18.0	10.4/18.0	8.5	9.5/17.0	8.0	9.0	7.5	9.0	7.5
Travel Lanes (m)	2 x 3.7m 4 x 3.7m & Median	2 x 3.7m 4 x 3.7m & Median	2 x 3.7m	2 x 3.7m 4 x 3.7m	2 x 3.7m	2 x 3.7m	2 x 3.7m	2 x 3.7m	2 x 3.5m
Max. Gradient (%)	6	6	6	6	6	6	9	6	9
Min "k" Value Crest Curve	55	55	55	35	55	25	55	15	16
Min "k" Value Sag Curve Comfort Control	N/A	21	N/A	17	N/A	13	N/A	10	N/A
Min "k" Value Sag Curve Headlight Control	40	40	40	35	40	25	40	20	20
Max Super Elev. (%)	6	6	6	4	6	2	6	2 Normal Crown	2 Normal Crown
Min Radius of Curve (m)	340	340	340	250	340	190	340	130	130
Min Property Corner Cut at Intersections (m)	10	10	10	10	10	5	10	10	5
Parking	Restricted	Restricted	Permitted	Restricted	Permitted	Restricted	Permitted	Restricted	Permitted
Minimum Access/Intersection Spacing (m)	400	200	200	100	200	60	200	40	40

The nearest designations for comparison purposes for the local roads in this area appear to be a RLU 60 and RLU 90. Finished pavement widths for this road standard is normally 7.5m with maximum gradient of 9%.

The roadway typical standard for a Local Road shown on Drawing Number 7.1 indicates a range of 7.5 – 8.5m of pavement width with 4:1 sideslopes, a 3.0m wide ditch and 3:1 backslopes, all within a 30.0m right-of-way.

The roadway surfacing structure is also shown as an asphalt surface on a granular base course over a prepared subgrade.

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5.4 Site Inspection

A detailed inspection of the roadway was conducted in October 2023. The following provides notes and photos of this inspection.

Range Road 262

- 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 Spring, so large heavy trucks not often use this route.
- Road vertical profile is relatively flat with no issues with sag or crest curves.

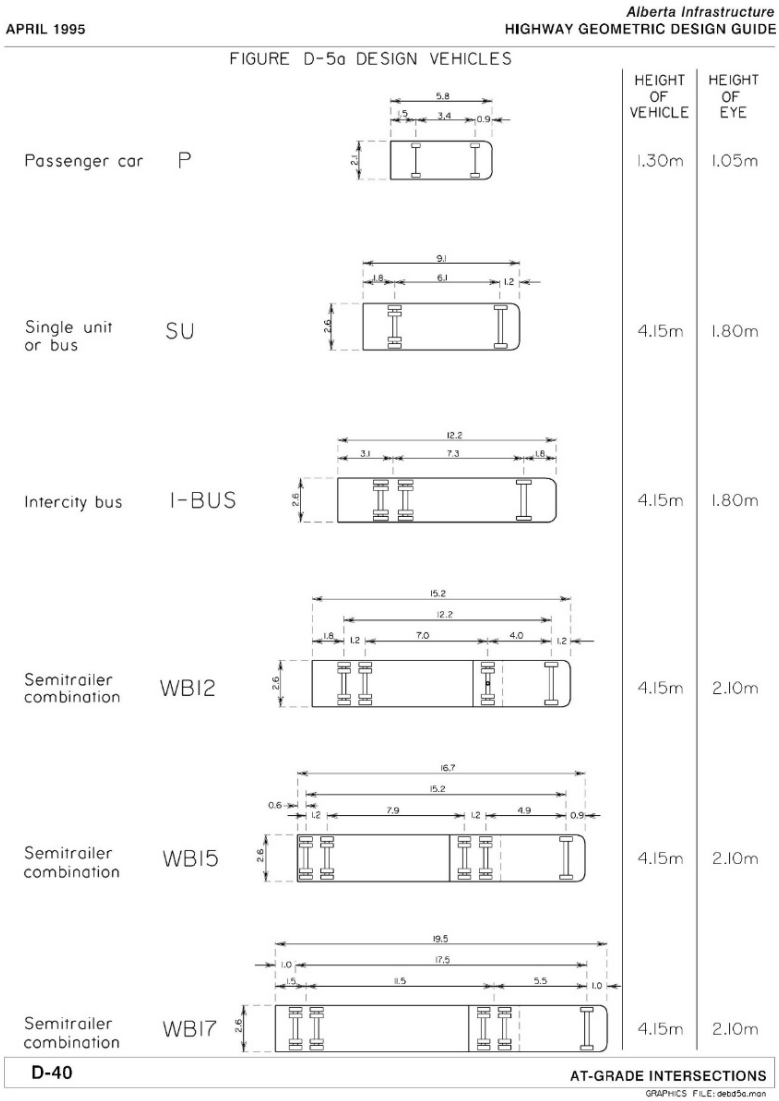
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Range Road 262: Viewing north, south of Sunset View Rd.

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

In review of the roadway widths during this assessment, various roadway widths were measured on the roads inspected. Local roads in Alberta can vary in widths from 5 to 10m. It is important to determine when roadway widths are sufficient to support the proposed traffic and when there may be concerns. The County Road Standards, tend to relate to new roads that are to be constructed by do not address the numerous existing roads that were built may years ago with lesser levels of service.



APRIL 1995 — *Alberta Infrastructure* HIGHWAY GEOMETRIC DESIGN GUIDE

FIGURE D-5a DESIGN VEHICLES

		HEIGHT OF VEHICLE	HEIGHT OF EYE
Passenger car	P	1.30m	1.05m
Single unit or bus	SU	4.15m	1.80m
Intercity bus	I-BUS	4.15m	1.80m
Semitrailer combination	WB12	4.15m	2.10m
Semitrailer combination	WB15	4.15m	2.10m
Semitrailer combination	WB17	4.15m	2.10m

D-40 — AT-GRADE INTERSECTIONS

GRAPHICS FILE: debd5a.man

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Vehicle widths are approximately 2.6m in width as shown below in the Alberta Transportation Design Guide. Therefore, any width less than 5.5m is deemed impassable.

This road appears to be functioning with its present width of 6.5m which allows for normal operation at the posted speed.

When referring to the Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads, Section 2.2.2, shown below provide some direction on acceptable road widths:

As per Table 2.2.2.1, road widths for Local Roads are required to be 6.0m minimum. Since the roadway of Range Road 262 is greater than 7.5m at 8.0m, the roadway is adequate as a local road in providing access to the proposed development.

Geometric Design Guide for Canadian Roads

2.2.2 LANE WIDTHS

2.2.2.1 Through Lane Widths

Technical Foundation

Lane width and condition of the roadway surface have a significant influence on the safety and comfort of the travelling public. The capacity of a roadway is markedly affected by lane width, with wider lanes having the ability to carry a larger volume of traffic than a narrower lane. In general, safety increases with wider lanes up to a width of about 3.7 m. There is no further increase in safety for lane widths beyond the 3.7 m range.[1]

Design Domain: Quantitative Aids

Lane widths are dependent upon design speed and the volume of traffic the roadway is intended to carry, and the number and types of trucks on the roadway. Design domain widths for rural two-lane roadways are provided in Table 2.2.2.1 while lane widths for multilane rural roadways are given in Table 2.2.2.2. Lane widths for through lanes on urban roadways are provided in Table 2.2.2.3.

Table 2.2.2.1 Lane Widths for Two-Lane Rural Roadways

Design Speed (km/h)	Classification and Design Hour Volume: Local	Collector Design Hour Volume <250	Collector Design Hour Volume 250-450	Collector Design Hour Volume >450	Arterial Design Hour Volume <450	Arterial Design Hour Volume >450
30, 40	3.0 - 3.7					
50	3.0 - 3.7	3.3 - 3.7	3.3 - 3.7	3.5 - 3.7		
60	3.0 - 3.7	3.3 - 3.7	3.3 - 3.7	3.5 - 3.7		
70	3.0 - 3.7	3.5 - 3.7	3.5 - 3.7	3.7		
80	3.0 - 3.7	3.5 - 3.7	3.5 - 3.7	3.7	3.5 - 3.7	3.7
90	3.3 - 3.7	3.5 - 3.7	3.5 - 3.7	3.7	3.5 - 3.7	3.7
100	3.3 - 3.7	3.5 - 3.7	3.5 - 3.7	3.7	3.5 - 3.7	3.7
110					3.7	3.7
120					3.7	3.7
130					3.7	3.7

Table 2.2.2.2 Lane Widths for Multilane Rural Roadways

Design Speed	Lane Width (m)
less than 100 km/h	3.5 - 3.7
100 km/h and greater	3.7

September 1999 Page 2.2.2.1

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5.5 Background Traffic – Rge. Rd. 262

The development will now create a four-legged intersection at the junction of Range Road 262 and Sunset View Drive. The background traffic from the west from the Sunset View Acres is estimated as follows:

There are approximately 40 country residential lots within the Sunset View Acres subdivision. Therefore, the estimated trip generation of this existing subdivision is as follows:

Daily Traffic:	40 lots x 9.44 trips/day	=	378 trips per day
AM Peak Hour:	40 lots x 0.74 trips/hour	=	30 trips per hour
PM Peak Hour:	40 lots x 0.99 trips/hour	=	40 trips per hour

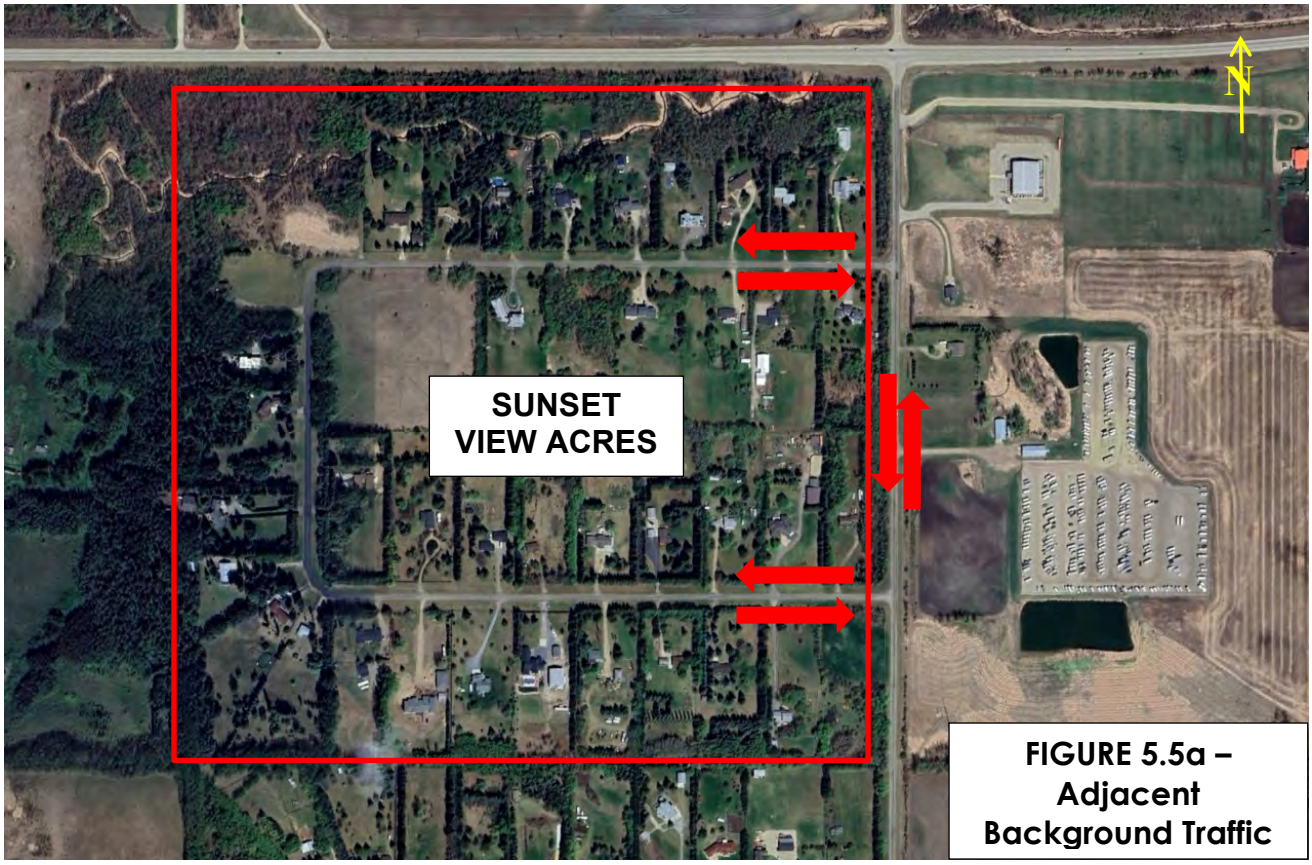


FIGURE 5.5a – Adjacent Background Traffic

The split of traffic going north versus south is estimated to be 75% north and 25% south, as per the development traffic splits.

The trip splits and distribution for the two accesses to Sunset View Acres is estimated as shown below.

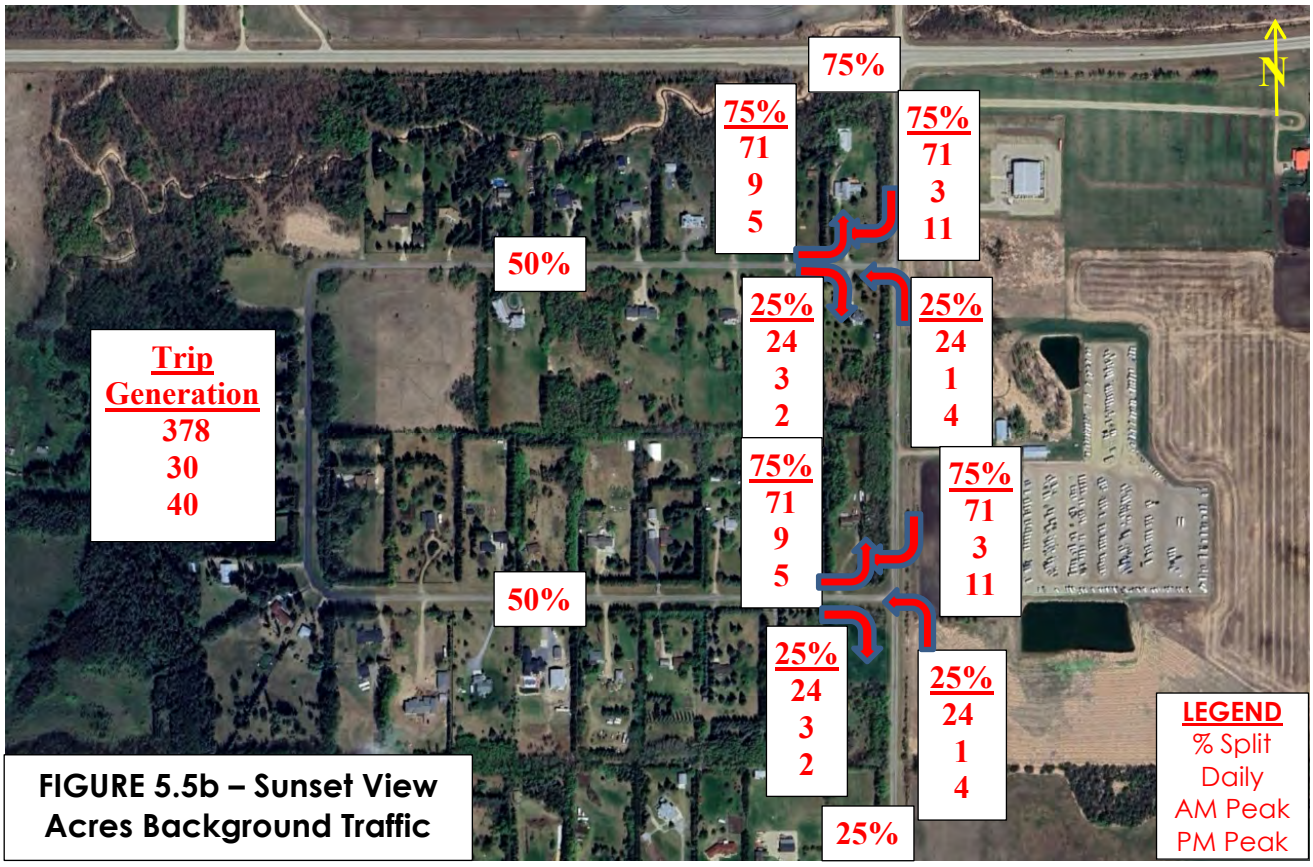


FIGURE 5.5b – Sunset View Acres Background Traffic

Using the background traffic taken from the latest Alberta Transportation traffic counts on Highway 627 and estimated for Rge. Rd. 262 South and the estimated turning movements above, the following diagrams represent the estimated background traffic for the development access intersection with Rge. Rd. 262 and Sunset View Drive.

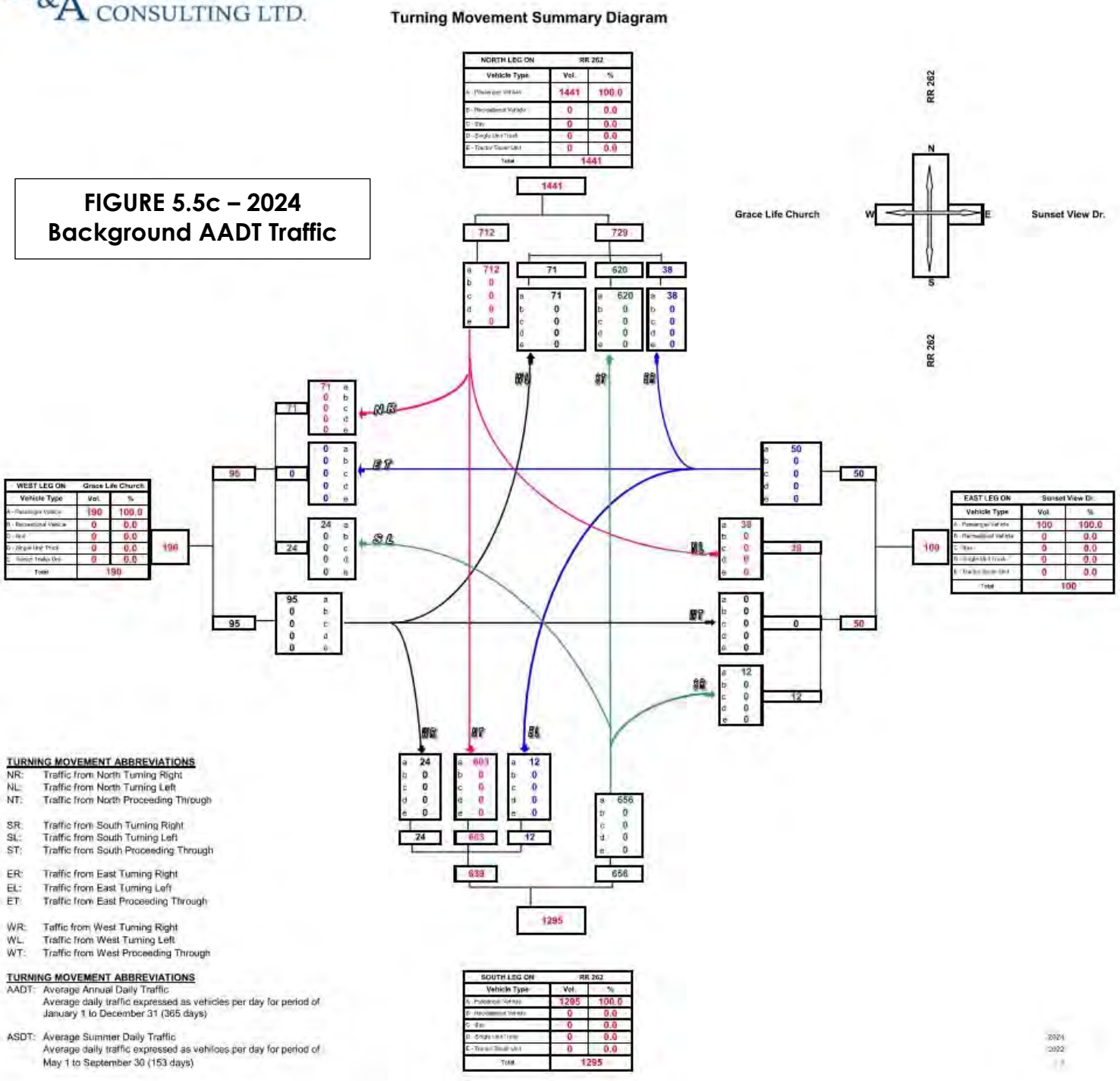
Daily week day traffic is estimated to be 20 trips per day for the GraceLife Church access.

The growth rate on Range Road 262 is assumed to be 2.0% as per Highway 627 and0% for to Sunset View Acres and GraceLife Church.

Using the above projections the following turning movement diagram for 2024 is estimated for the Rge. Rd. 262 and Sunsetview Drive Access intersection:

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FIGURE 5.5c – 2024 Background AADT Traffic



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

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FIGURE 5.5d – 2024
Background AM Peak Traffic

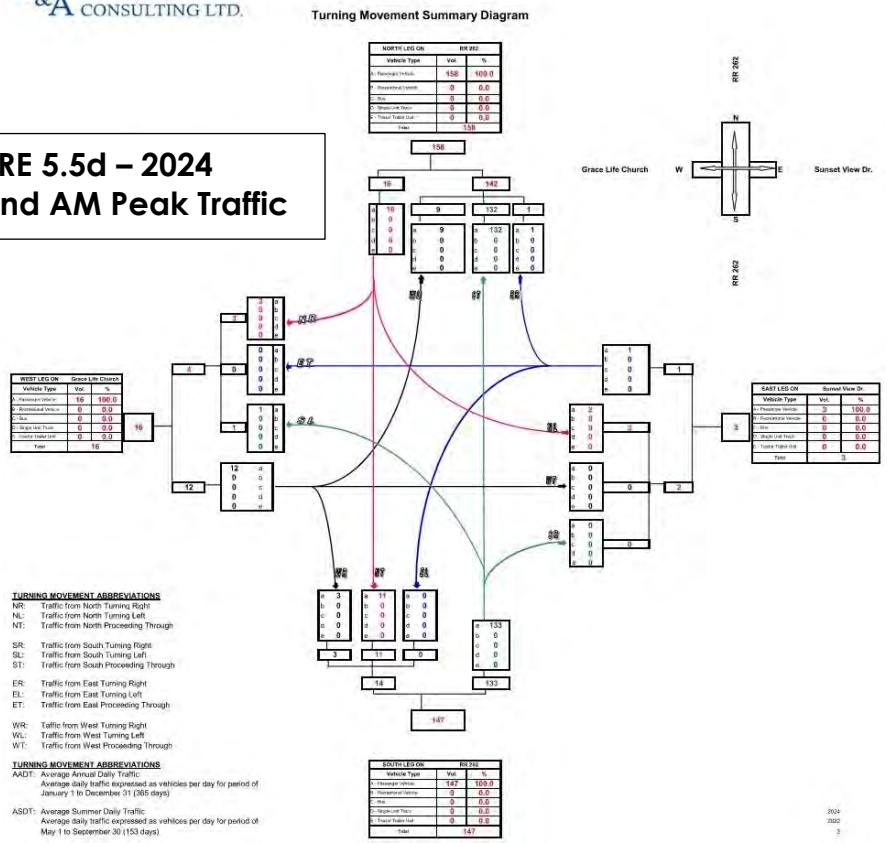
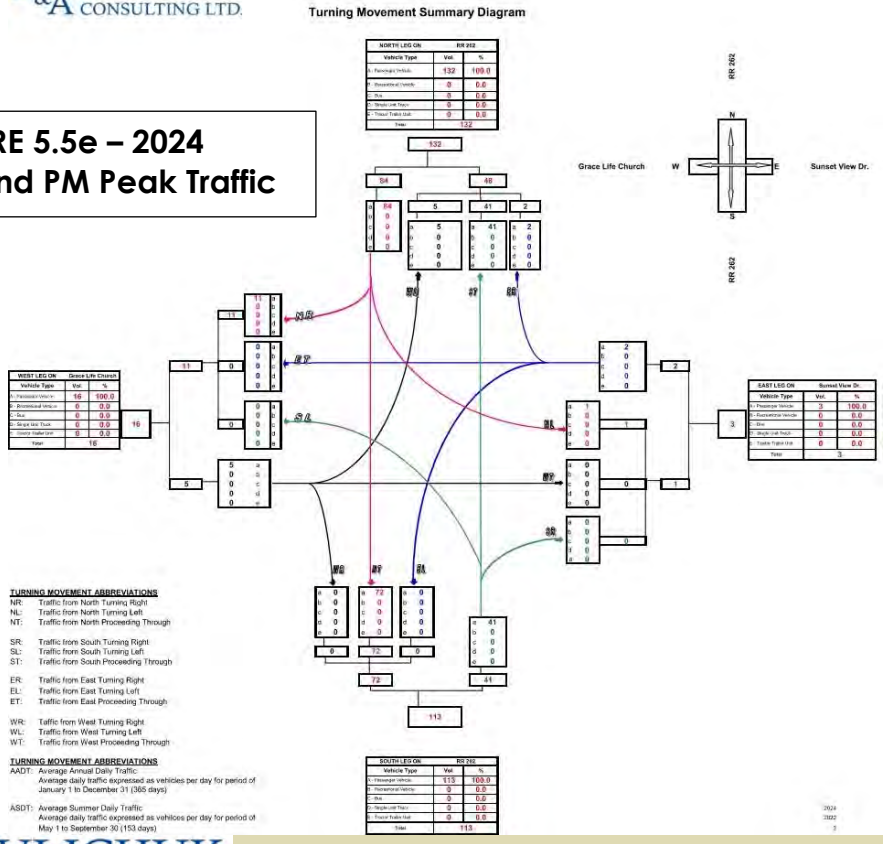


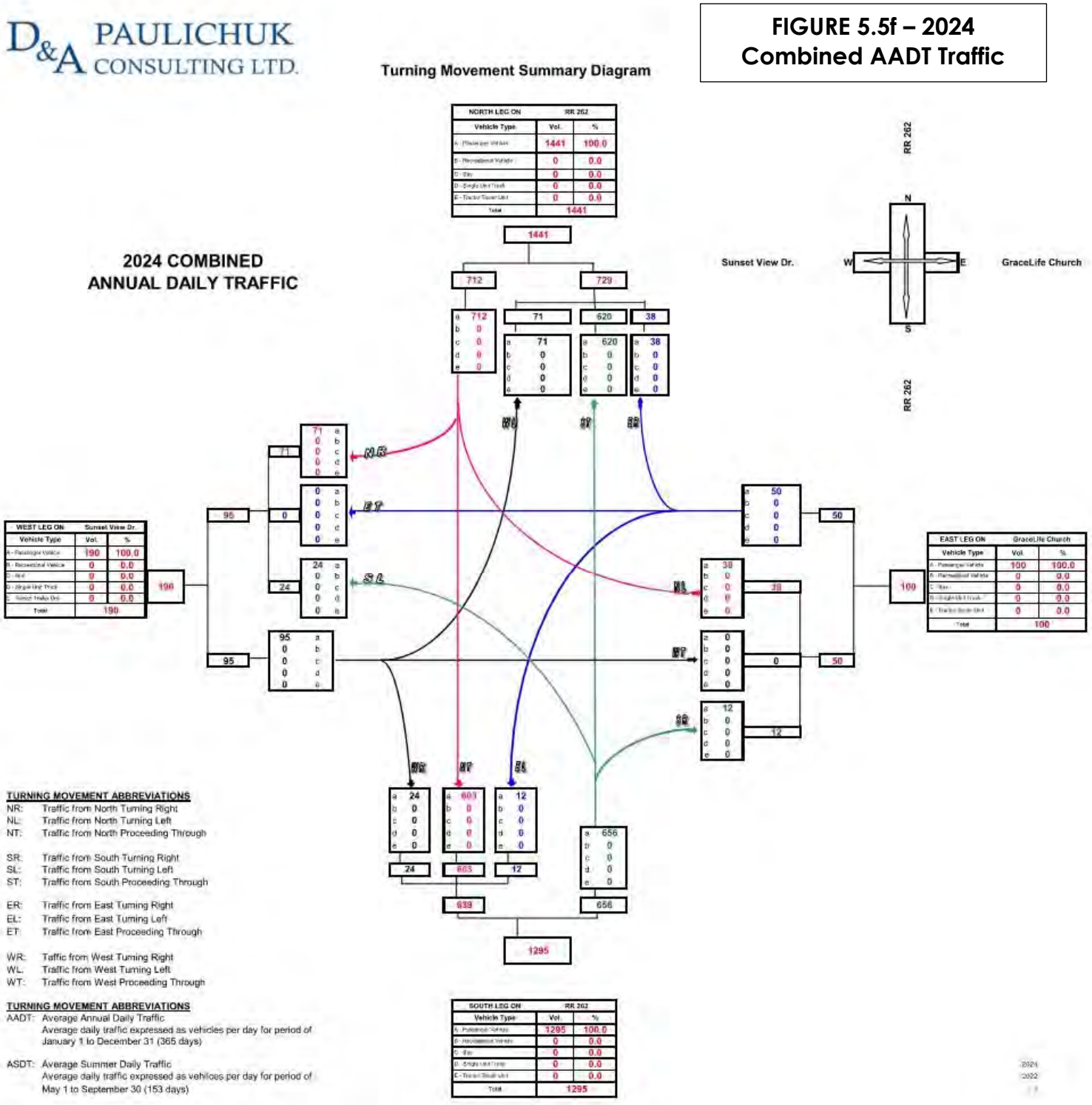
FIGURE 5.5e – 2024
Background PM Peak Traffic



Using the above projections, projected traffic volumes on Rge. Rd 262 and the estimated development traffic volumes from GraceLife Church, the following turning movement diagram for 2024 is estimated for the Rge. Rd. 262 and Sunsetview Drive/GraceLife Church Accesses intersection:

FIGURE 5.5f – 2024 Combined AADT Traffic

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TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day for period of May 1 to September 30 (153 days)

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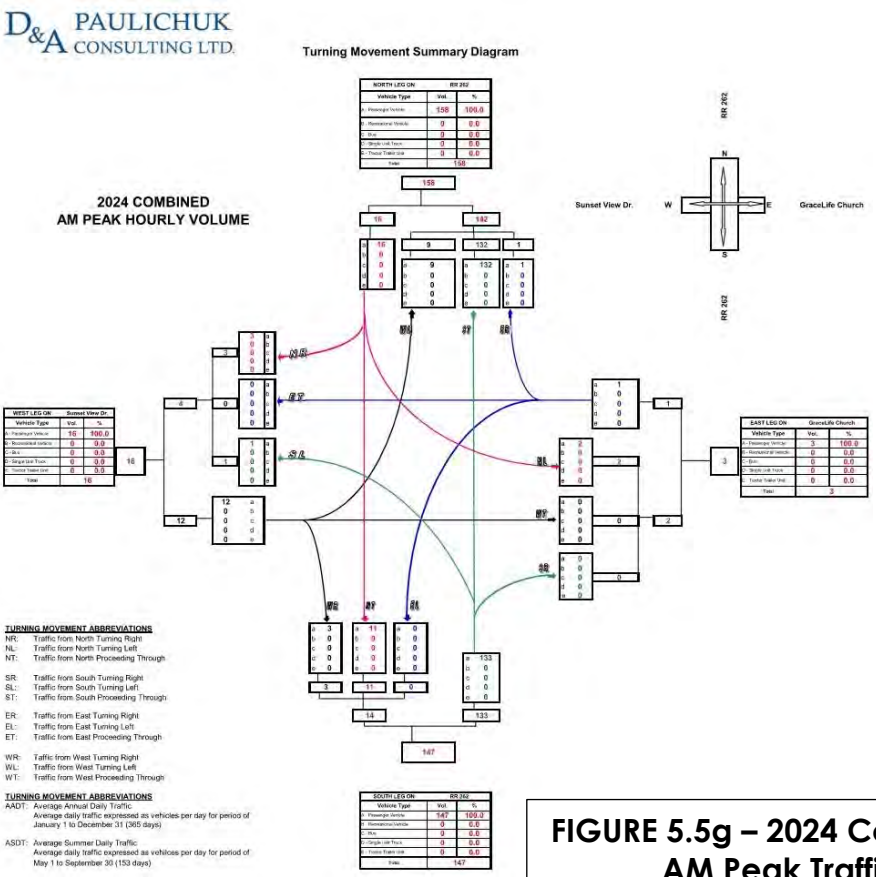


FIGURE 5.5g – 2024 Combined AM Peak Traffic

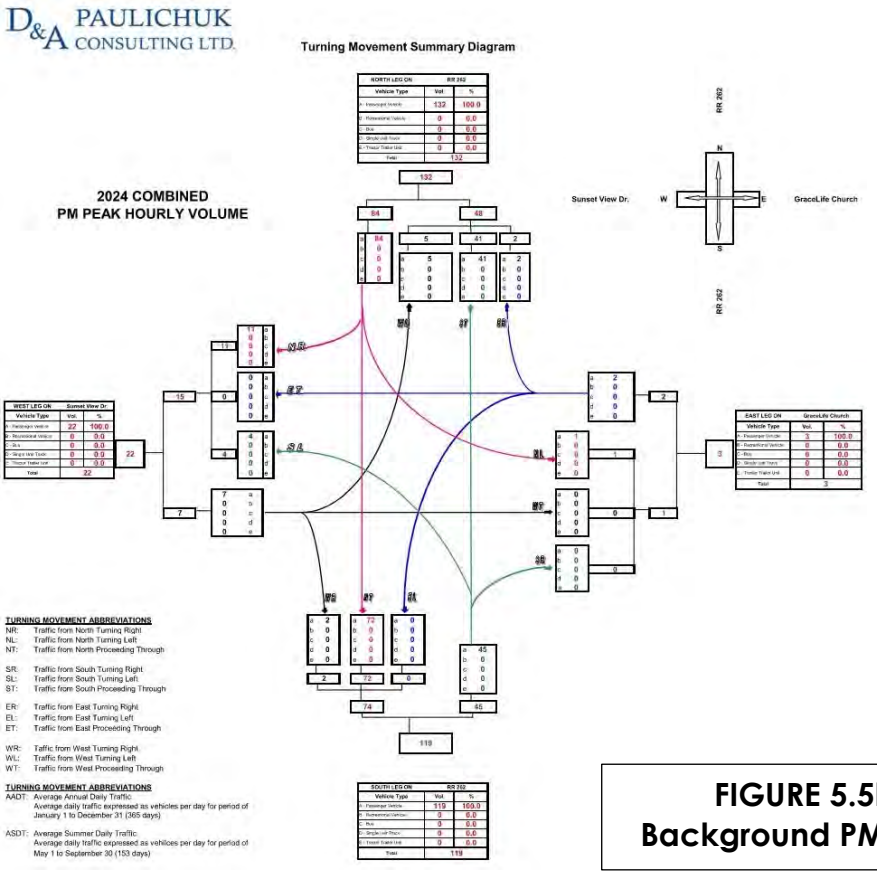


FIGURE 5.5h – 2024 Background PM Peak Traffic

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Using the above combined traffic volumes for the Rge. Rd. 262 and Sunset View Drive/GraceLife Church Accesses intersection, a capacity analysis was performed for the intersection for the 100th highest hour for the AM Peak and PM Peak for Years 2024, 2034 and 2044. The traffic analysis was completed using Synchro 10 software based on HCM 2000 methodology. A saturation flow of 1700 vpl was used in this analysis. See the tables below for the results.

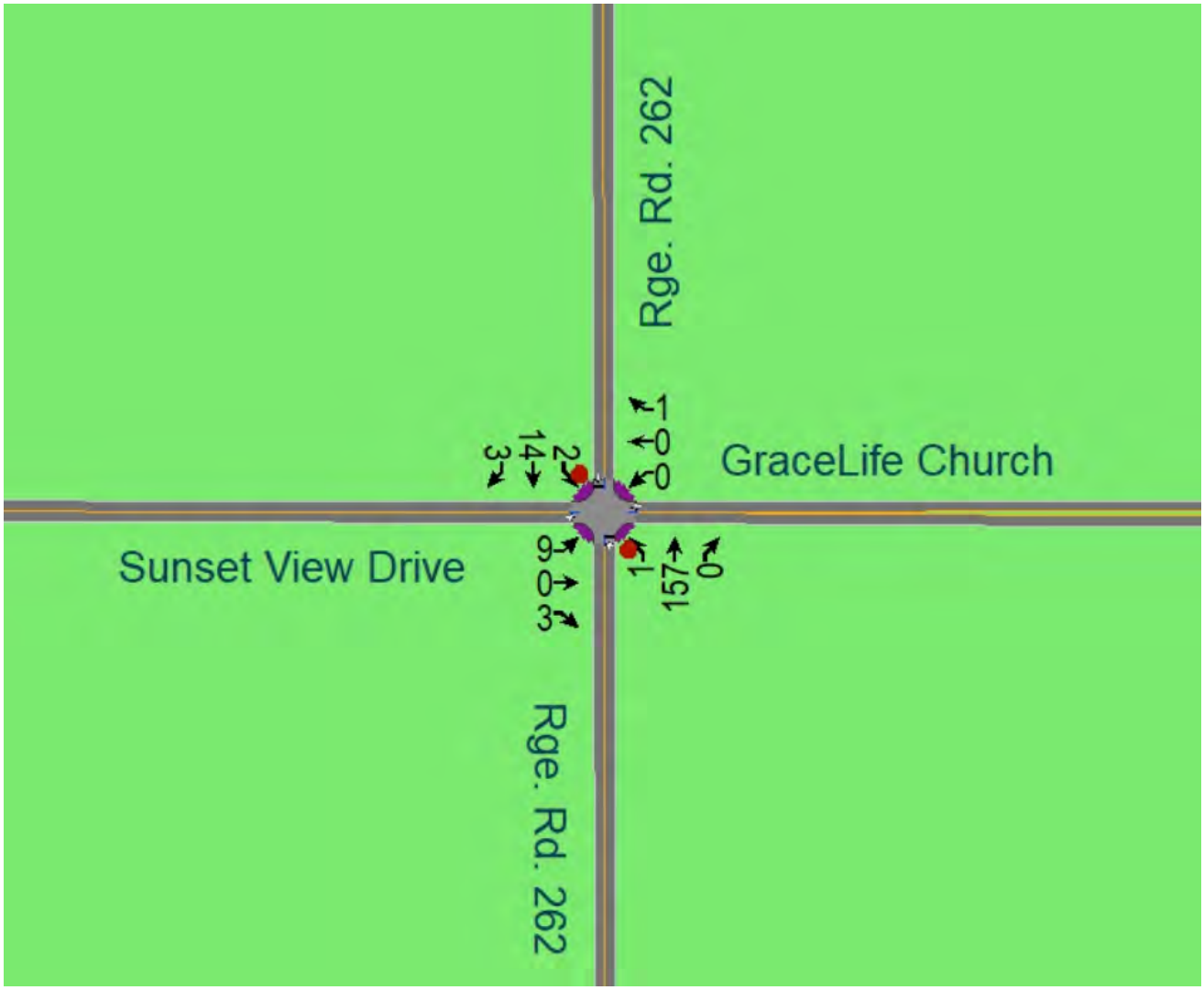
WITH DEVELOPMENT

YEAR			Rge. Rd. 262		Sunset View Dr.	GraceLife Church Access
	TIME PERIOD	PARAMETERS	NB All Turns	SB All Turns	EB All Turns	WB All Turns
Year 2024	AM Peak	LOS	B	A	A	A
		Delay (s)	10.0	9.2	5.6	0.0
		v/c Ratio	0.17	0.02	0.01	0.0
		Queue Length (m)	4.8	0.5	0.2	0.0
	PM Peak	LOS	A	A	A	A
		Delay (s)	9.4	9.5	5.2	0.0
		v/c Ratio	0.06	0.10	0.00	0.0
		Queue Length (m)	1.4	2.7	0.1	0.0
Year 2034	AM Peak	LOS	B	A	A	A
		Delay (s)	10.2	9.2	5.6	0.0
		v/c Ratio	0.20	0.02	0.01	0.0
		Queue Length (m)	5.9	0.6	0.2	0.0
	PM Peak	LOS	A	A	A	A
		Delay (s)	9.4	9.6	5.2	0.0
		v/c Ratio	0.06	0.12	0.00	0.0
		Queue Length (m)	1.6	3.2	0.1	0.0
Year 2044	AM Peak	LOS	B	A	A	A
		Delay (s)	10.4	9.3	5.6	0.0
		v/c Ratio	0.23	0.03	0.01	0.0
		Queue Length (m)	7.2	0.6	0.2	0.0
	PM Peak	LOS	A	A	A	A
		Delay (s)	9.5	9.7	5.2	0.0

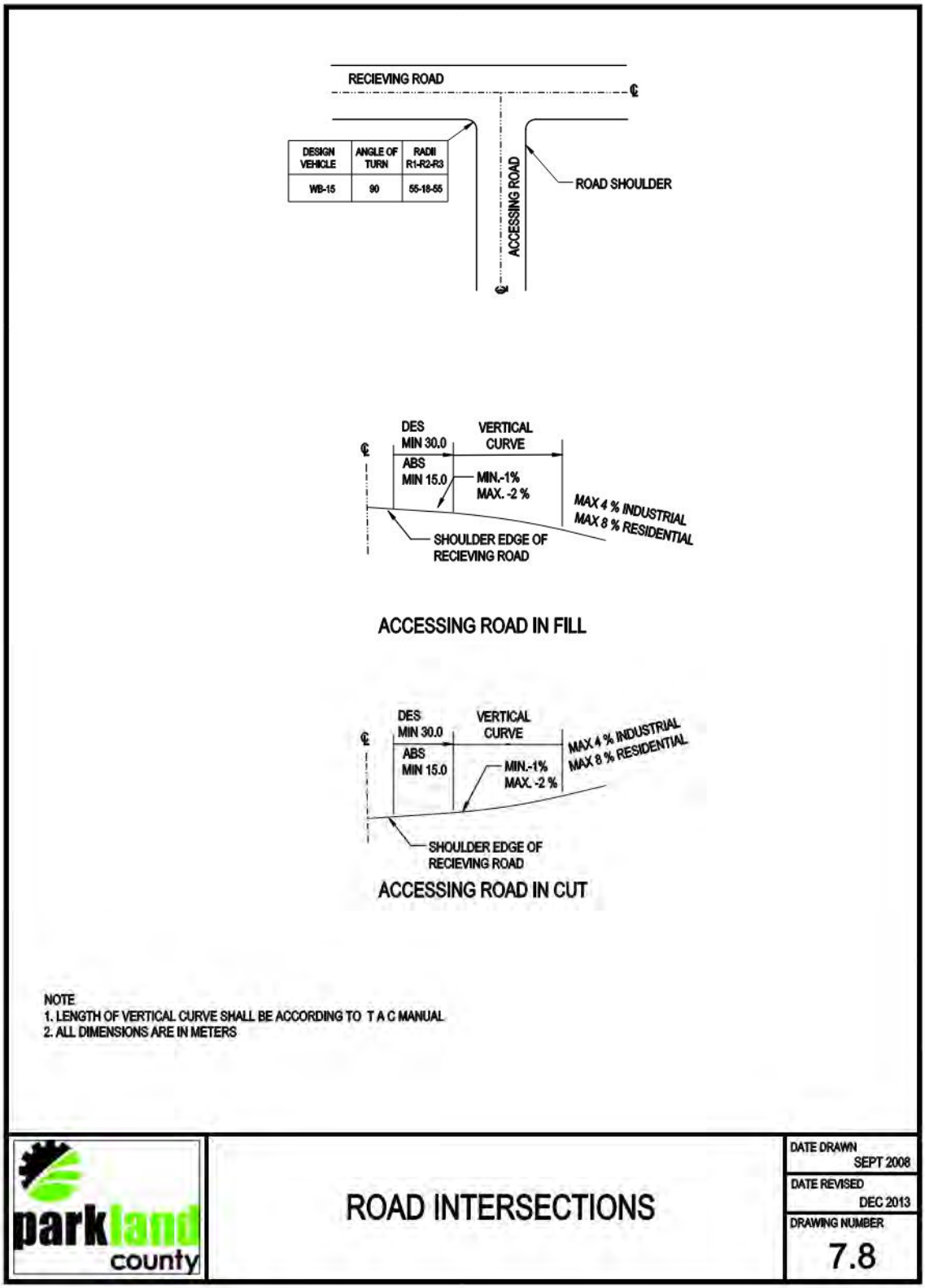
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	v/c Ratio	0.07	0.14	0.00	0.0
	Queue Length (m)	1.9	3.7	0.1	0.0

The results indicate that a Level of Service (LOS) of B is maintained for northbound traffic on Range Road 262 for the next 20 years and a Level of Service (LOS) of A is maintained for southbound traffic on Range Road 262 for the next 20 years. **No intersection improvements are warranted for the next 20 years with the estimated traffic volumes.**



For this location, Parkland County standards require the approach to the development site to be in accordance with Figure 7.8 as shown below:

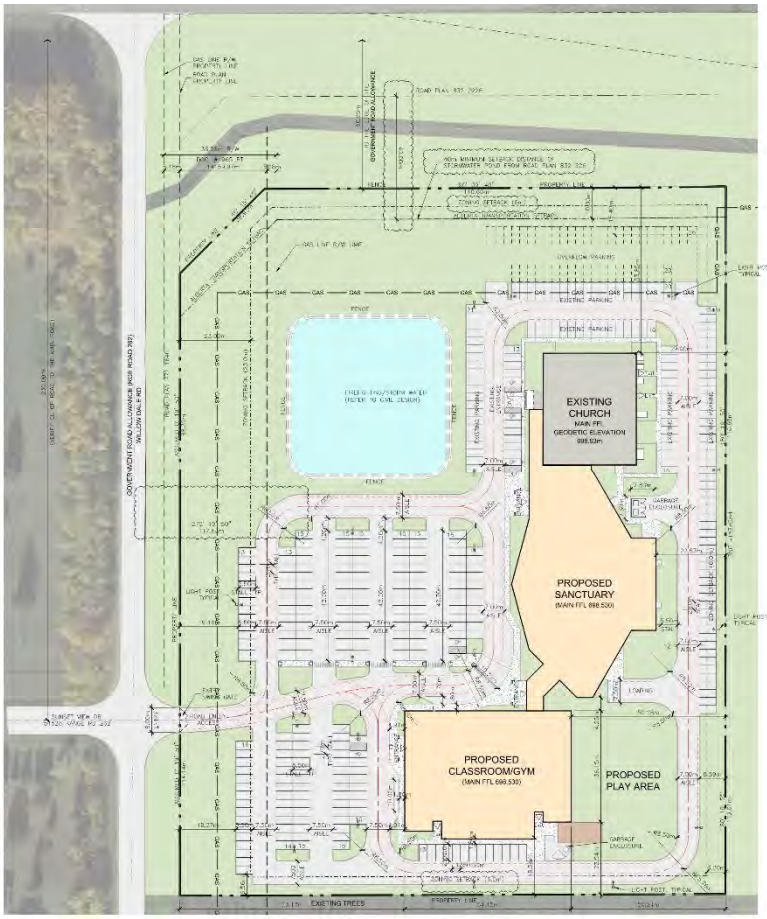


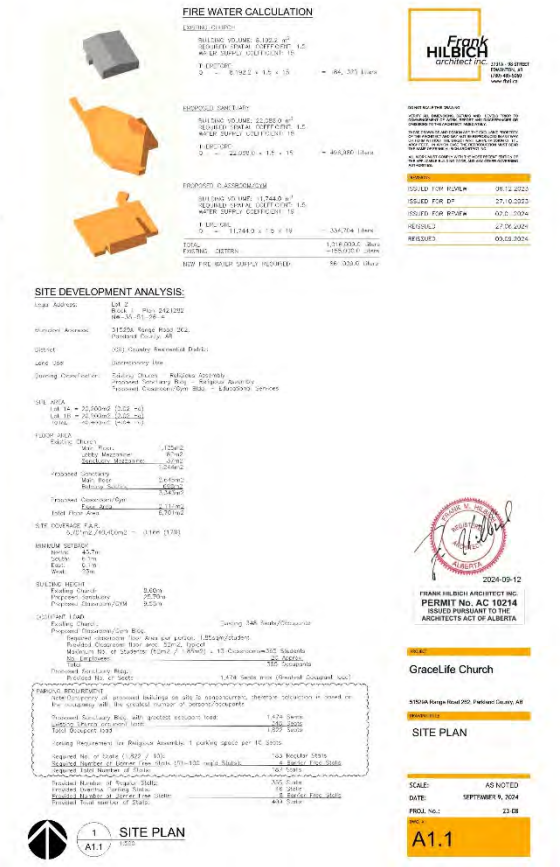
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6. CONCLUSIONS & RECOMMENDATIONS

6.1 Conclusions & Recommendations

The proposed development comprises of an expansion to the existing GraceLife Church site with the addition of a Sanctuary building and a Classroom/Gym building located within Lot 1A and Lot 1B in Block 1 in Plan 1020669 (4.04 ha) within NW 35-51-26-W4M as shown below. The expansion includes significant expansion of the parking lot and the addition of a Stormwater Management Pond. Access to the site would be made utilizing two new accesses on Willowdale Road (Range Road 262) and then to Highway 627:04 (Garden Valley Road).

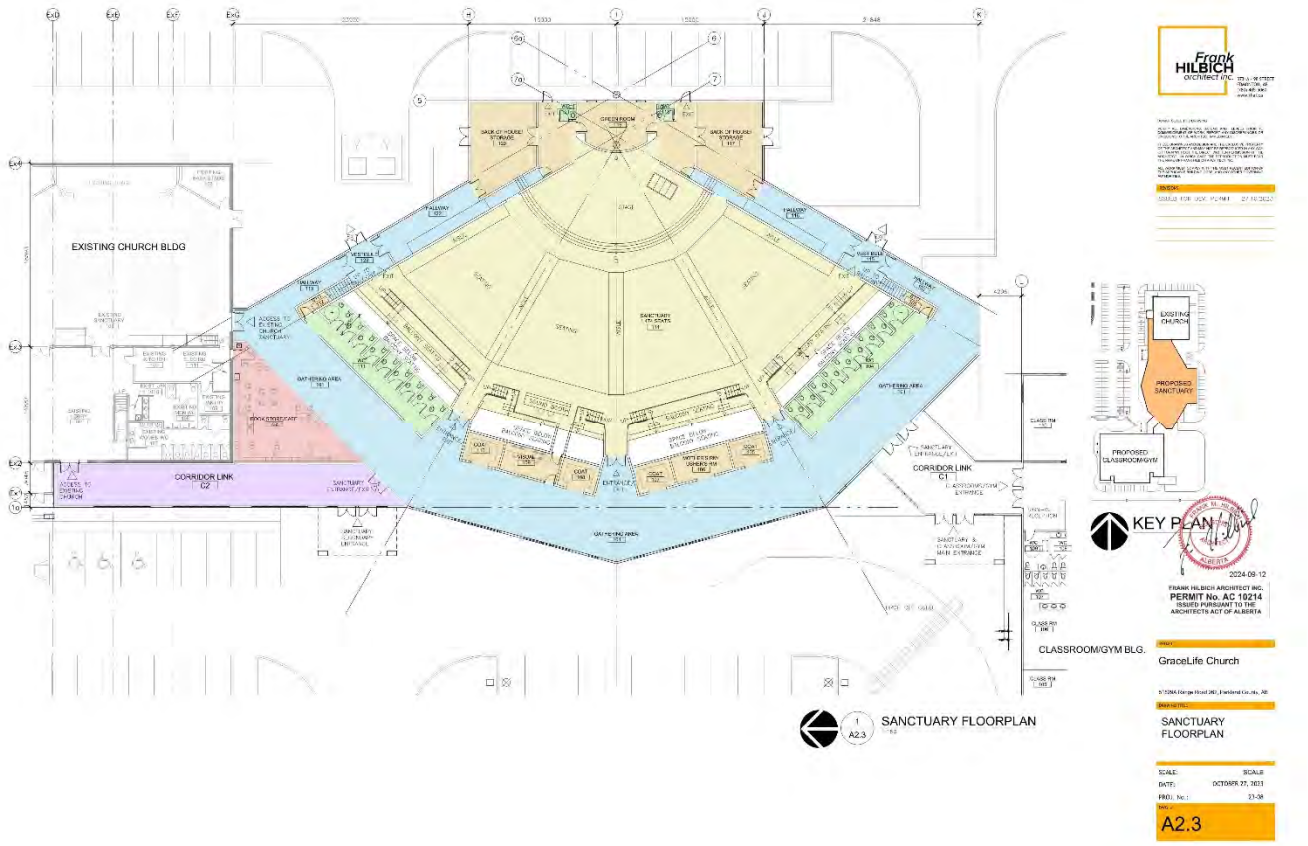




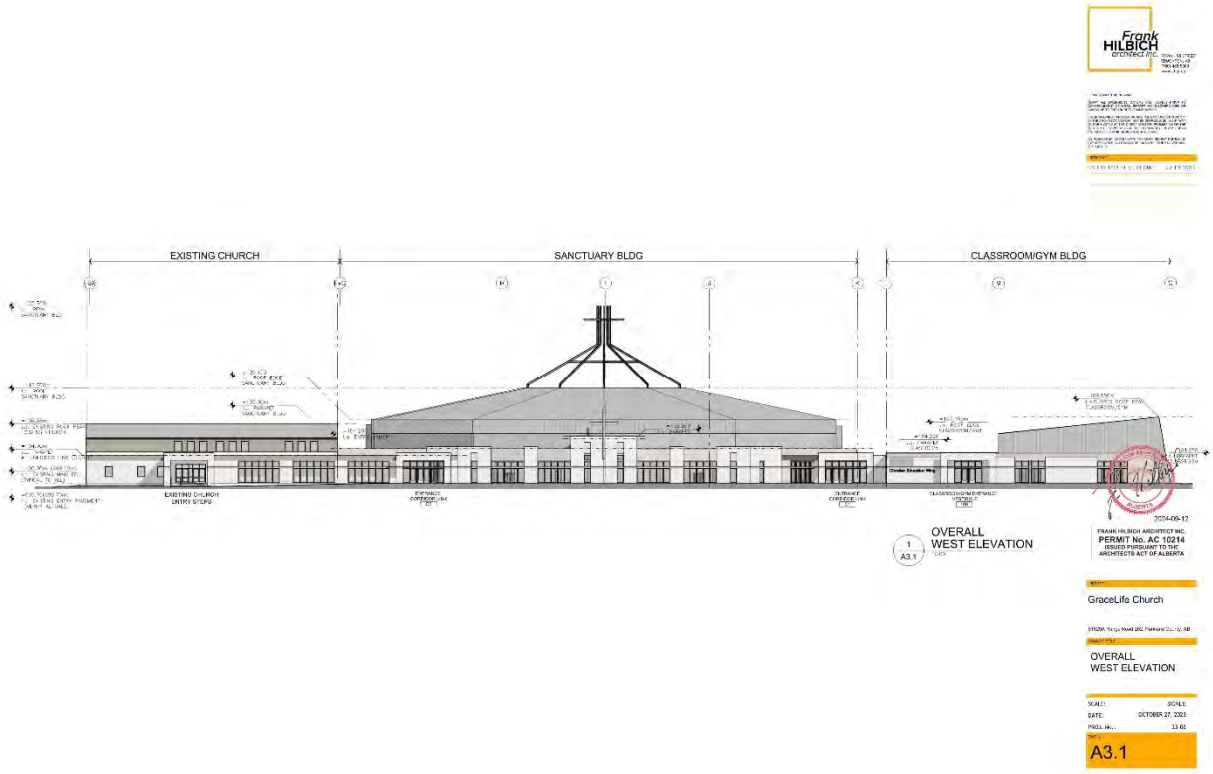
The existing access to the site will be closed. The first access will be constructed directly across of Sunset View Drive to the west.

The details on the building spaces are shown below.

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EXISTING CHURCH BLDG
CORRIDOR LINK C2
CORRIDOR LINK C1
CLASSROOM/GYM BLG.
SANCTUARY FLOORPLAN
KEY PLAN
EXISTING CHURCH
PROPOSED SANCTUARY
PROPOSED CLASSROOM/GYM
Frank HILBICH architect inc.
2024-09-12
FRANK HILBICH ARCHITECT INC.
PERMIT No. AC 10214
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA
GraceLife Church
SANCTUARY FLOORPLAN
A2.3


SANCTUARY BLG
CORRIDOR LINK C1
NOTE: PROPOSED BUILDING WITH CLASSROOMS IN IT IS DESIGNED FOR SUNDAY SCHOOL USE ONLY.
CLASSROOM/GYM FLOORPLAN
KEY PLAN
Frank HILBICH architect inc.
2024-09-12
FRANK HILBICH ARCHITECT INC.
PERMIT No. AC 10214
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA
GraceLife Church
CLASSROOM/GYM FLOORPLAN
A2.6



The proposed expansion is projected to add traffic to the site for use of the new facilities as follows:

Mondays:	No activities planned.
Tuesdays:	Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
Wednesdays:	Late Morning Use: 80 vehicles from 9:30am to 11:30am
Wednesdays:	Evening Family Use: 60 families from 7:00pm to 10:00pm
Thursdays:	Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm
Fridays:	Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm (2 times per month only)
Saturdays:	Evening Family Use: 30 – 40 families from 7:00pm to 10:00pm (2 times per month only)
Sundays:	Daily Use: Regular use as per past; already accounting for in traffic

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

It is important to note that none of this increased activities and additional traffic generation will occur during the AM Peak Weekday Hour (7:30am – 8:30am) of traffic or the PM Peak Weekday Hour (4:30pm – 5:30pm) of traffic for the local roadways and highways in the area.

Projected Traffic Summary

Daily Traffic:	**=**	**80 trips per day**
AM Peak Hour:	**=**	**0 trips per hour**
PM Peak Hour:	**=**	**0 trips per hour**

These values above represent the traffic generation once the development is fully built and operating.

Since the proposed development is not projected to add any additional traffic during the AM Peak Hour or the PM Peak Hour of traffic, this development does not trigger these improvements (additional left turn storage) being made in the future. The left turn capacity for WB to SB 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. Therefore, no improvements are recommended.

Illumination is not warranted at the intersection of Highway 627:04 and Range Road 262 presently and for the next 20 years upon calculation of the illumination warrant. The illumination analysis indicates for all three time milestones that "Illumination Warranted Delineation Lighting to Illuminate Pedestrians or Cross Street Traffic". It is important to note that neither pedestrians are using or projected to use this rural intersection on the highway or any significant cross traffic is occurring. Also, the traffic turning movement diagrams projects only 1 cross movement per day in each direction on Range Road 262 since the north leg of intersection is within the Enoch First Nations. This is very minimal and would likely occur during daylight. Therefore, illumination is not recommended for this intersection for the next 20 years for these reasons.

Signalization is not warranted at the intersection for the next 20 years.

In summary, the proposed development does not impact the existing transportation infrastructure at the Highway 627:04 and Range Road 262 intersections from 2024 to 2044 as well as the intersection to the development access with Range Road 262,

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6.2 Closure

We trust the information provided meets your present requirements. Should any questions arise, please contact our office at your convenience.



Darcy O. Paulichuk, P. Eng.



Oct. 4, 2024

APEGGA Permit to Practice Number: P12132

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APPENDIX A

ALBERTA HIGHWAYS TRAFFIC COUNT

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Reference Number: 84490

Intersection of: 60 & 627 W OF EDMONTON

North On: 60

Vehicle Type	Volume	%
A: Passenger Vehicle	8,270	84.4%
B: Recreational Vehicle	124	1.3%
C: Bus	30	0.3%
D: Single Unit Truck	496	5.1%
E: Tractor Trailer Unit	880	9.0%
AADT	9,800	
ASDT	11,320	

2022 AADT / ASDT Estimates

Leg AADT Volumes



Total Entering Volume: **16,080**

From North

	4,900		
	Right	Thru	Left
	810	3,850	240
A	659	3,247	203
B	2	60	3
C	3	10	4
D	40	178	25
E	106	355	5

To North

4,900	
A	4,161
B	59
C	13
D	253
E	414

To West

3,220	
A	2,908
B	21
C	13
D	101
E	177

From East

	1,920		
	Left	Thru	Right
	720	970	230
A	706	924	191
B	3	3	2
C	2	7	2
D	8	25	29
E	1	11	6

West On: 627

	Volume	%
A	5,818	90.1%
B	48	0.7%
C	27	0.4%
D	214	3.3%
E	353	5.5%
AADT	6,460	
ASDT	7,460	

East On: 627

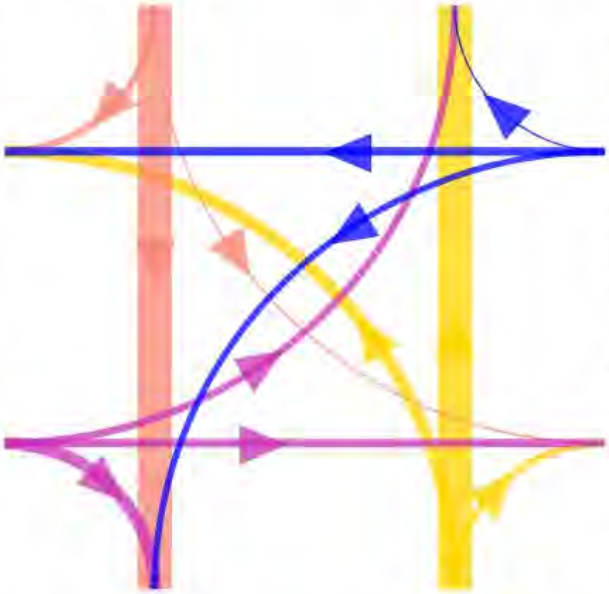
Vehicle Type		
A	3,667	95.0%
B	20	0.5%
C	24	0.6%
D	122	3.2%
E	27	0.7%
AADT	3,860	
ASDT	4,450	

From West

	3,240		
	Left	Thru	Right
	820	970	1,450
A	667	932	1,311
B	3	3	21
C	4	6	4
D	37	25	51
E	109	4	63

To East

1,940	
A	1,846
B	12
C	13
D	60
E	9



To South

6,020	
A	5,264
B	84
C	16
D	237
E	419

From South

	6,020		
	Left	Thru	Right
	1,440	3,850	730
A	1,325	3,303	711
B	16	54	6
C	3	7	3
D	36	187	10
E	60	299	0

South On: 60

Vehicle Type	Volume	%
A: Passenger Vehicle	10,603	88.1%
B: Recreational Vehicle	160	1.3%
C: Bus	29	0.2%
D: Single Unit Truck	470	3.9%
E: Tractor Trailer Unit	778	6.5%
AADT	12,040	
ASDT	13,880	

ABBREVIATIONS:

AADT: Annual Average Daily Traffic. Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.

ASDT: Average Summer Daily Traffic. Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.

NOTE: Coloured line thickness corresponds to turning movement volume.

Reference Number: 84490

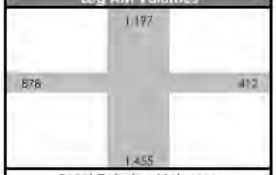
Intersection of: 60 & 627 W OF EDMONTON

North On: 60

Vehicle Type	Volume	%
A: Passenger Vehicle	1,032	86.2%
B: Recreational Vehicle	0	0.0%
C: Bus	7	0.6%
D: Single Unit Truck	63	5.3%
E: Tractor Trailer Unit	95	7.9%
AM	1,197	

2022 AM 100th Highest Hour Estimates

Leg AM Volumes



Total Entering Volume: **1,971**

From North

	Right	Thru	Left
	46	**294**	**21**
A	34	227	10
B	0	0	0
C	0	1	4
D	6	22	7
E	6	44	0

To North

	836
A	761
B	0
C	2
D	28
E	45

To West

	285
A	262
B	0
C	0
D	14
E	9

From East

	Left	Thru	Right
	44	**92**	**26**
A	44	91	26
B	0	0	0
C	0	0	0
D	0	1	0
E	0	0	0

West On: 627

	Volume	%
A	816	92.9%
B	0	0.0%
C	7	0.8%
D	27	3.1%
E	28	3.2%
AM	878	

East On: 627

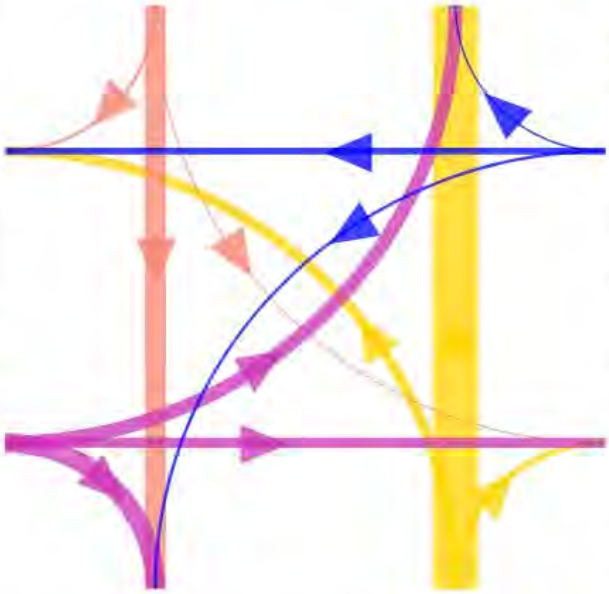
Vehicle Type		
A	390	94.7%
B	0	0.0%
C	10	2.4%
D	12	2.9%
E	0	0.0%
AM	412	

From West

	Left	Thru	Right
	191	**140**	**262**
A	174	133	247
B	0	0	0
C	1	6	0
D	6	1	6
E	10	0	9

To East

	250
A	229
B	0
C	10
D	11
E	0



To South

	600
A	518
B	0
C	1
D	28
E	53

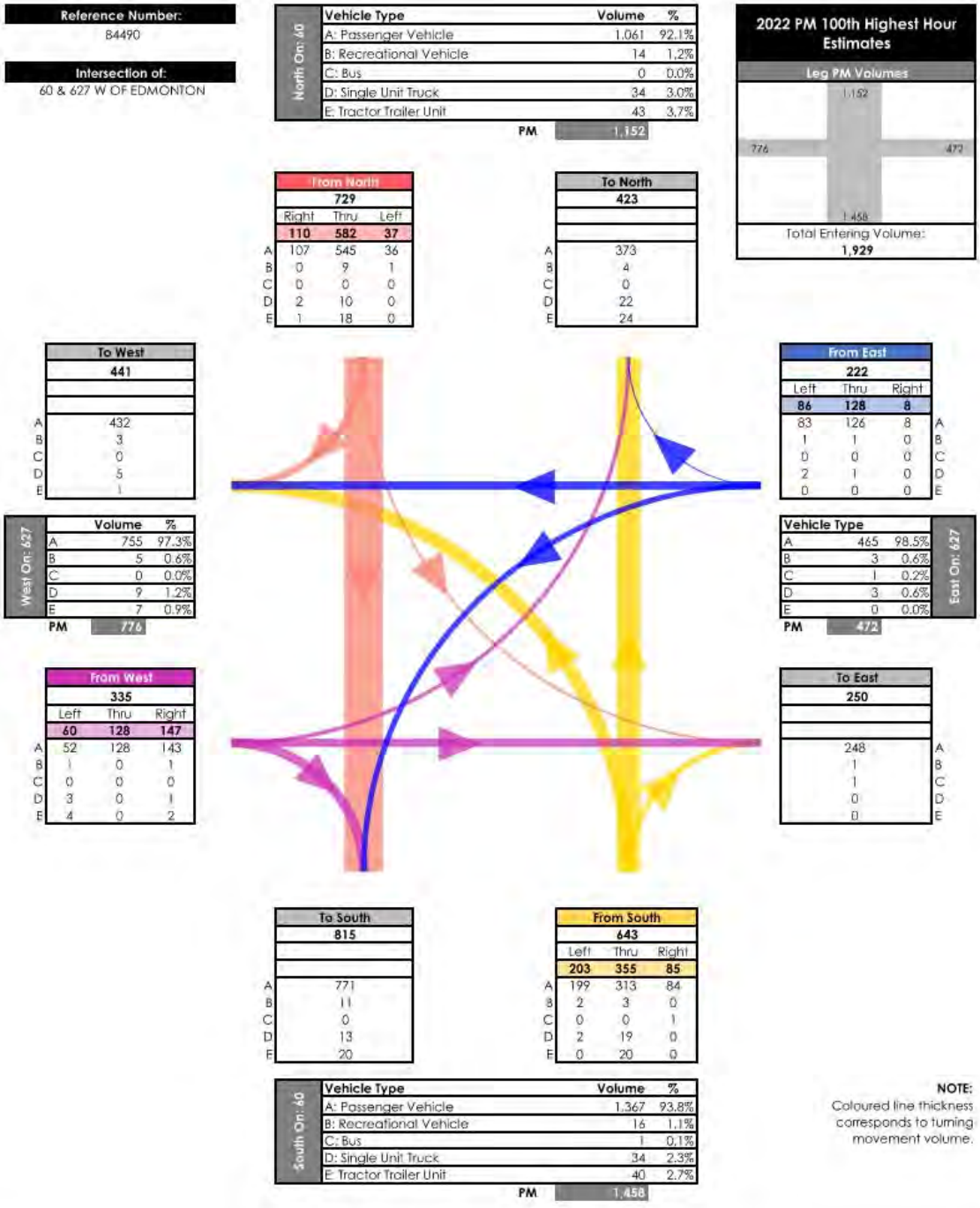
From South

	Left	Thru	Right
	147	**619**	**89**
A	137	561	86
B	0	0	0
C	0	1	0
D	7	22	3
E	3	35	0

South On: 60

Vehicle Type	Volume	%
A: Passenger Vehicle	1,302	89.5%
B: Recreational Vehicle	0	0.0%
C: Bus	2	0.1%
D: Single Unit Truck	60	4.1%
E: Tractor Trailer Unit	91	6.3%
AM	1,455	

NOTE:
Coloured line thickness corresponds to turning movement volume.


Reference Number:
84490
Intersection of:
60 & 627 W OF EDMONTON
North On: 60
Vehicle Type | Volume | %
A: Passenger Vehicle | 1,061 | 92.1%
B: Recreational Vehicle | 14 | 1.2%
C: Bus | 0 | 0.0%
D: Single Unit Truck | 34 | 3.0%
E: Tractor Trailer Unit | 43 | 3.7%
PM 1,152
2022 PM 100th Highest Hour Estimates
Leg PM Volumes
1,152
776
472
1,458
Total Entering Volume:
1,929
From North
729
Right Thru Left
110 582 37
A 107 545 36
B 0 9 1
C 0 0 0
D 2 10 0
E 1 18 0
To North
423
A 373
B 4
C 0
D 22
E 24
To West
441
A 432
B 3
C 0
D 5
E 1
From East
222
Left Thru Right
86 128 8
A 83 126 8
B 1 1 0
C 0 0 0
D 2 1 0
E 0 0 0
West On: 627
Volume %
A 755 97.3%
B 5 0.6%
C 0 0.0%
D 9 1.2%
E 7 0.9%
PM 776
Vehicle Type
A 465 98.5%
B 3 0.6%
C 1 0.2%
D 3 0.6%
E 0 0.0%
East On: 627
PM 472
From West
335
Left Thru Right
60 128 147
A 52 128 143
B 1 0 1
C 0 0 0
D 3 0 1
E 4 0 2
To East
250
A 248
B 1
C 1
D 0
E 0
To South
815
A 771
B 11
C 0
D 13
E 20
From South
643
Left Thru Right
203 355 85
A 199 313 84
B 2 3 0
C 0 0 1
D 2 19 0
E 0 20 0
South On: 60
Vehicle Type | Volume | %
A: Passenger Vehicle | 1,367 | 93.8%
B: Recreational Vehicle | 16 | 1.1%
C: Bus | 1 | 0.1%
D: Single Unit Truck | 34 | 2.3%
E: Tractor Trailer Unit | 40 | 2.7%
PM 1,458
NOTE:
Coloured line thickness corresponds to turning movement volume.

Reference Number:
70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000

North On: Rge Rd 261

Vehicle Type	Volume	%
A: Passenger Vehicle	58	96.7%
B: Recreational Vehicle	0	0.0%
C: Bus	0	0.0%
D: Single Unit Truck	0	0.0%
E: Tractor Trailer Unit	2	3.3%
AADT	60	
ASDT	80	

2022 AADT / ASDT Estimates

Leg AADT Volumes

60
4,360
4,780
780

Total Entering Volume:
4,990

From North

	30		
	Right	Thru	Left
	10	10	10
A	10	10	10
B	0	0	0
C	0	0	0
D	0	0	0
E	0	0	0

To North

	30
A	28
B	0
C	0
D	0
E	2

To West

	2,170
A	2,084
B	6
C	19
D	52
E	9

From East

	2,390		
	Left	Thru	Right
	300	2,080	10
A	290	2,007	8
B	1	6	0
C	0	18	0
D	9	45	0
E	0	4	2

West On: 627

	Volume	%
A	4,187	96.0%
B	10	0.2%
C	34	0.8%
D	111	2.5%
E	18	0.4%
AADT	4,360	
ASDT	5,030	

East On: 627

Vehicle Type		
A	4,615	96.5%
B	11	0.2%
C	32	0.7%
D	111	2.3%
E	11	0.2%
AADT	4,780	
ASDT	5,530	

From West

	2,190		
	Left	Thru	Right
	10	2,090	90
A	10	2,013	80
B	0	4	0
C	0	13	2
D	0	55	4
E	0	5	4

To East

	2,390
A	2,310
B	4
C	14
D	57
E	5

To South

	400
A	380
B	1
C	2
D	13
E	4

From South

	380		
	Left	Thru	Right
	80	10	290
A	67	10	287
B	0	0	0
C	1	0	1
D	7	0	2
E	5	0	0

South On: Rge Rd 261

Vehicle Type	Volume	%
A: Passenger Vehicle	744	95.4%
B: Recreational Vehicle	1	0.1%
C: Bus	4	0.5%
D: Single Unit Truck	22	2.8%
E: Tractor Trailer Unit	9	1.2%
AADT	780	
ASDT	890	

ABBREVIATIONS:

AADT: Annual Average Daily Traffic. Average daily traffic expressed as vehicles per day for the period from January 1 to December 31 (inclusive), 365 days.

ASDT: Average Summer Daily Traffic. Average daily traffic expressed as vehicles per day for the period from May 1 to September 30 (inclusive), 153 days.

NOTE:
Coloured line thickness corresponds to turning movement volume.

Reference Number:
70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000

North On: Rge Rd 261

Vehicle Type	Volume	%
A: Passenger Vehicle	6	100.0%
B: Recreational Vehicle	0	0.0%
C: Bus	0	0.0%
D: Single Unit Truck	0	0.0%
E: Tractor Trailer Unit	0	0.0%
AM	6	

2022 AM 100th Highest Hour Estimates

Leg AM Volumes



Total Entering Volume: **613**

From North

	Right	Thru	Left
	4		
	0	2	2
A	0	2	2
B	0	0	0
C	0	0	0
D	0	0	0
E	0	0	0

To North

	2
A	2
B	0
C	0
D	0
E	0

To West

	209
A	202
B	0
C	2
D	5
E	0

From East

	Left	Thru	Right
	216		
	19	197	0
A	19	192	0
B	0	0	0
C	0	0	0
D	0	5	0
E	0	0	0

West On: 627

	Volume	%
A	487	94.0%
B	0	0.0%
C	7	1.4%
D	21	4.1%
E	3	0.6%
AM	518	

East On: 627

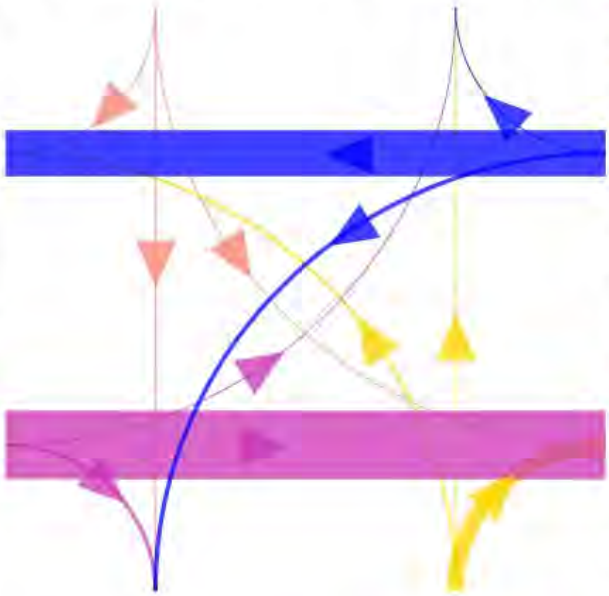
Vehicle Type		
A	554	95.4%
B	0	0.0%
C	5	0.9%
D	19	3.3%
E	3	0.5%
AM	581	

From West

	Left	Thru	Right
	309		
	0	293	16
A	0	271	14
B	0	0	0
C	0	5	0
D	0	14	2
E	0	3	0

To East

	365
	343
	0
	5
	14
	3



To South

	37
A	35
B	0
C	0
D	2
E	0

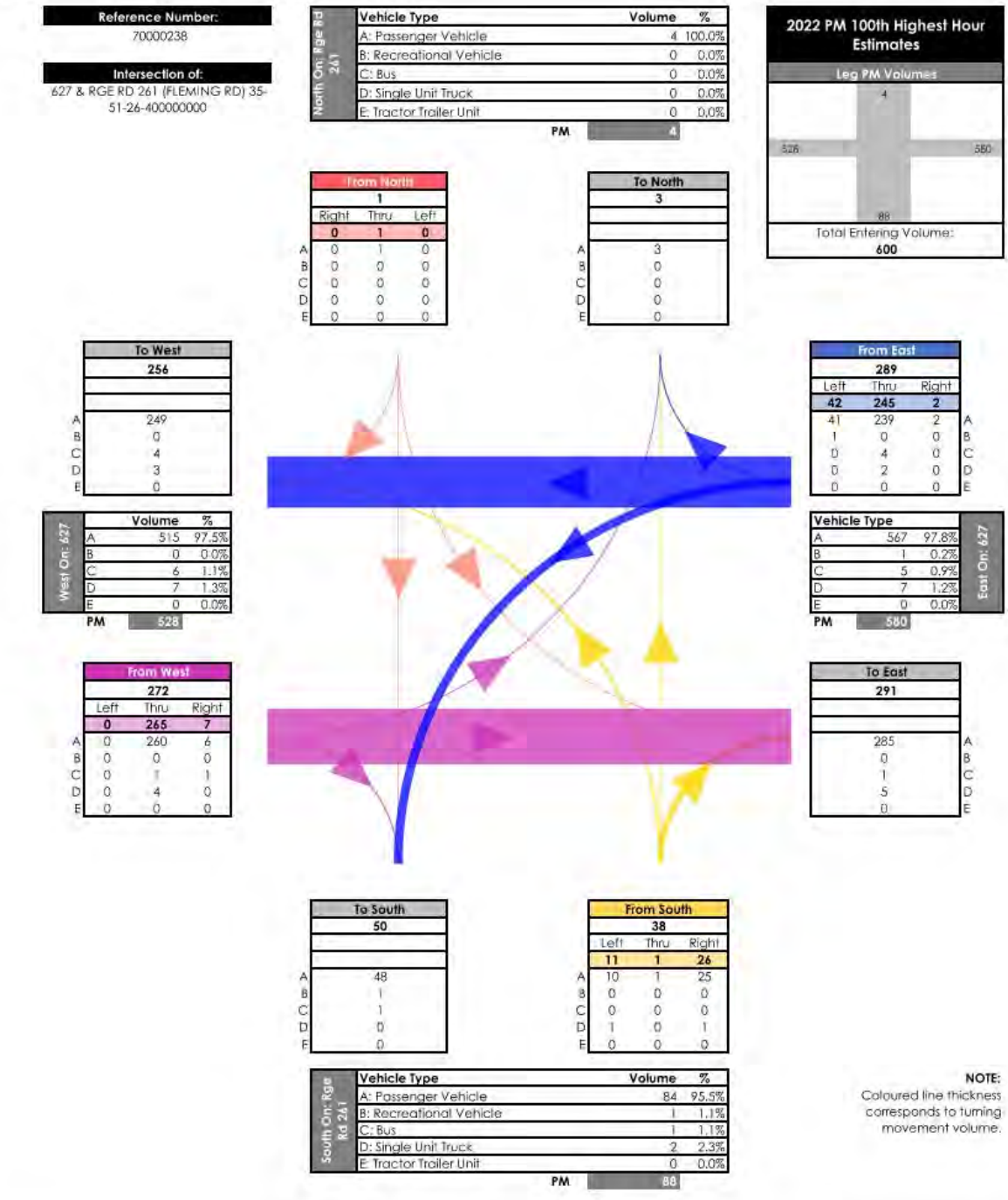
From South

	Left	Thru	Right
	84		
	12	2	70
A	10	2	70
B	0	0	0
C	2	0	0
D	0	0	0
E	0	0	0

South On: Rge Rd 261

Vehicle Type	Volume	%
A: Passenger Vehicle	117	96.7%
B: Recreational Vehicle	0	0.0%
C: Bus	2	1.7%
D: Single Unit Truck	2	1.7%
E: Tractor Trailer Unit	0	0.0%
AM	121	

NOTE:
Coloured line thickness corresponds to turning movement volume.

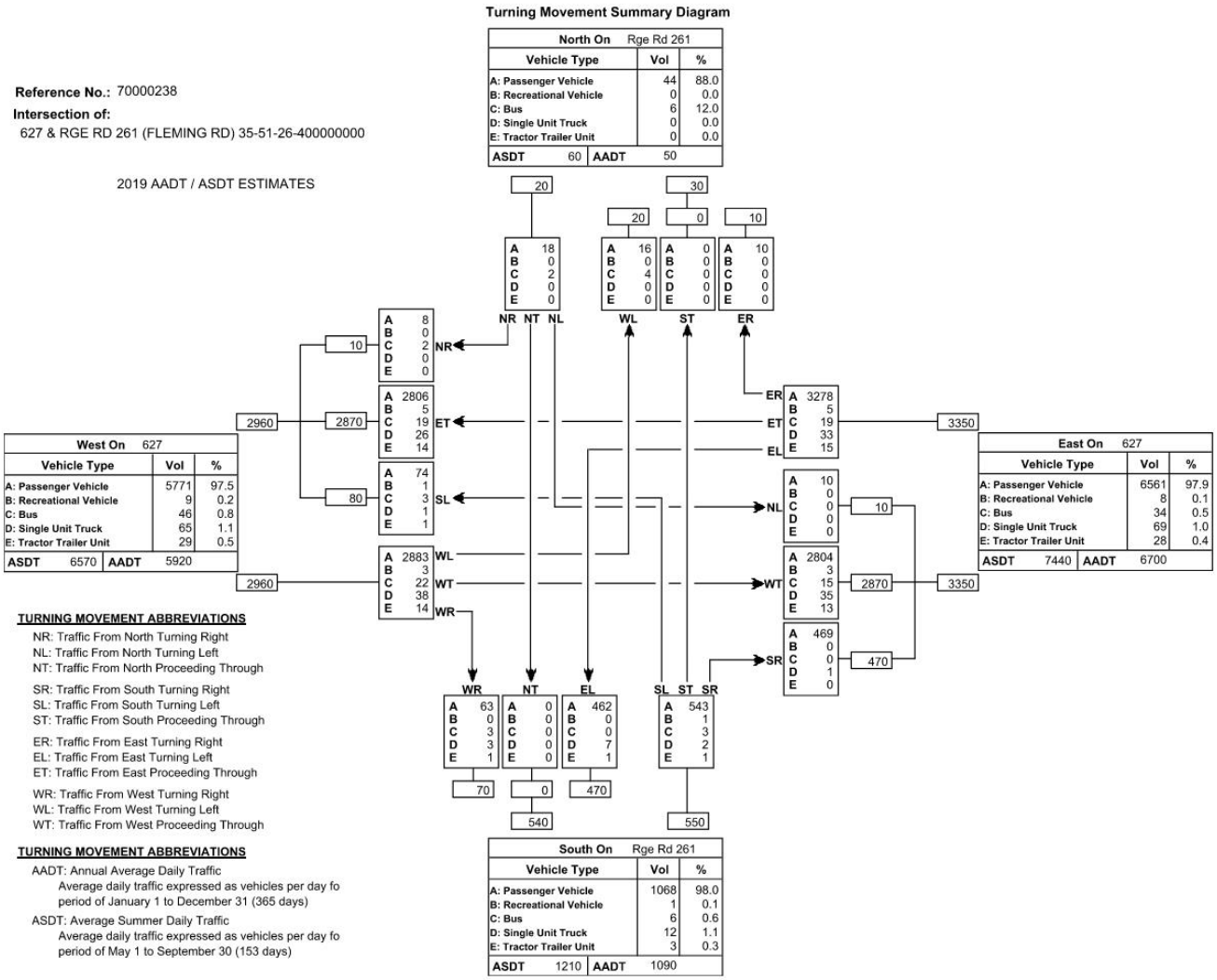

Reference Number:
70000238
Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-40000000
North On: Rge Rd 261
Vehicle Type | Volume | %
A: Passenger Vehicle | 4 | 100.0%
B: Recreational Vehicle | 0 | 0.0%
C: Bus | 0 | 0.0%
D: Single Unit Truck | 0 | 0.0%
E: Tractor Trailer Unit | 0 | 0.0%
PM 4
2022 PM 100th Highest Hour Estimates
Leg PM Volumes
4
528
580
88
Total Entering Volume:
600
From North
1
Right Thru Left
0 1 0
A 0 1 0
B 0 0 0
C 0 0 0
D 0 0 0
E 0 0 0
To North
3
A 3
B 0
C 0
D 0
E 0
To West
256
A 249
B 0
C 4
D 3
E 0
From East
289
Left Thru Right
42 245 2
41 239 2 A
1 0 0 B
0 4 0 C
0 2 0 D
0 0 0 E
West On: 627
Volume %
A 515 97.5%
B 0 0.0%
C 6 1.1%
D 7 1.3%
E 0 0.0%
PM 528
Vehicle Type
A 567 97.8%
B 1 0.2%
C 5 0.9%
D 7 1.2%
E 0 0.0%
East On: 627
PM 580
From West
272
Left Thru Right
0 265 7
A 0 260 6
B 0 0 0
C 0 1 1
D 0 4 0
E 0 0 0
To East
291
285 A
0 B
1 C
5 D
0 E
To South
50
A 48
B 1
C 1
D 0
E 0
From South
38
Left Thru Right
11 1 26
A 10 1 25
B 0 0 0
C 0 0 0
D 1 0 1
E 0 0 0
South On: Rge Rd 261
Vehicle Type | Volume | %
A: Passenger Vehicle | 84 | 95.5%
B: Recreational Vehicle | 1 | 1.1%
C: Bus | 1 | 1.1%
D: Single Unit Truck | 2 | 2.3%
E: Tractor Trailer Unit | 0 | 0.0%
PM 88
NOTE:
Coloured line thickness corresponds to turning movement volume.

Reference No.: 70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000

2019 AADT / ASDT ESTIMATES

Turning Movement Summary Diagram



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic From North Turning Right
NL: Traffic From North Turning Left
NT: Traffic From North Proceeding Through

SR: Traffic From South Turning Right
SL: Traffic From South Turning Left
ST: Traffic From South Proceeding Through

ER: Traffic From East Turning Right
EL: Traffic From East Turning Left
ET: Traffic From East Proceeding Through

WR: Traffic From West Turning Right
WL: Traffic From West Turning Left
WT: Traffic From West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Annual Average Daily Traffic
Average daily traffic expressed as vehicles per day fo
period of January 1 to December 31 (365 days)

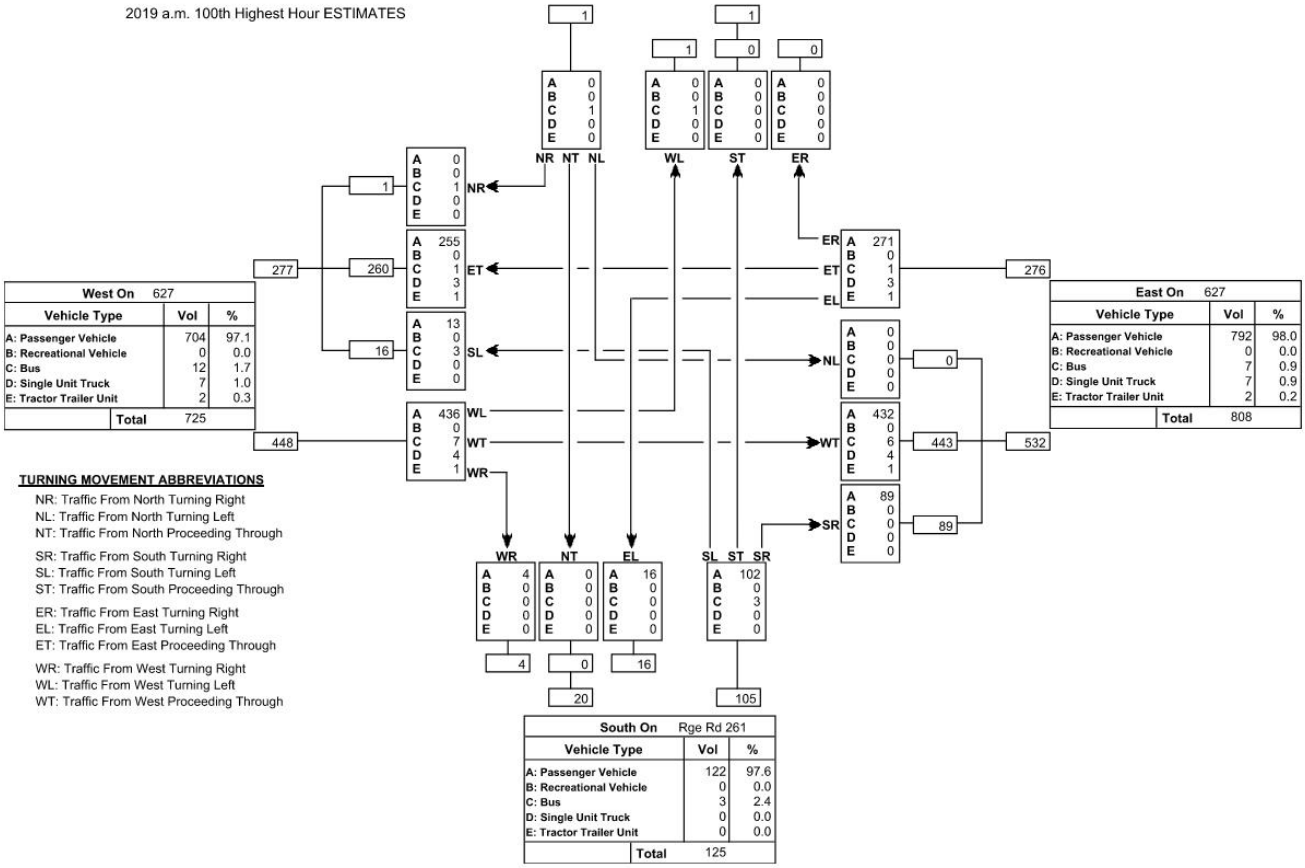
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehicles per day fo
period of May 1 to September 30 (153 days)

Turning Movement Summary Diagram

Reference No.: 70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000

2019 a.m. 100th Highest Hour ESTIMATES



North On Rge Rd 261		
Vehicle Type	**Vol**	**%**
A: Passenger Vehicle	0	0.0
B: Recreational Vehicle	0	0.0
C: Bus	2	100.0
D: Single Unit Truck	0	0.0
E: Tractor Trailer Unit	0	0.0
Total	2	

West On 627		
Vehicle Type	**Vol**	**%**
A: Passenger Vehicle	704	97.1
B: Recreational Vehicle	0	0.0
C: Bus	12	1.7
D: Single Unit Truck	7	1.0
E: Tractor Trailer Unit	2	0.3
Total	725	

East On 627		
Vehicle Type	**Vol**	**%**
A: Passenger Vehicle	792	98.0
B: Recreational Vehicle	0	0.0
C: Bus	7	0.9
D: Single Unit Truck	7	0.9
E: Tractor Trailer Unit	2	0.2
Total	808	

South On Rge Rd 261		
Vehicle Type	**Vol**	**%**
A: Passenger Vehicle	122	97.6
B: Recreational Vehicle	0	0.0
C: Bus	3	2.4
D: Single Unit Truck	0	0.0
E: Tractor Trailer Unit	0	0.0
Total	125	

TURNING MOVEMENT ABBREVIATIONS

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NT: Traffic From North Proceeding Through

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SL: Traffic From South Turning Left
ST: Traffic From South Proceeding Through

ER: Traffic From East Turning Right
EL: Traffic From East Turning Left
ET: Traffic From East Proceeding Through

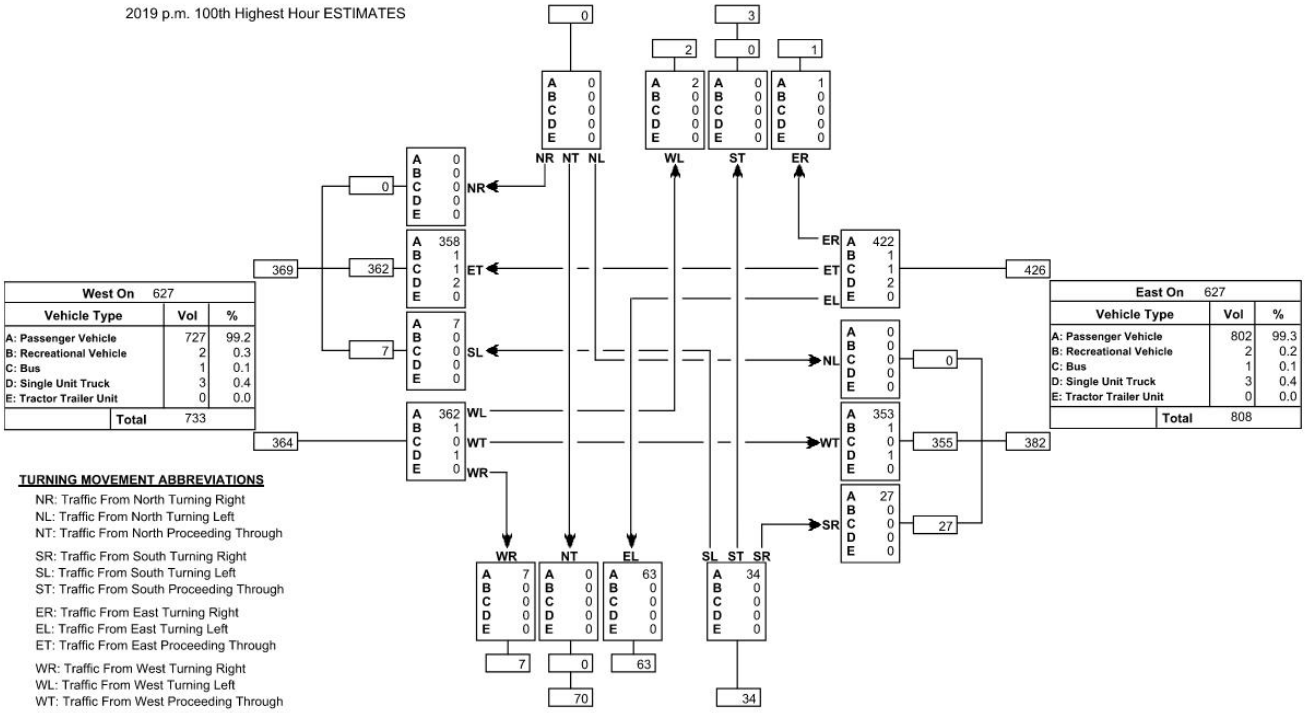
WR: Traffic From West Turning Right
WL: Traffic From West Turning Left
WT: Traffic From West Proceeding Through

Turning Movement Summary Diagram

Reference No.: 70000238

Intersection of:
627 & RGE RD 261 (FLEMING RD) 35-51-26-400000000

2019 p.m. 100th Highest Hour ESTIMATES



TURNING MOVEMENT ABBREVIATIONS

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WL: Traffic From West Turning Left
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APPENDIX B

2023 – 2044 TURNING MOVEMENT DIAGRAMS – Highway 627:04 & Rge. Rd. 262

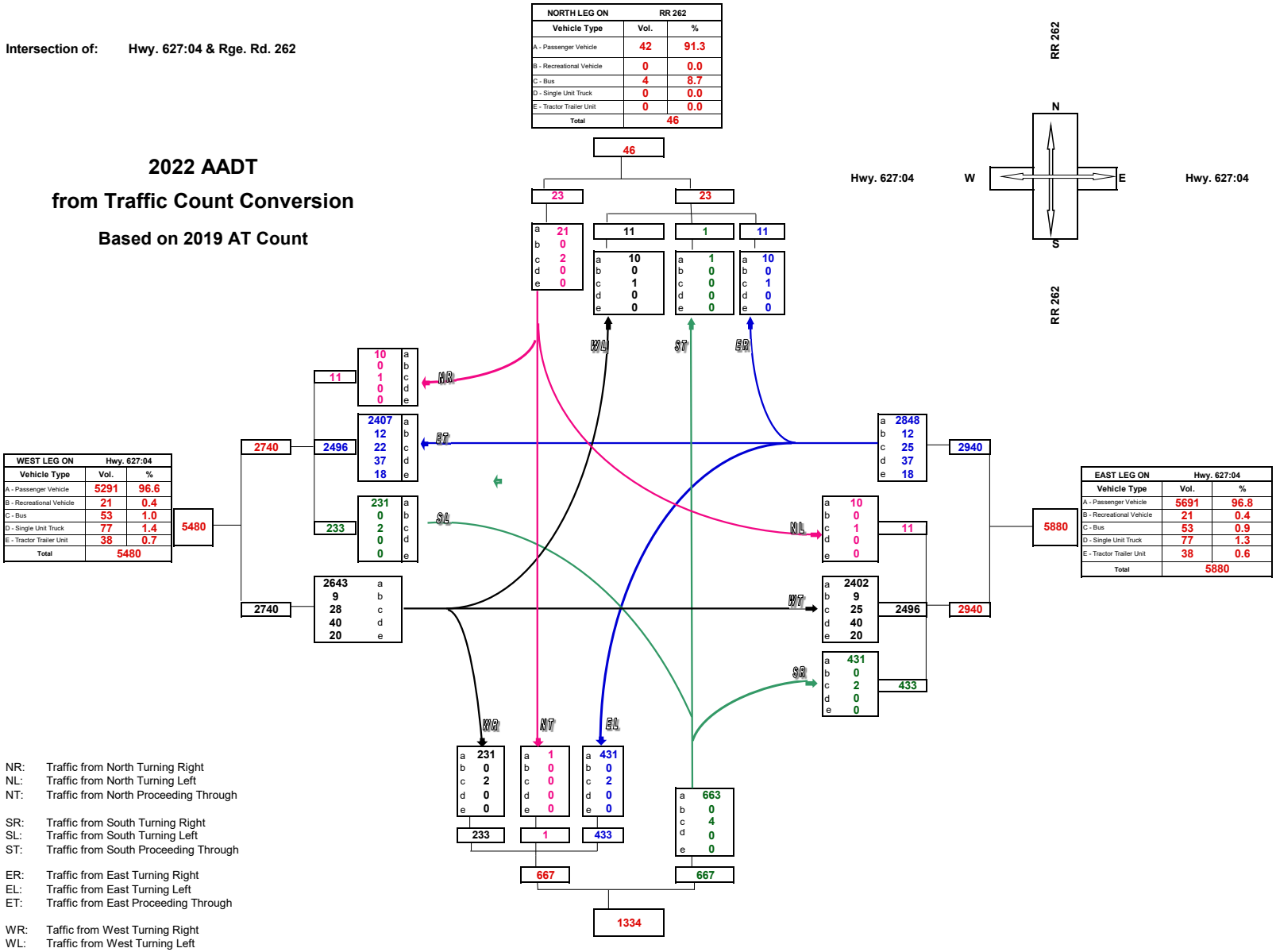
Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804
Pages 146 of 367

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Turning Movement Summary Diagram

Intersection of: Hwy. 627:04 & Rge. Rd. 262

2022 AADT
from Traffic Count Conversion
Based on 2019 AT Count



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	42	91.3
B - Recreational Vehicle	0	0.0
C - Bus	4	8.7
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	46	

WEST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	5291	96.6
B - Recreational Vehicle	21	0.4
C - Bus	53	1.0
D - Single Unit Truck	77	1.4
E - Tractor Trailer Unit	38	0.7
Total	5480	

EAST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	5691	96.8
B - Recreational Vehicle	21	0.4
C - Bus	53	0.9
D - Single Unit Truck	77	1.3
E - Tractor Trailer Unit	38	0.6
Total	5880	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1326	99.4
B - Recreational Vehicle	0	0.0
C - Bus	8	0.6
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1334	

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WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

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Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

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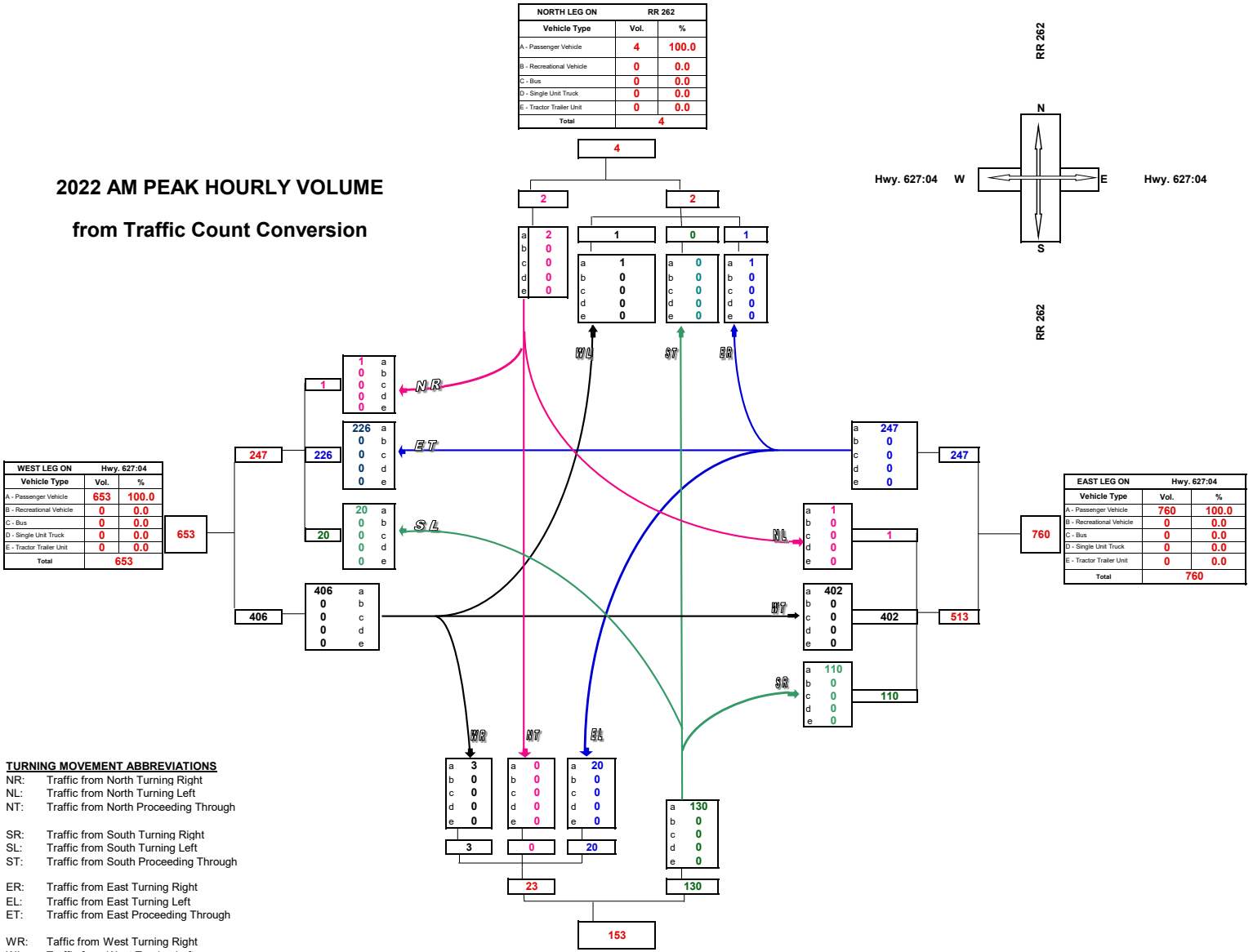
AADT Conversion Factor
1.0802

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2022 AM PEAK HOURLY VOLUME

from Traffic Count Conversion



TURNING MOVEMENT ABBREVIATIONS

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NT: Traffic from North Proceeding Through

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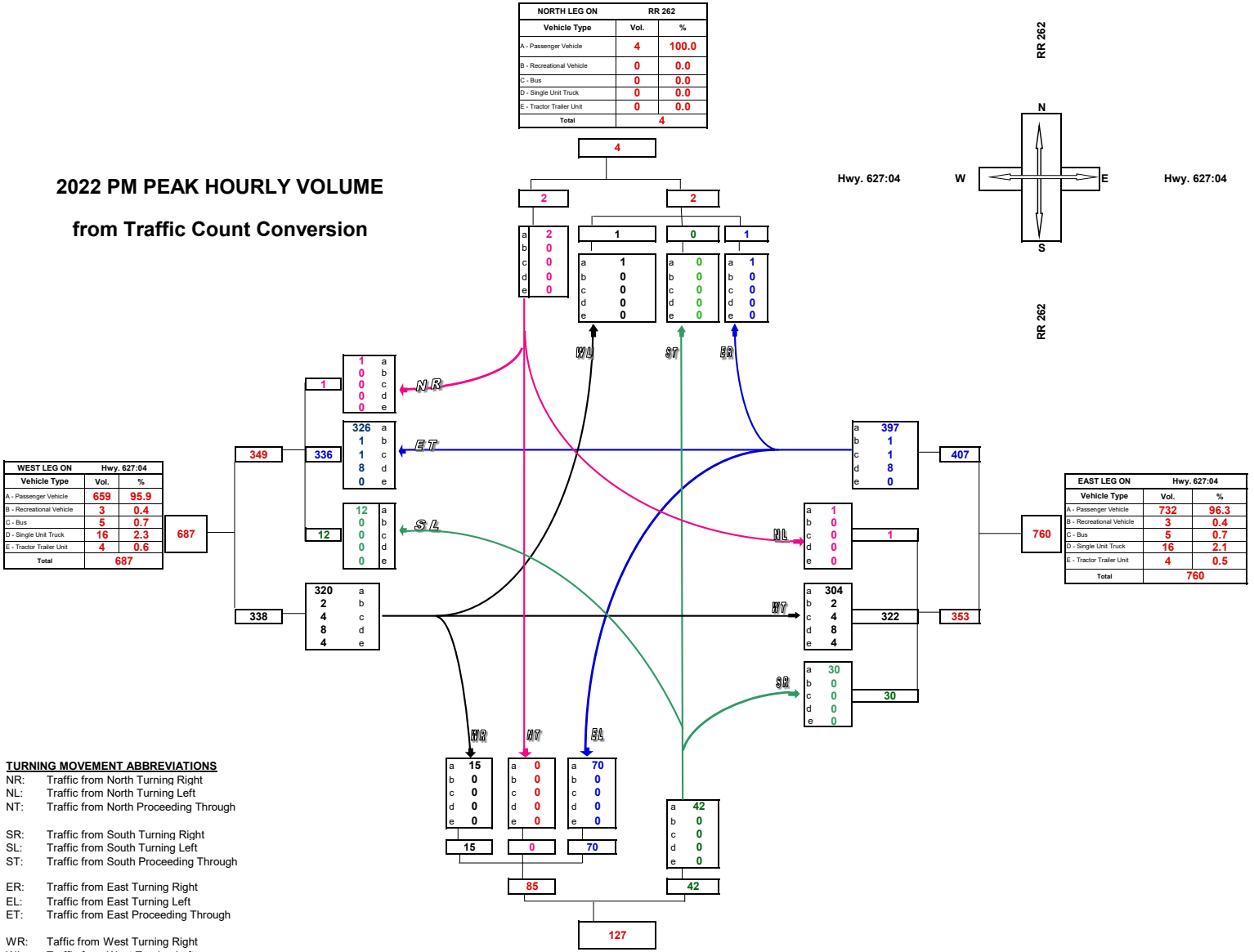
AM Peak	1.0802
PM Peak	0.10625

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2022 PM PEAK HOURLY VOLUME

from Traffic Count Conversion



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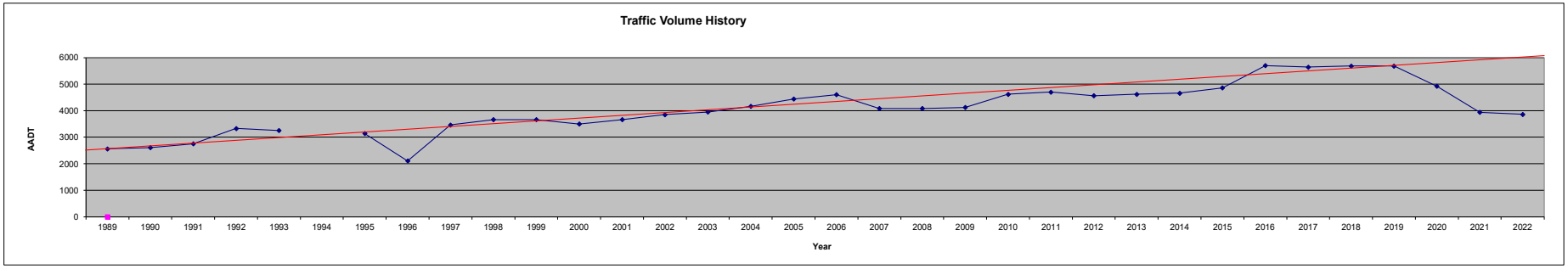
D&A PAULICHUK CONSULTING LTD.

TRAFFIC VOLUME HISTORY & GROWTH RATES

Highway 627:04

TRAFFIC VOLUME HISTORY

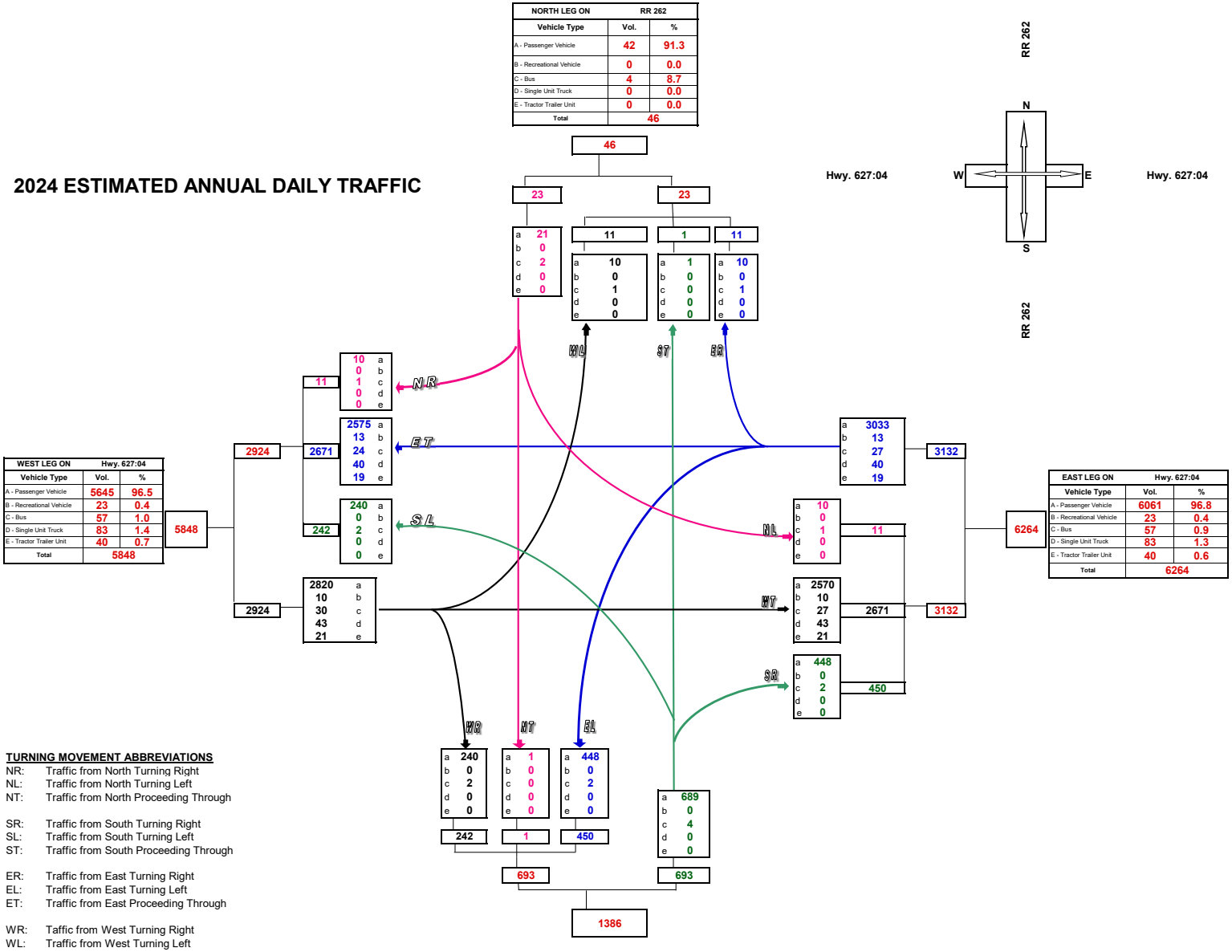
Location	AADT 1989	AADT 1990	AADT 1991	AADT 1992	AADT 1993	AADT 1994	AADT 1995	AADT 1996	AADT 1997	AADT 1998	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	AADT 2011	AADT 2012	AADT 2013	AADT 2014	AADT 2015	AADT 2016	AADT 2017	AADT 2018	AADT 2019	AADT 2020	AADT 2021	AADT 2022	Growth Rate
Highway 627:04, E. of Hwy. 60	2560	2610	2750	3330	3250		3140	2110	3460	3660	3660	3500	3660	3850	3950	4160	4440	4600	4080	4080	4120	4620	4700	4560	4620	4660	4860	5700	5640	5680	5680	4920	3940	3860	1.54%
Highway 627:04																																	Use Growth Rate:		3.50%
Rge. Rd. 262																																	Use Growth Rate:		2.00%



D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 ESTIMATED ANNUAL DAILY TRAFFIC



TURNING MOVEMENT ABBREVIATIONS

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SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

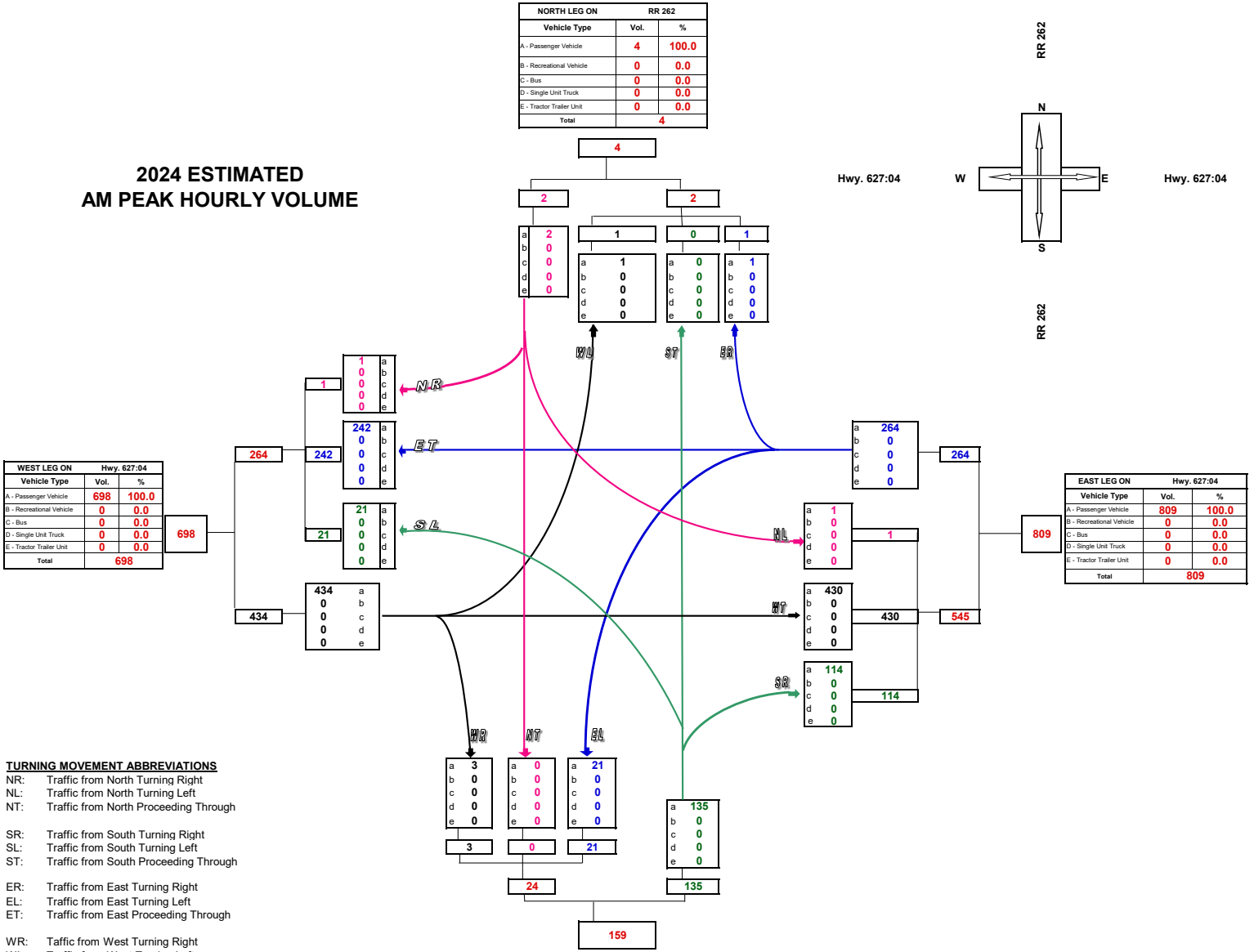
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehilces per day for period of May 1 to September 30 (153 days)

2024
2022
2

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 ESTIMATED AM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

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NT: Traffic from North Proceeding Through

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SL: Traffic from South Turning Left
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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

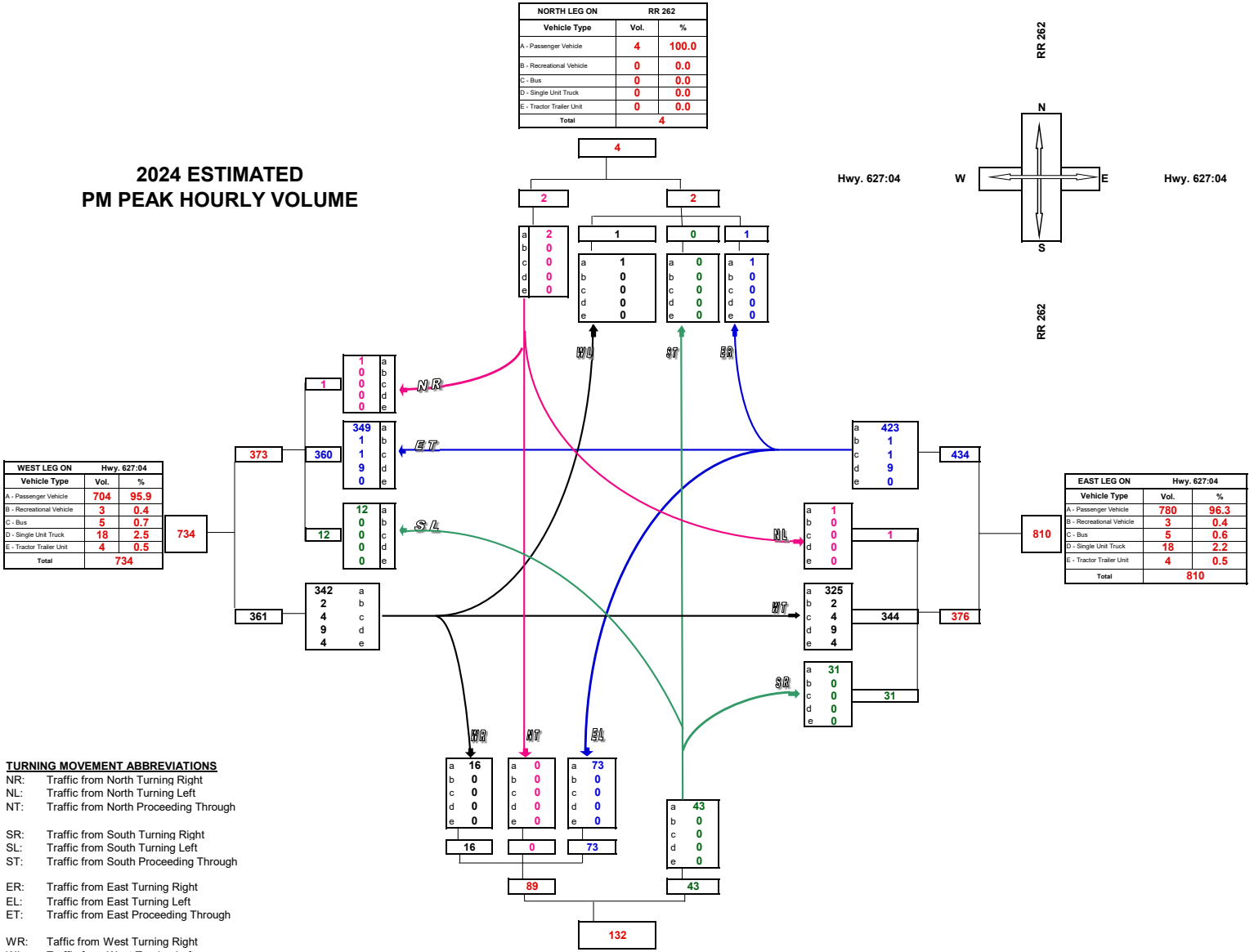
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2024
2022
2

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 ESTIMATED PM PEAK HOURLY VOLUME



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TURNING MOVEMENT ABBREVIATIONS

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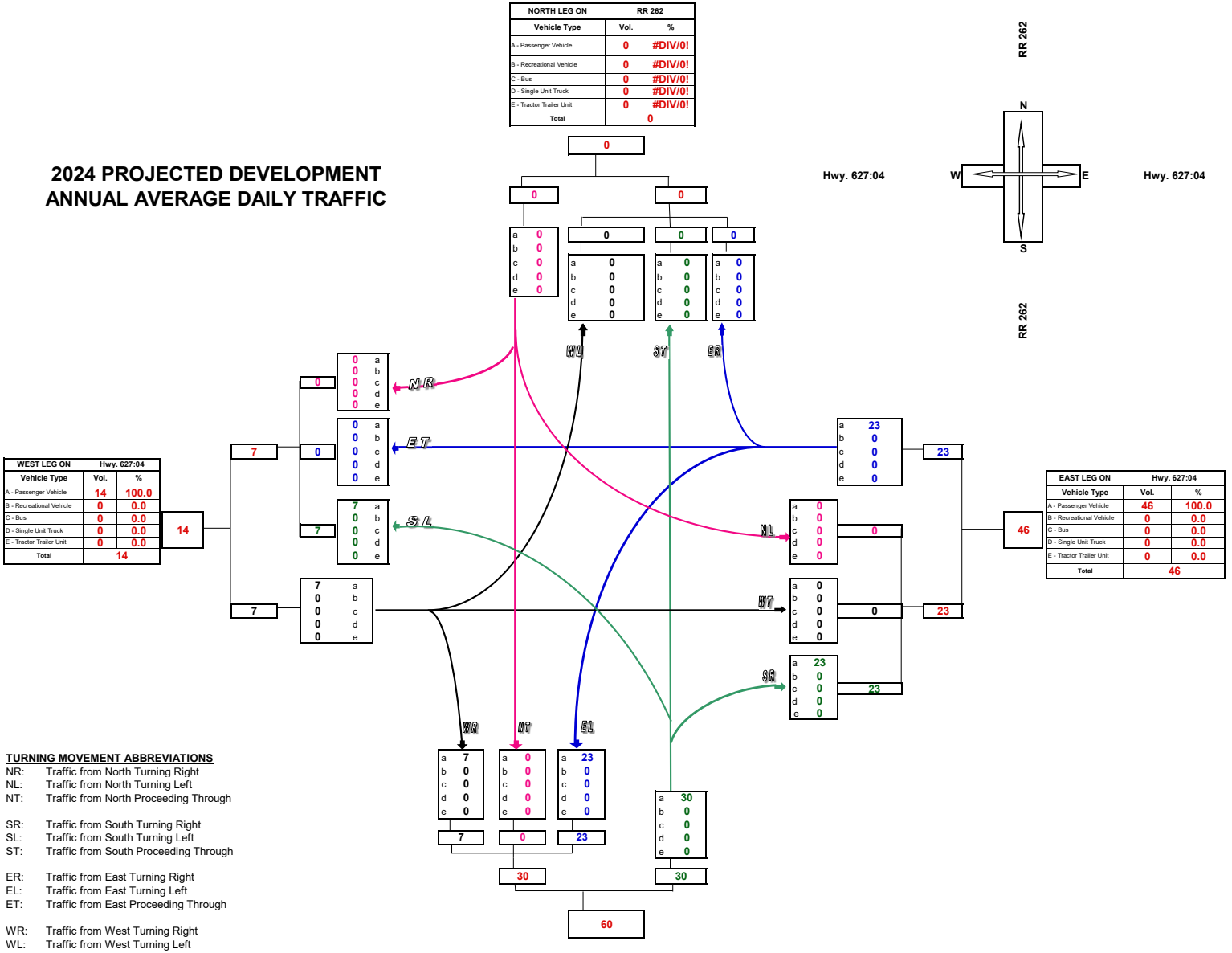
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2024
2022
2

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT
ANNUAL AVERAGE DAILY TRAFFIC



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

WEST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	14	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	14	

EAST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	46	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	46	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	60	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	60	

TURNING MOVEMENT ABBREVIATIONS

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TURNING MOVEMENT ABBREVIATIONS

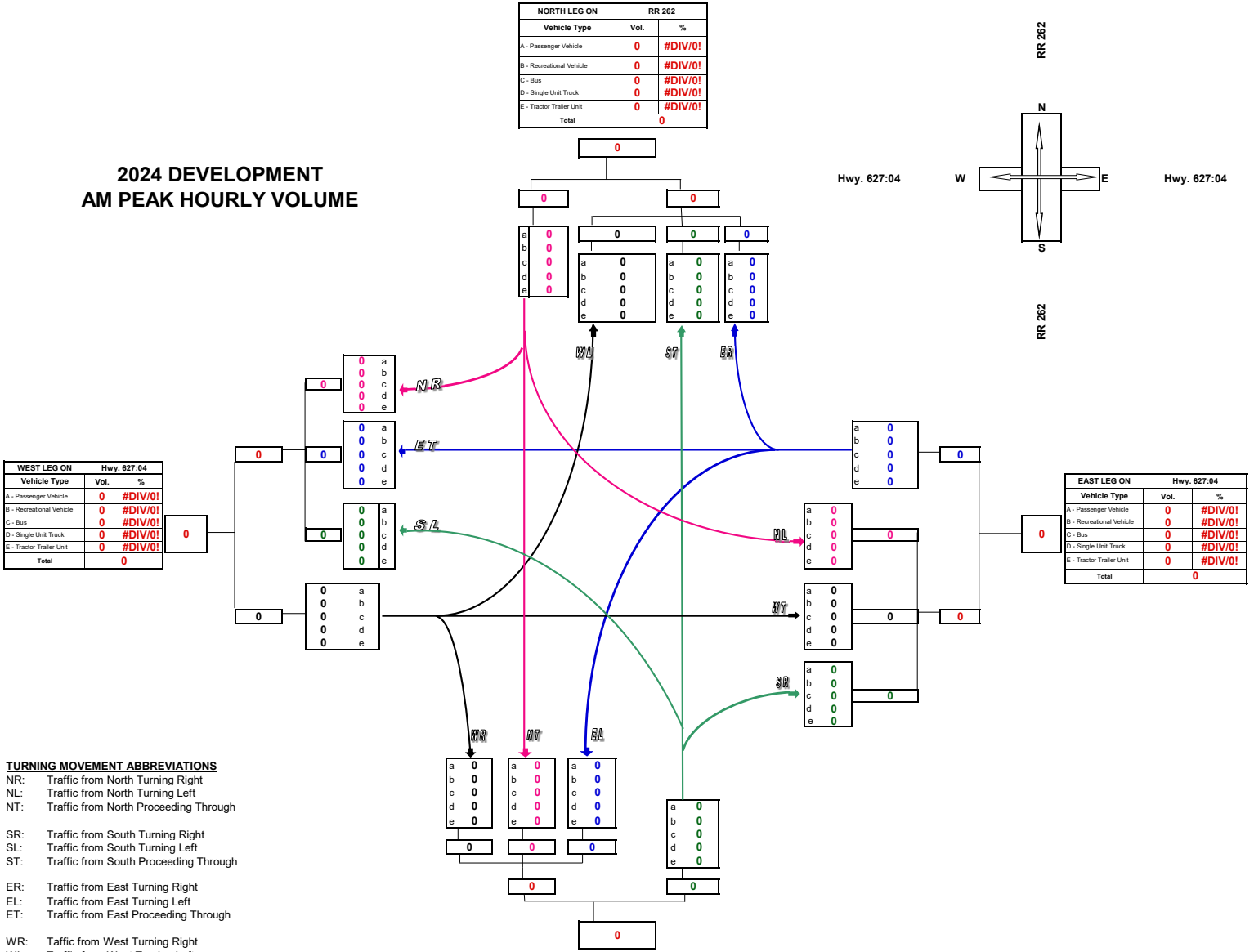
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 DEVELOPMENT
AM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

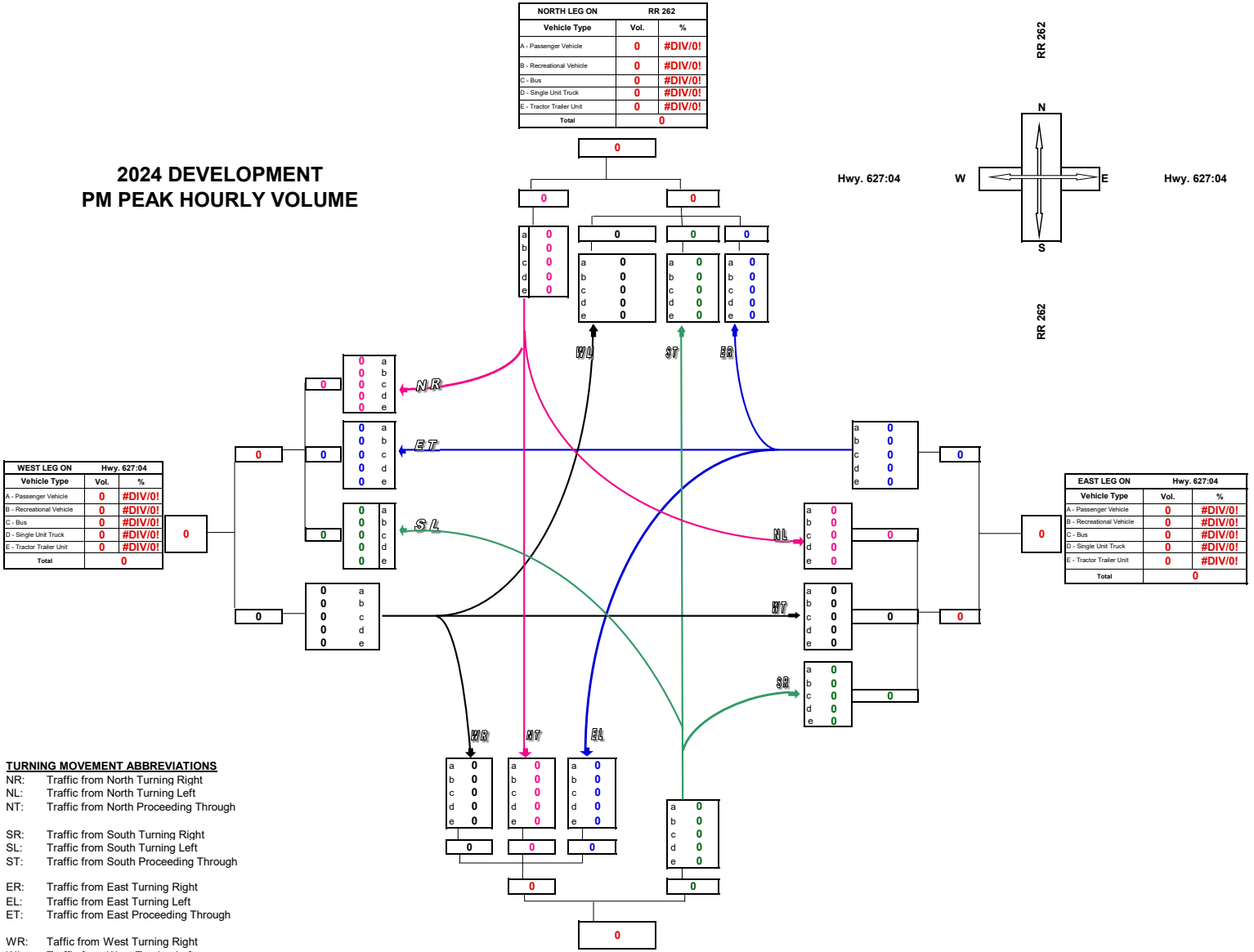
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 DEVELOPMENT
PM PEAK HOURLY VOLUME



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TURNING MOVEMENT ABBREVIATIONS

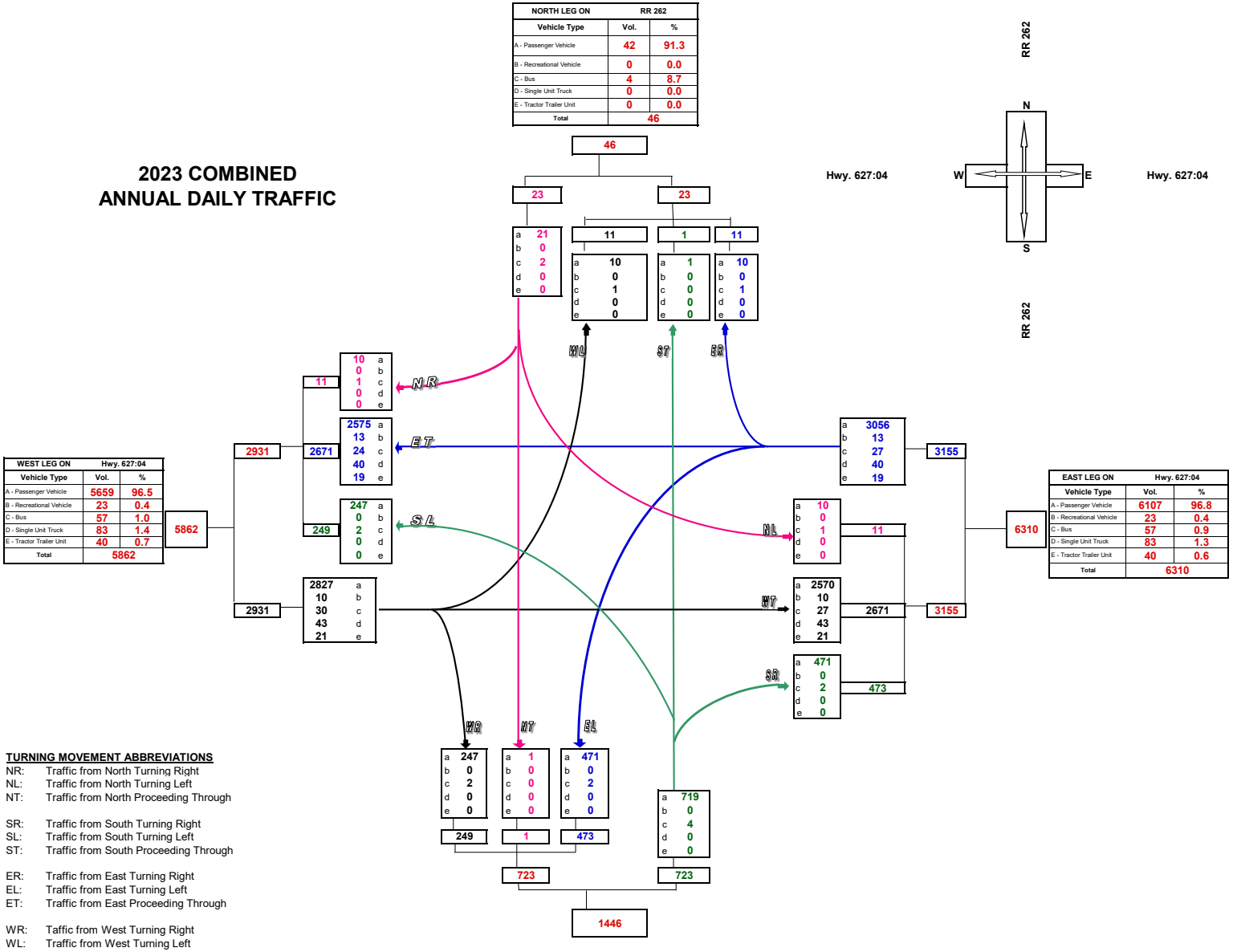
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2023 COMBINED ANNUAL DAILY TRAFFIC



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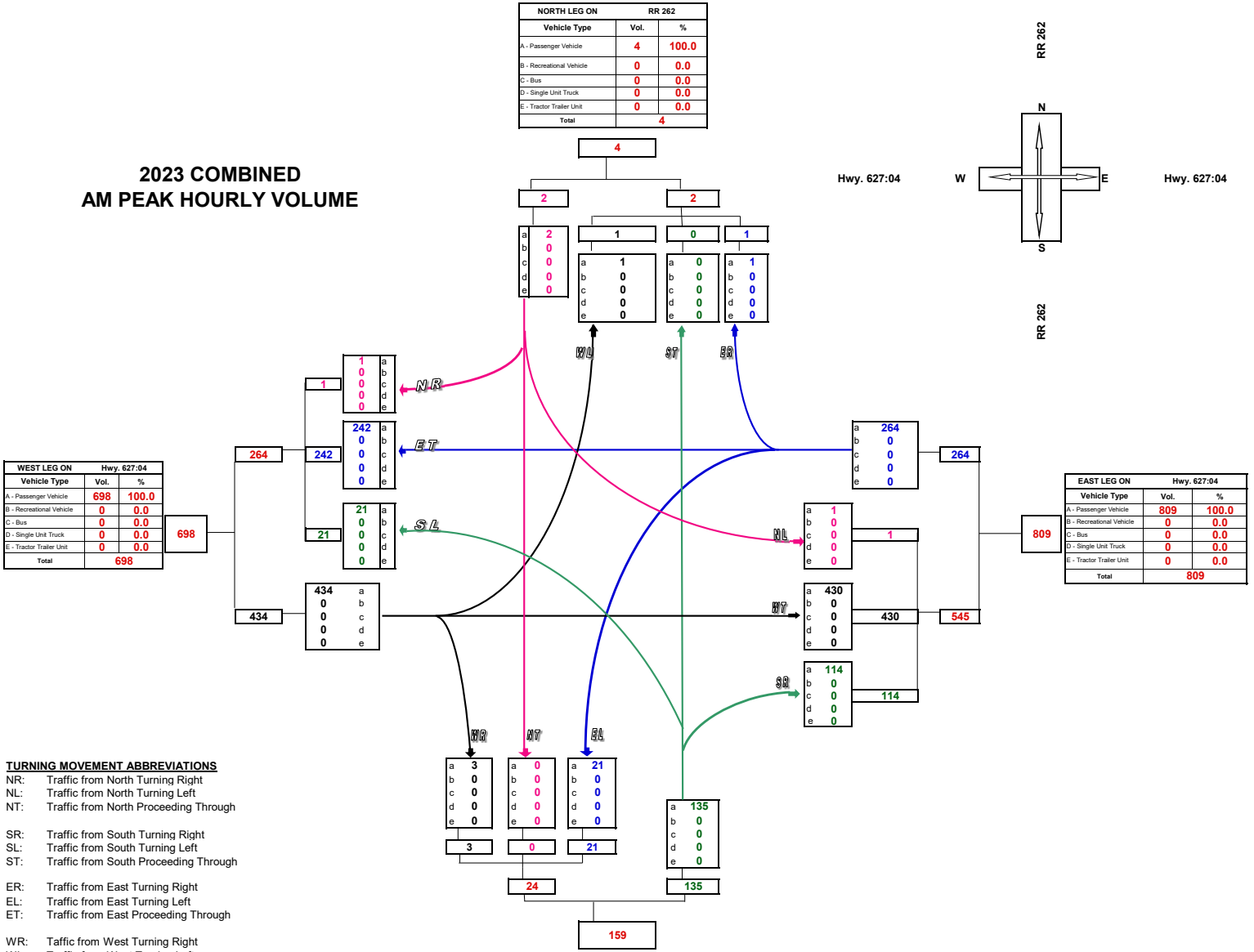
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2024
2022
2

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2023 COMBINED AM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

WEST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	698	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	698	

EAST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	809	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	809	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	159	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	159	

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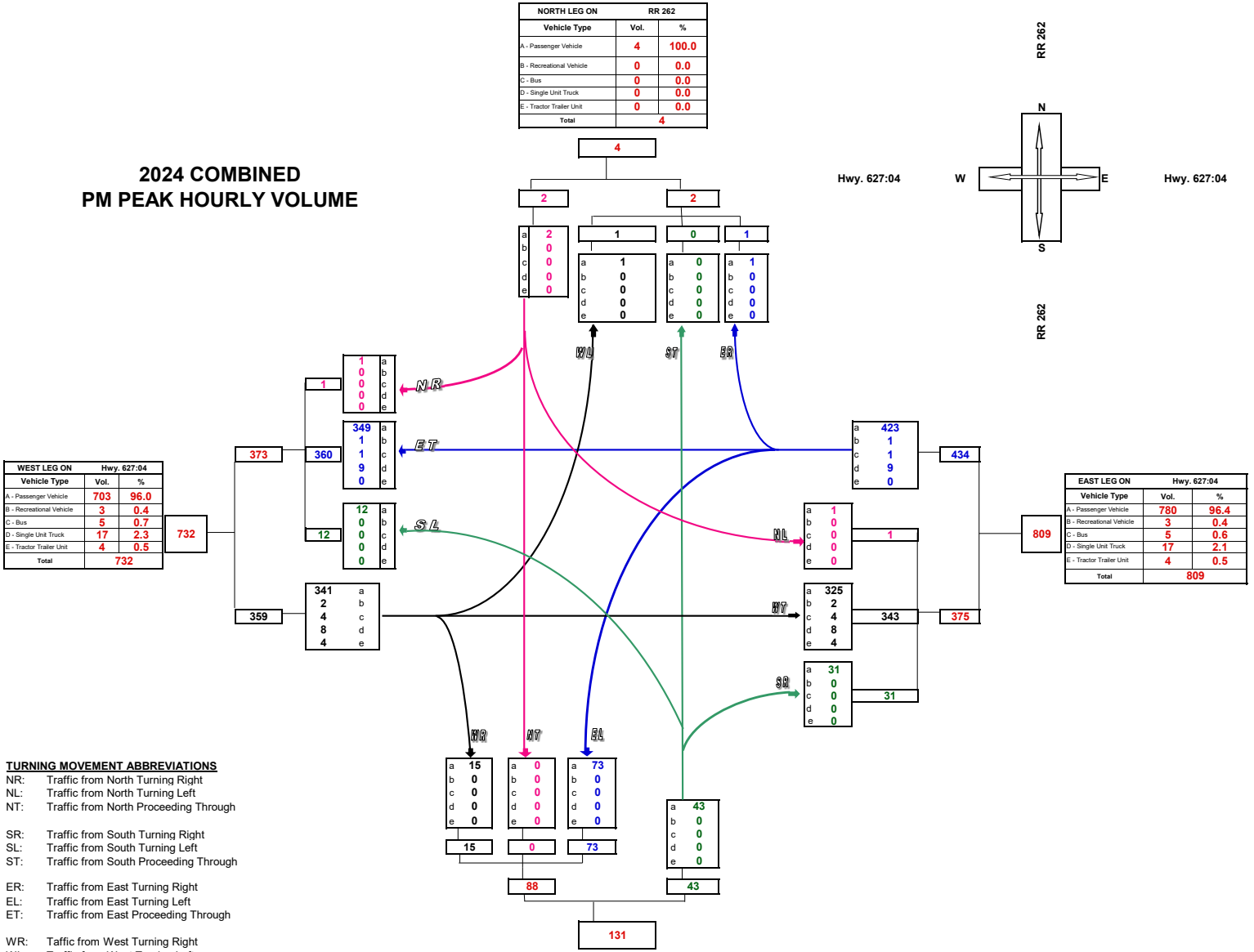
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2024
2022
2

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 COMBINED
PM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

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WL: Traffic from West Turning Left
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TURNING MOVEMENT ABBREVIATIONS

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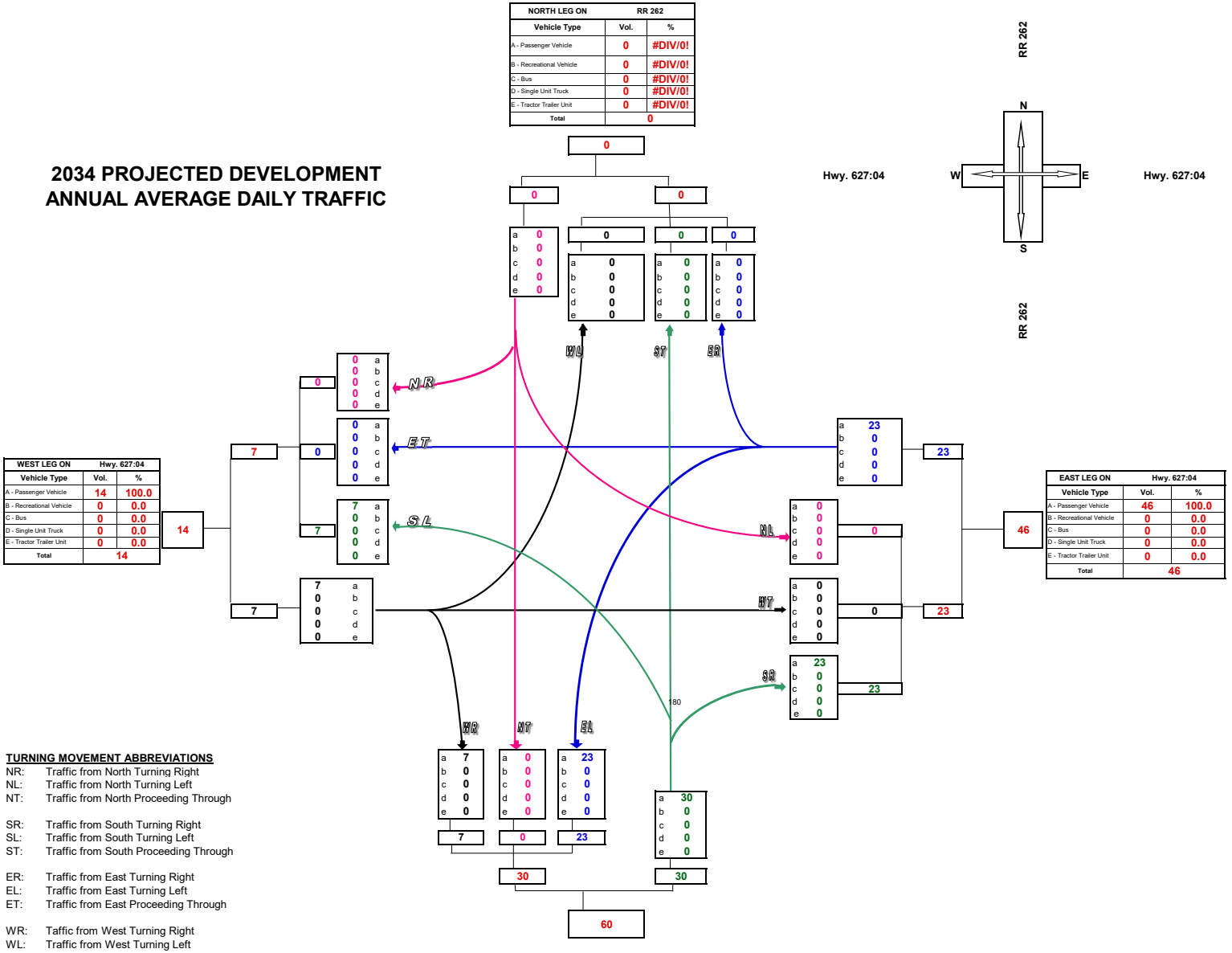
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehilces per day for period of May 1 to September 30 (153 days)

2024
2022
2

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

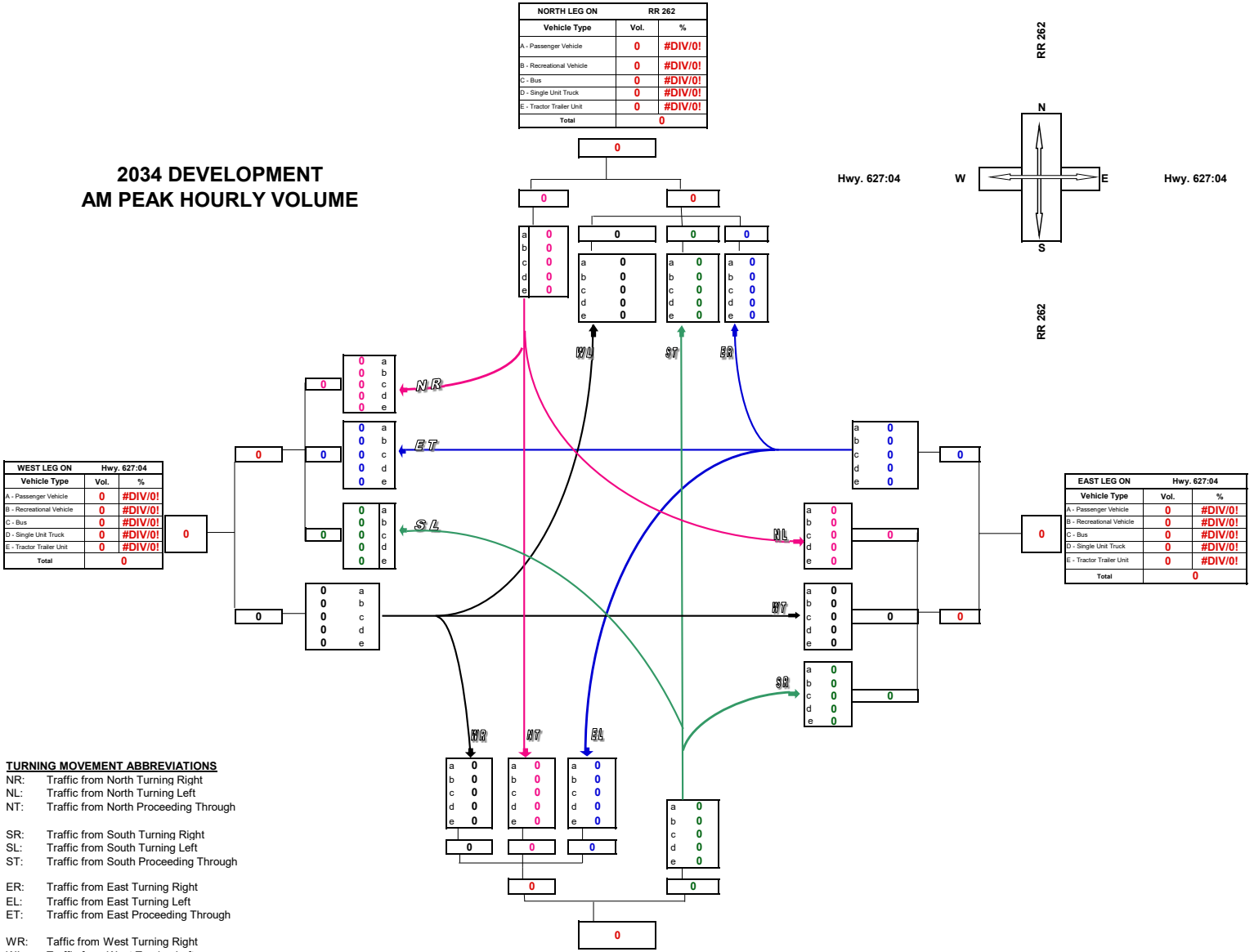
2034 PROJECTED DEVELOPMENT
ANNUAL AVERAGE DAILY TRAFFIC


RR 262
Hwy. 627:04
Hwy. 627:04
RR 262
N
W
E
S
NR
ET
SL
WL
ST
ER
NL
WT
SR
RR
NT
EL
14
7
0
7
7
0
0
0

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 DEVELOPMENT
AM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

WEST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

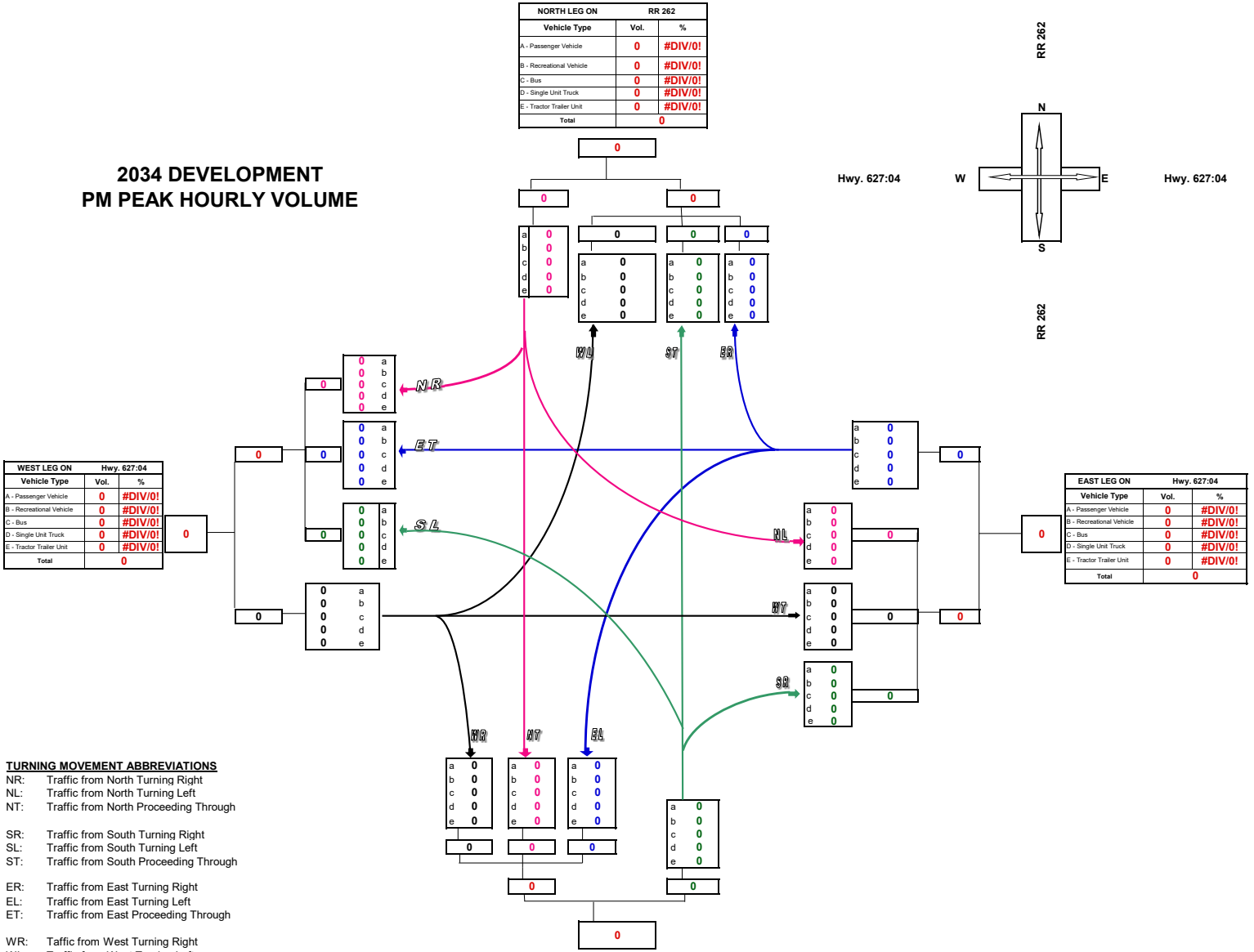
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 DEVELOPMENT
PM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
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NT: Traffic from North Proceeding Through

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SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

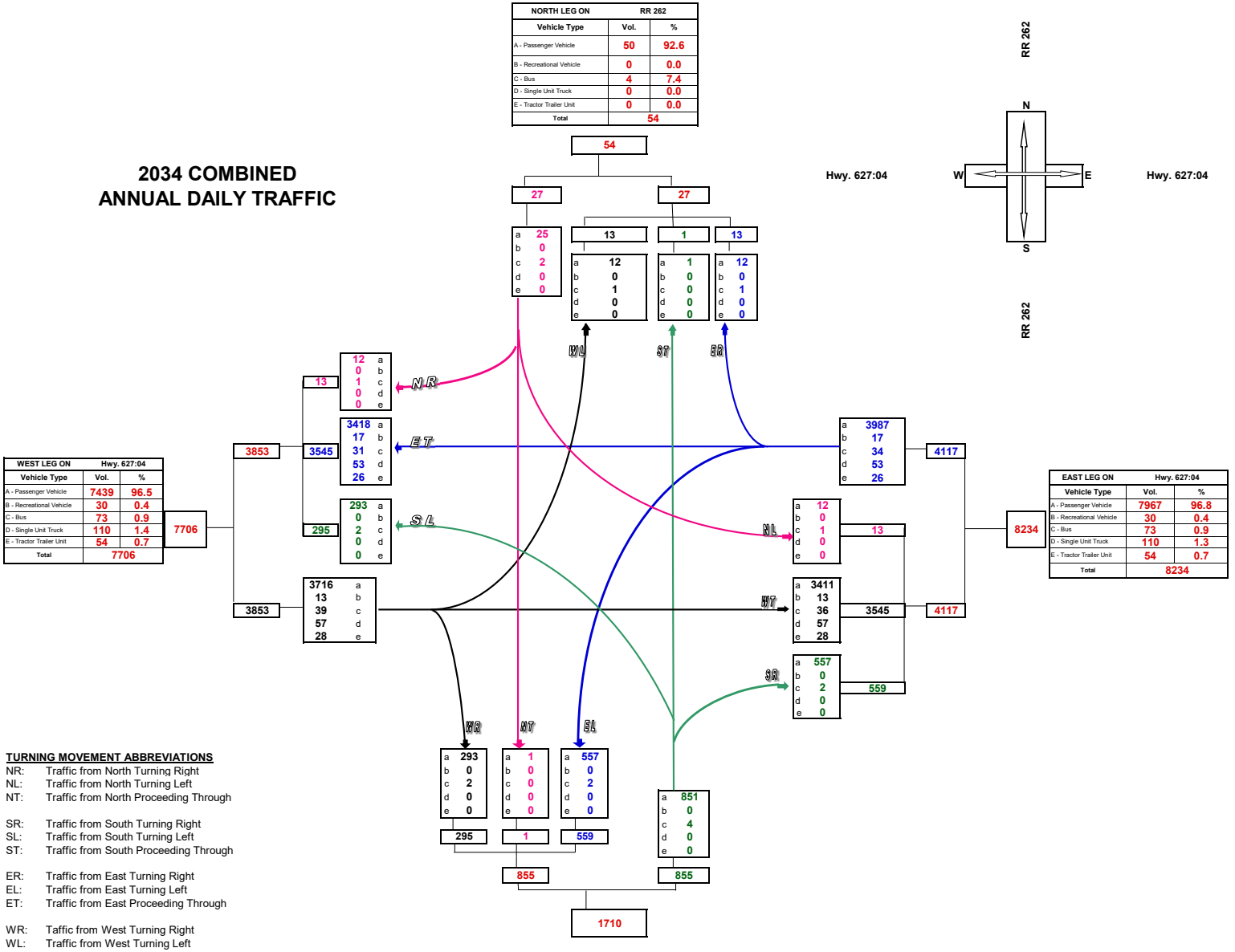
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 COMBINED ANNUAL DAILY TRAFFIC



TURNING MOVEMENT ABBREVIATIONS

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ET: Traffic from East Proceeding Through

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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

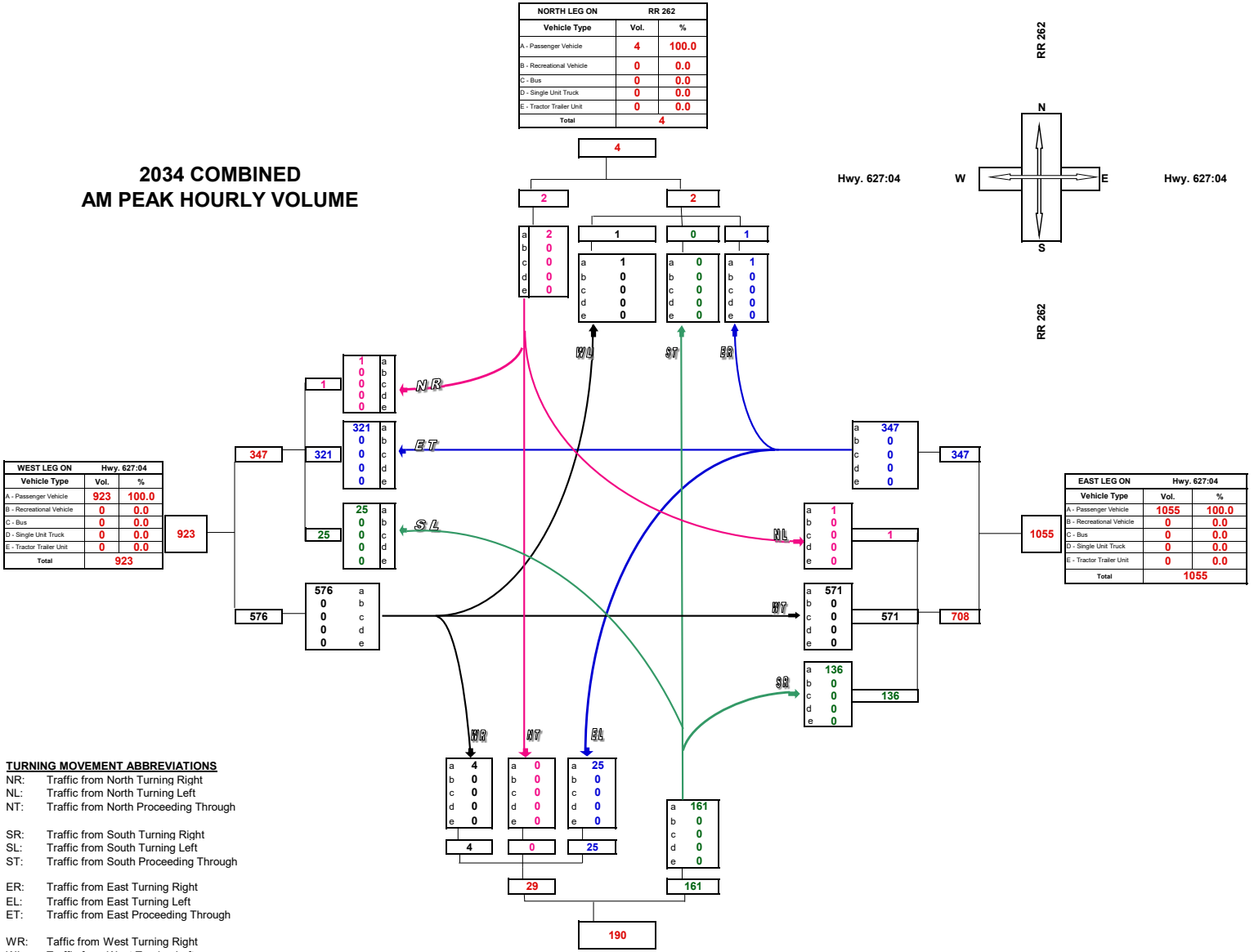
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehilces per day for period of May 1 to September 30 (153 days)

2034
2022
12

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 COMBINED AM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

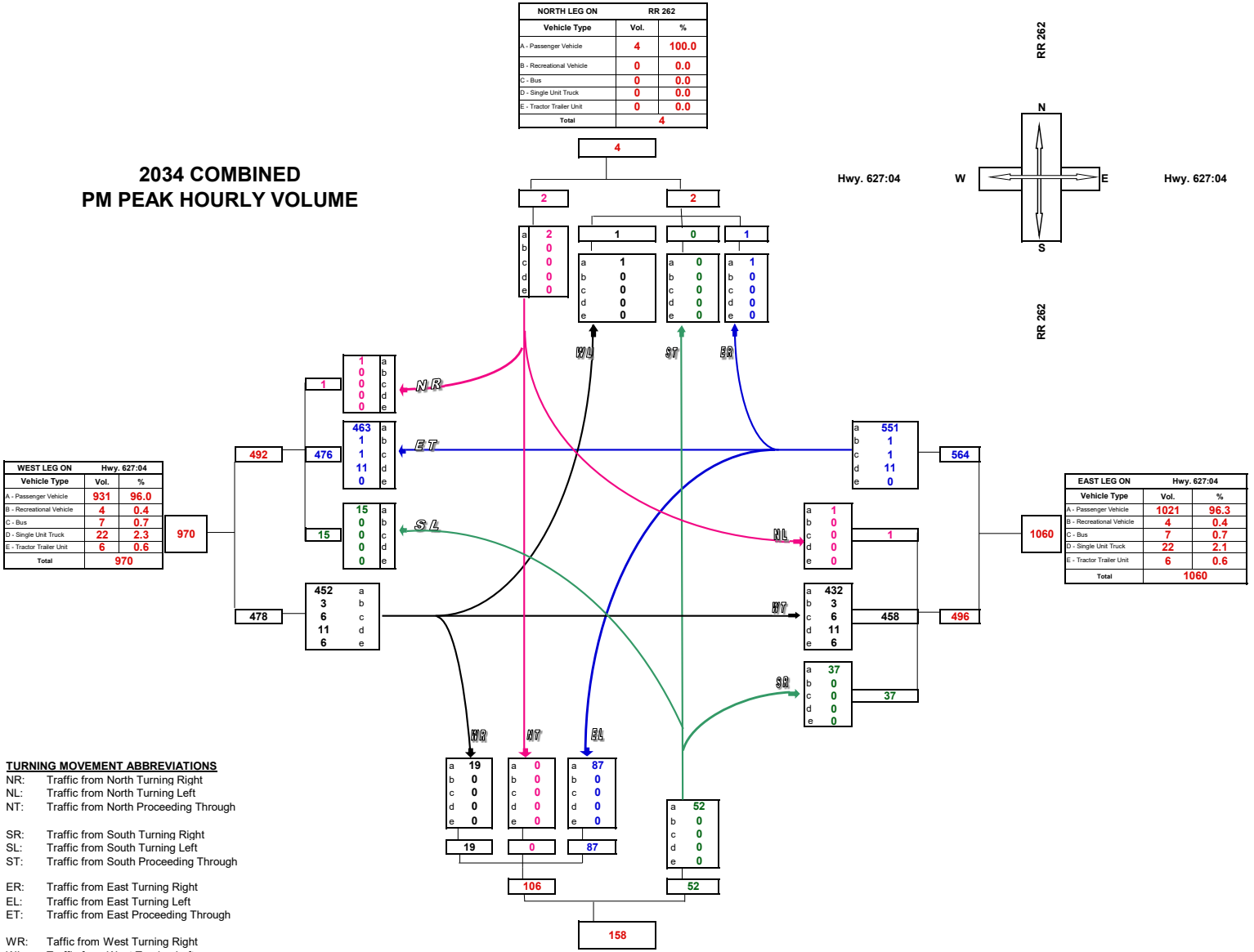
ASDT: Average Summer Daily Traffic
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2034
2022
12

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 COMBINED
PM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
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ET: Traffic from East Proceeding Through

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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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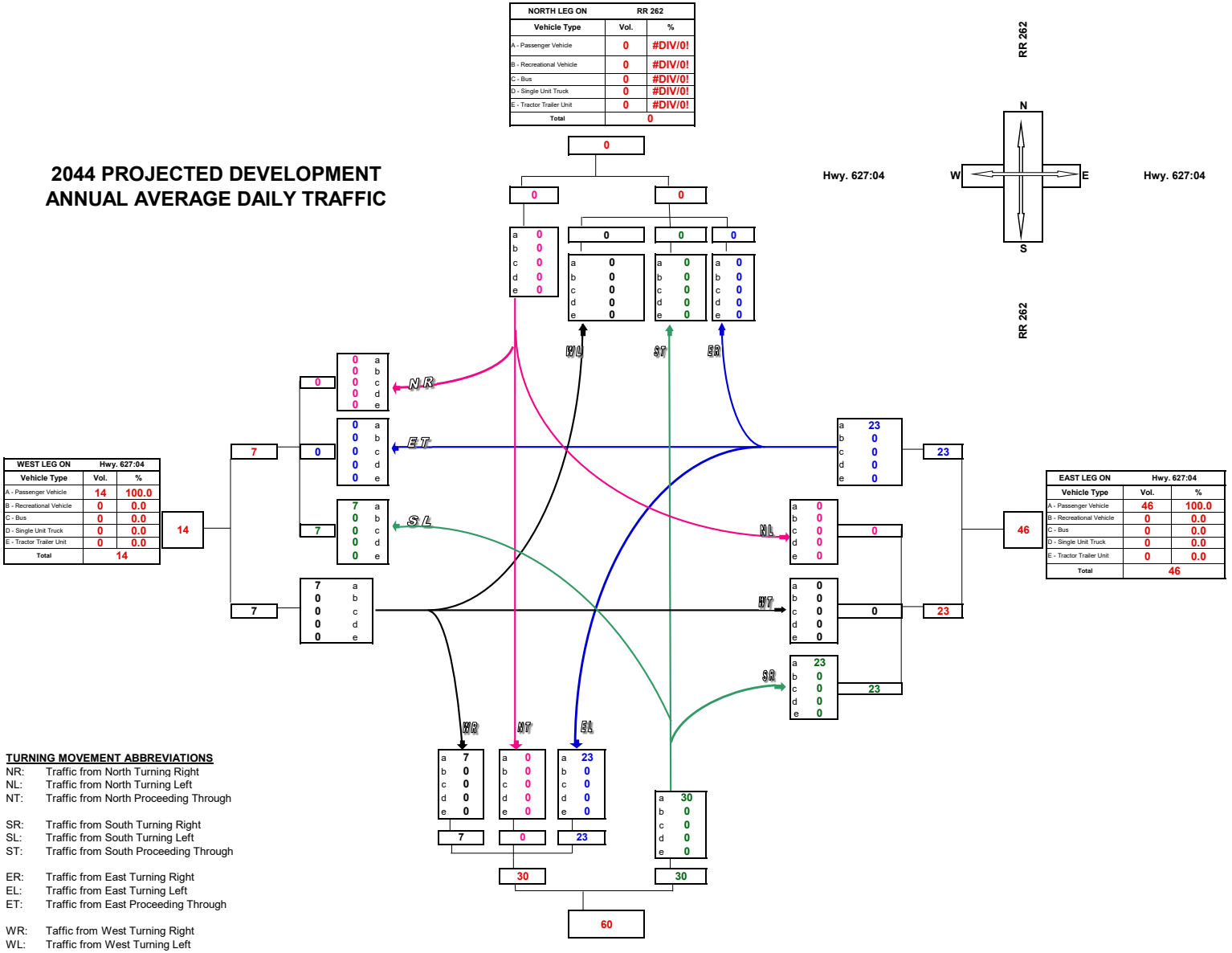
ASDT: Average Summer Daily Traffic
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2034
2022
12

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 PROJECTED DEVELOPMENT
ANNUAL AVERAGE DAILY TRAFFIC



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

WEST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	14	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	14	

EAST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	46	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	46	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	60	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	60	

TURNING MOVEMENT ABBREVIATIONS

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SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

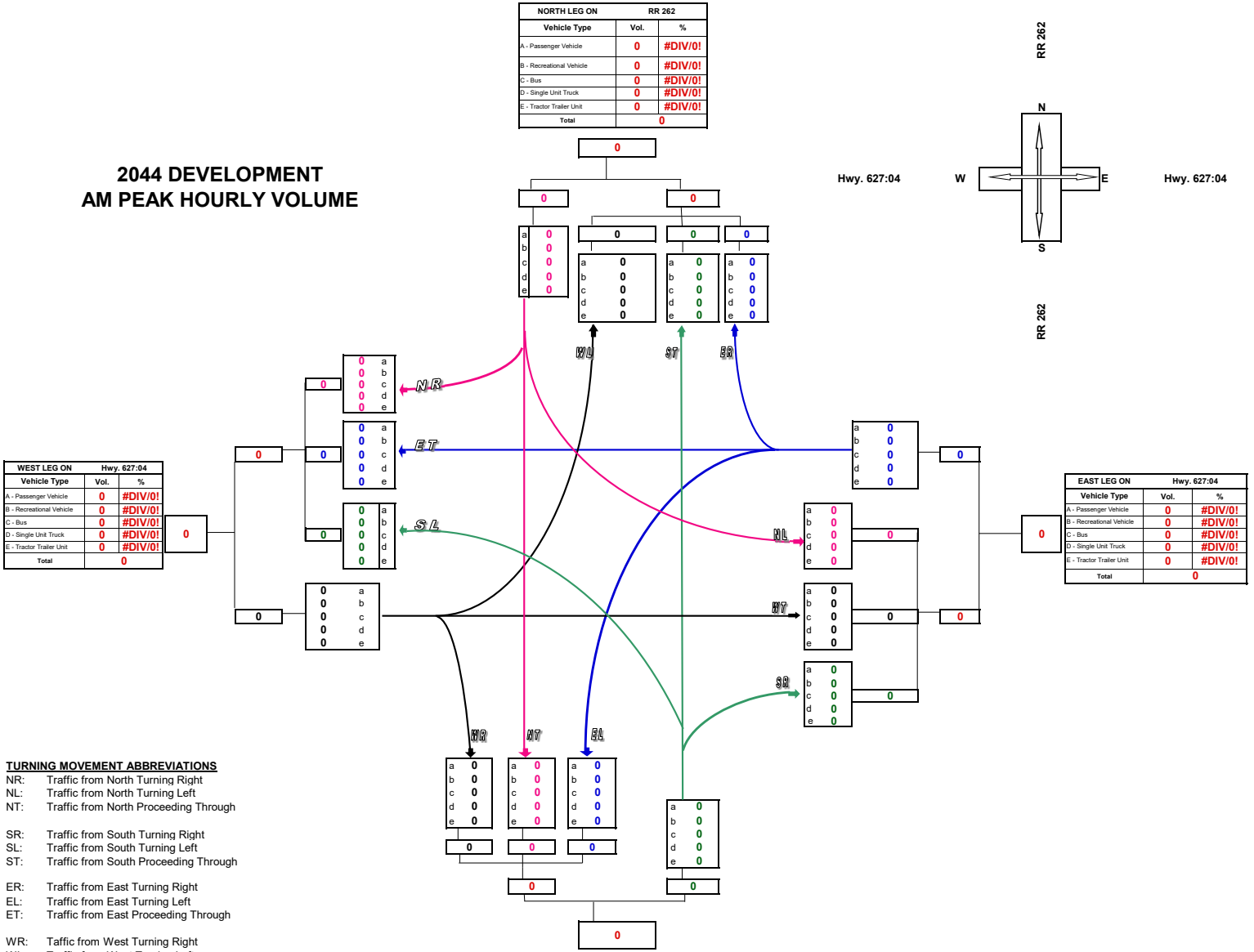
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 DEVELOPMENT
AM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

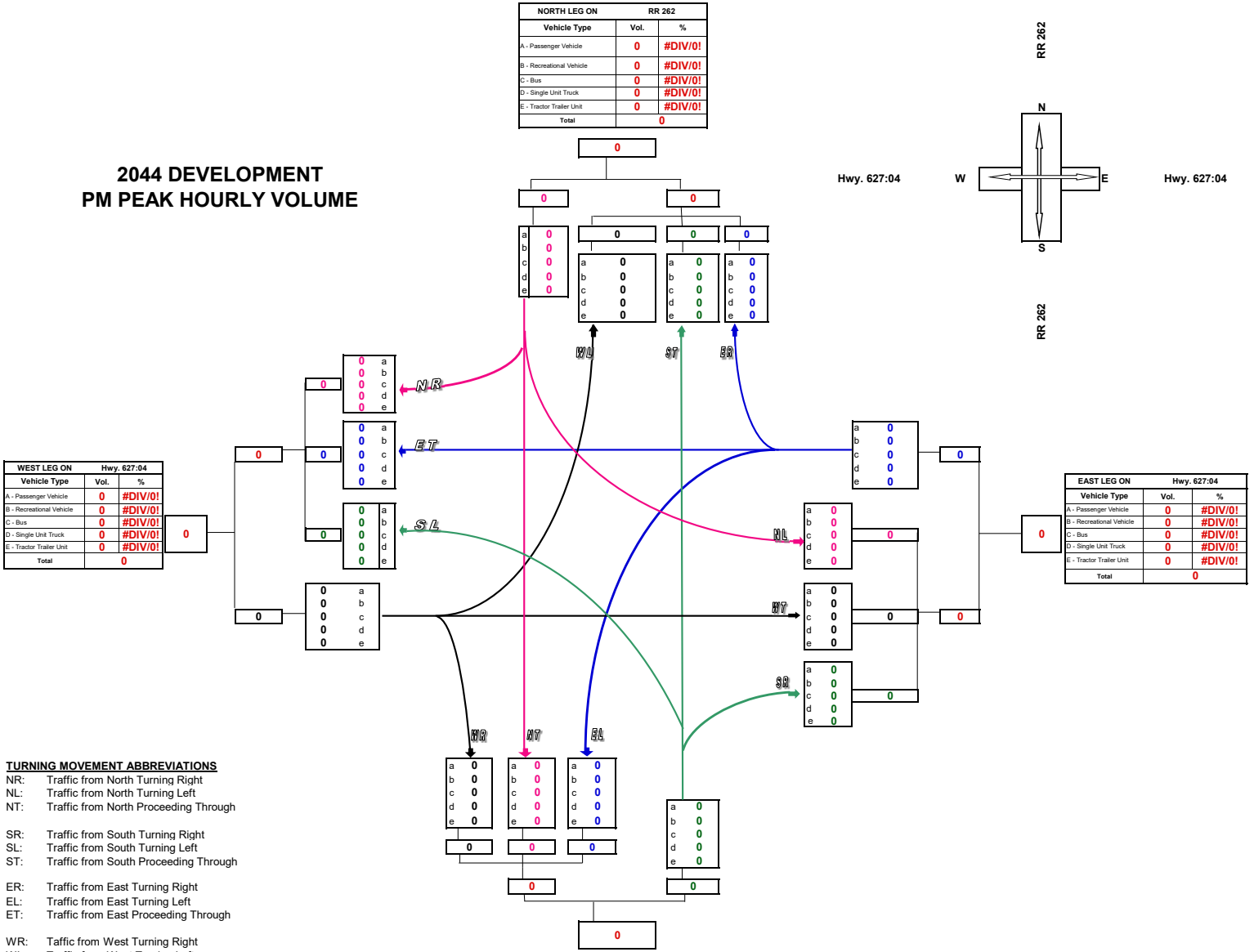
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 DEVELOPMENT
PM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

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TURNING MOVEMENT ABBREVIATIONS

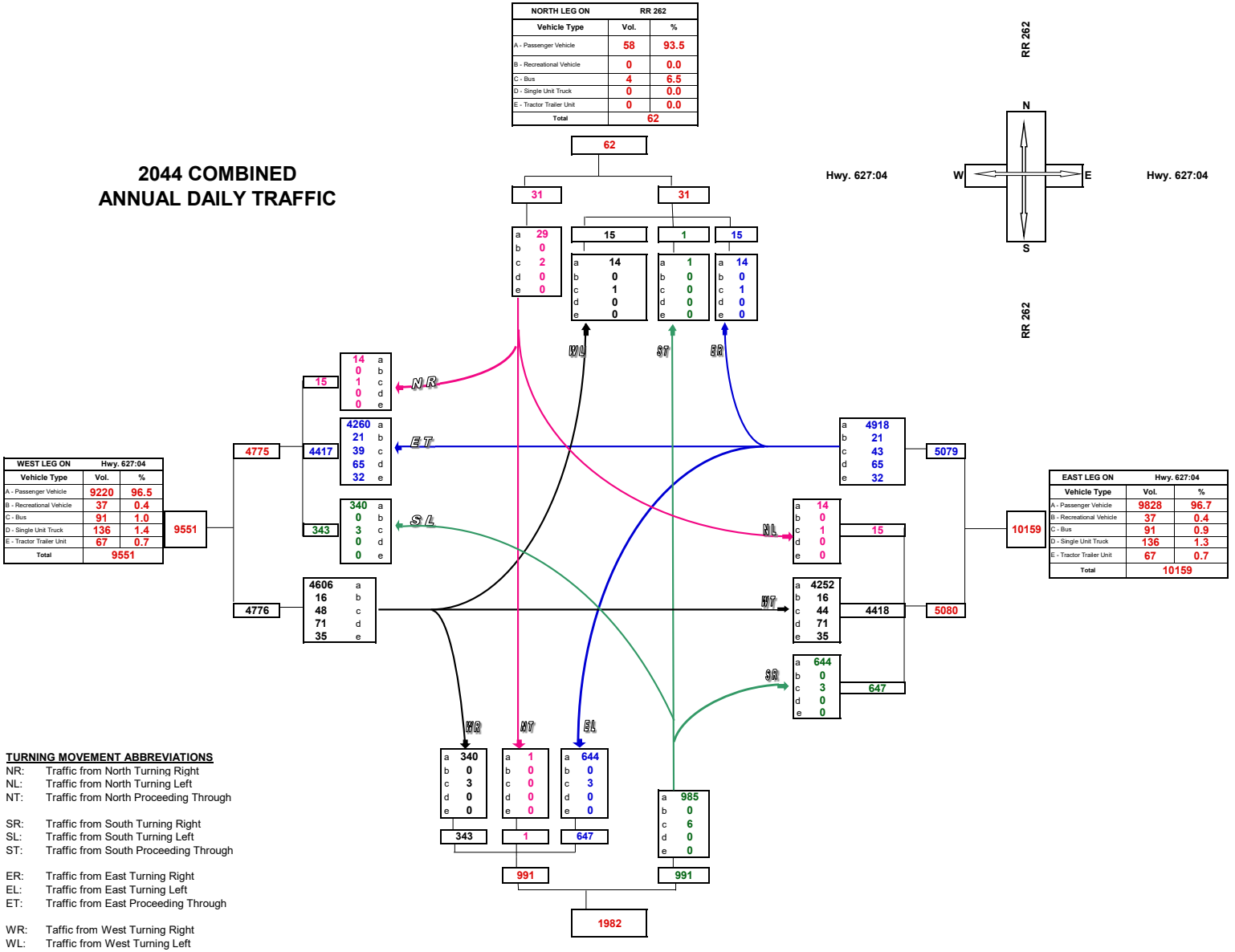
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 COMBINED ANNUAL DAILY TRAFFIC



TURNING MOVEMENT ABBREVIATIONS

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NT: Traffic from North Proceeding Through

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SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
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ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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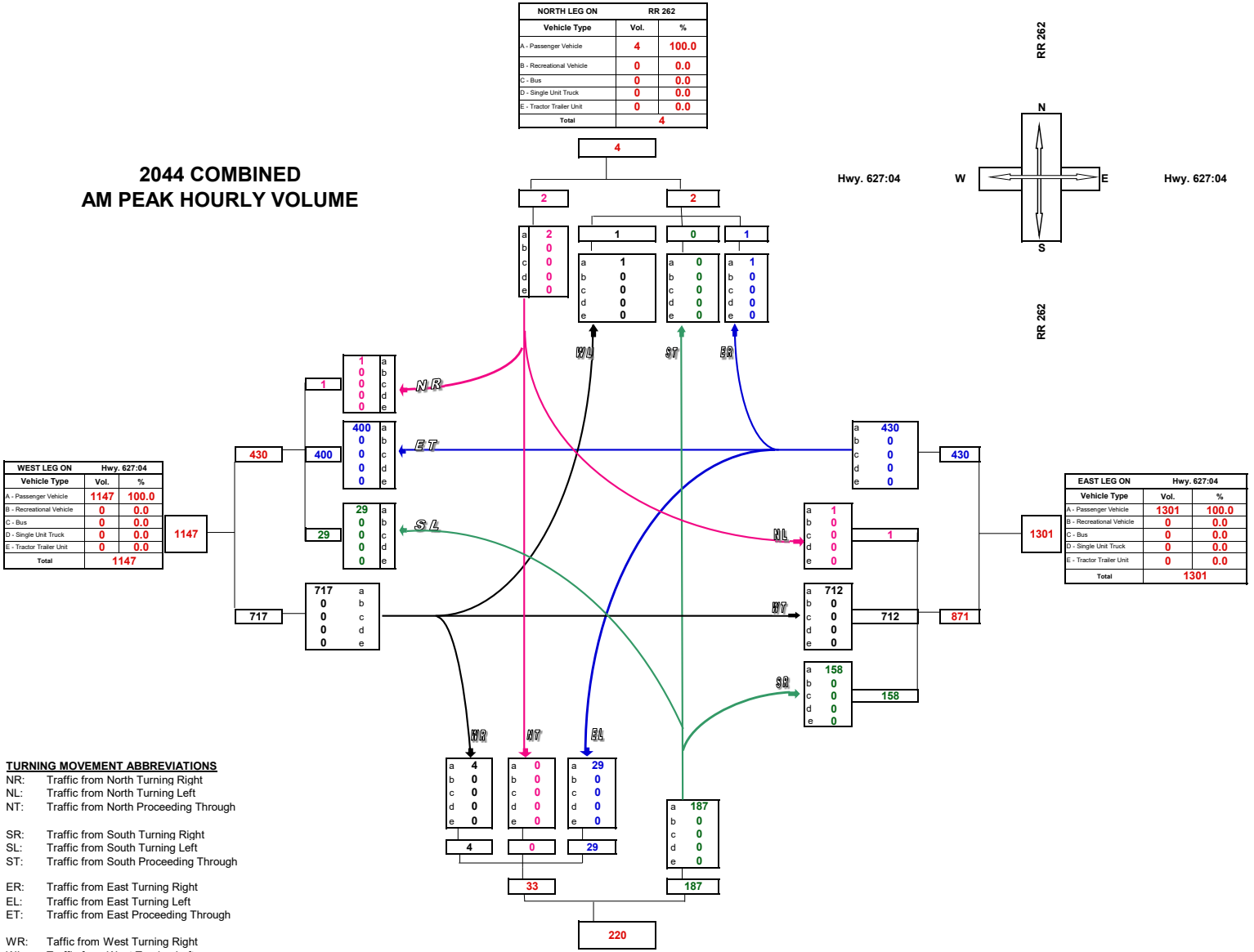
ASDT: Average Summer Daily Traffic
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2044
2022
22

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 COMBINED AM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
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NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

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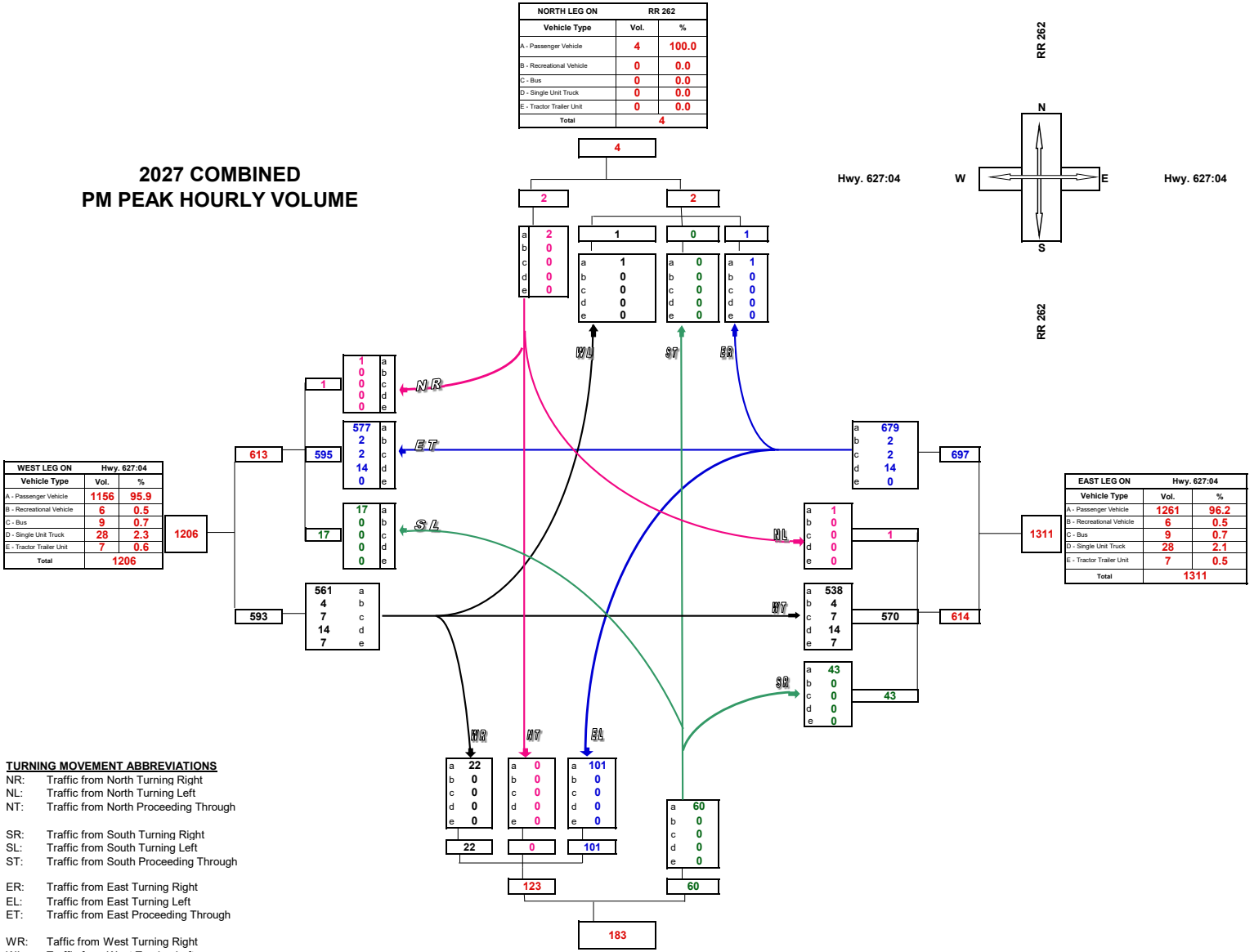
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2044
2022
22

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2027 COMBINED
PM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	4	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	4	

WEST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1156	95.9
B - Recreational Vehicle	6	0.5
C - Bus	9	0.7
D - Single Unit Truck	28	2.3
E - Tractor Trailer Unit	7	0.6
Total	1206	

EAST LEG ON	Hwy. 627:04	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1261	96.2
B - Recreational Vehicle	6	0.5
C - Bus	9	0.7
D - Single Unit Truck	28	2.1
E - Tractor Trailer Unit	7	0.5
Total	1311	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	183	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	183	

TURNING MOVEMENT ABBREVIATIONS

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SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

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2044
2022
22

APPENDIX C

2022 – 2044 TURNING MOVEMENT DIAGRAMS
– Rge. Rd. 262 & Sunset View Drive/GraceLife Church Access

Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804
Pages 172 of 367

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

Intersection of: Rge. Rd. 262 & GraceLife Church/Sunset View Dr.

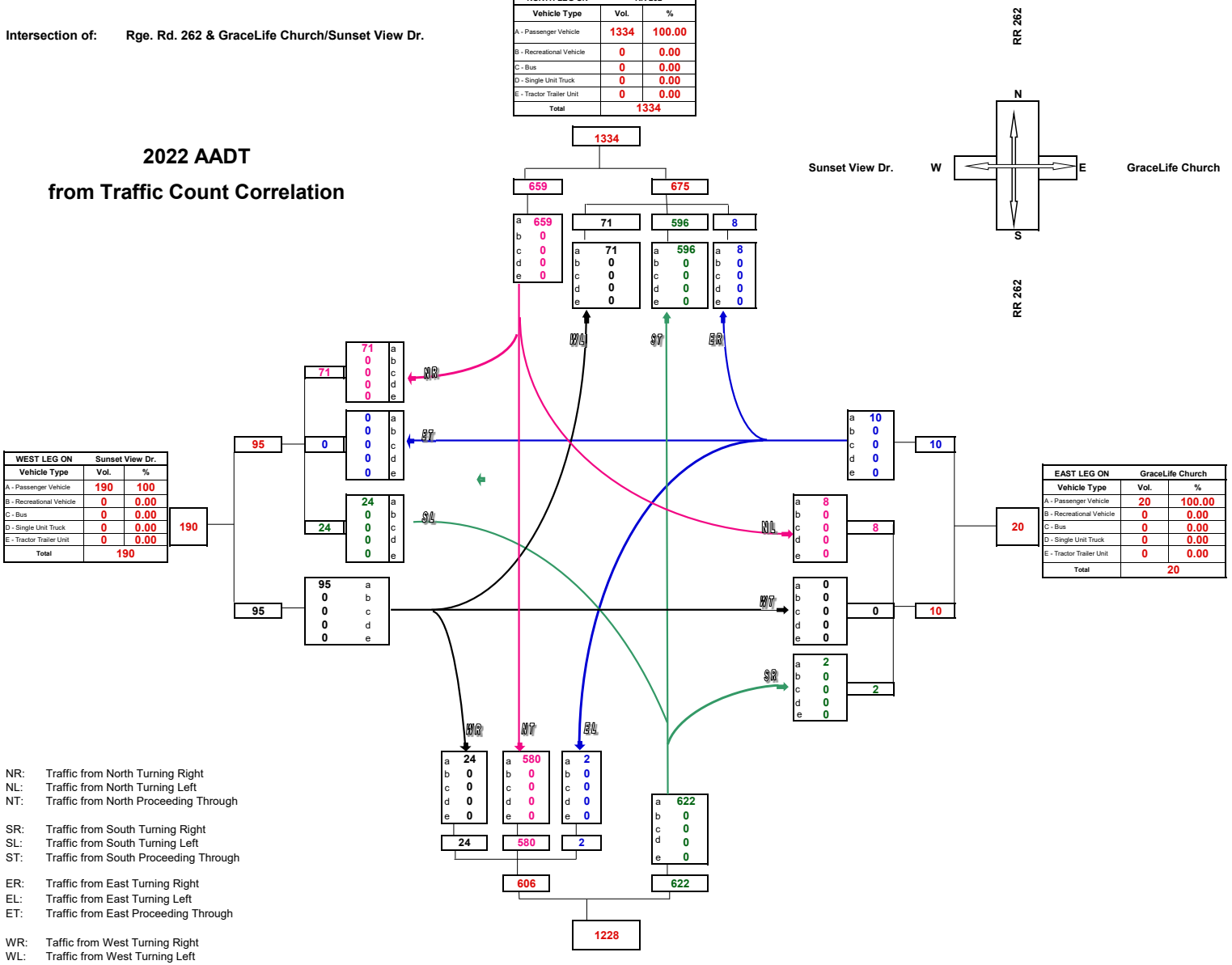
2022 AADT
from Traffic Count Correlation

NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1334	100.00
B - Recreational Vehicle	0	0.00
C - Bus	0	0.00
D - Single Unit Truck	0	0.00
E - Tractor Trailer Unit	0	0.00
Total	1334	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	190	100
B - Recreational Vehicle	0	0.00
C - Bus	0	0.00
D - Single Unit Truck	0	0.00
E - Tractor Trailer Unit	0	0.00
Total	190	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	20	100.00
B - Recreational Vehicle	0	0.00
C - Bus	0	0.00
D - Single Unit Truck	0	0.00
E - Tractor Trailer Unit	0	0.00
Total	20	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1228	100.00
B - Recreational Vehicle	0	0.00
C - Bus	0	0.00
D - Single Unit Truck	0	0.00
E - Tractor Trailer Unit	0	0.00
Total	1228	



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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

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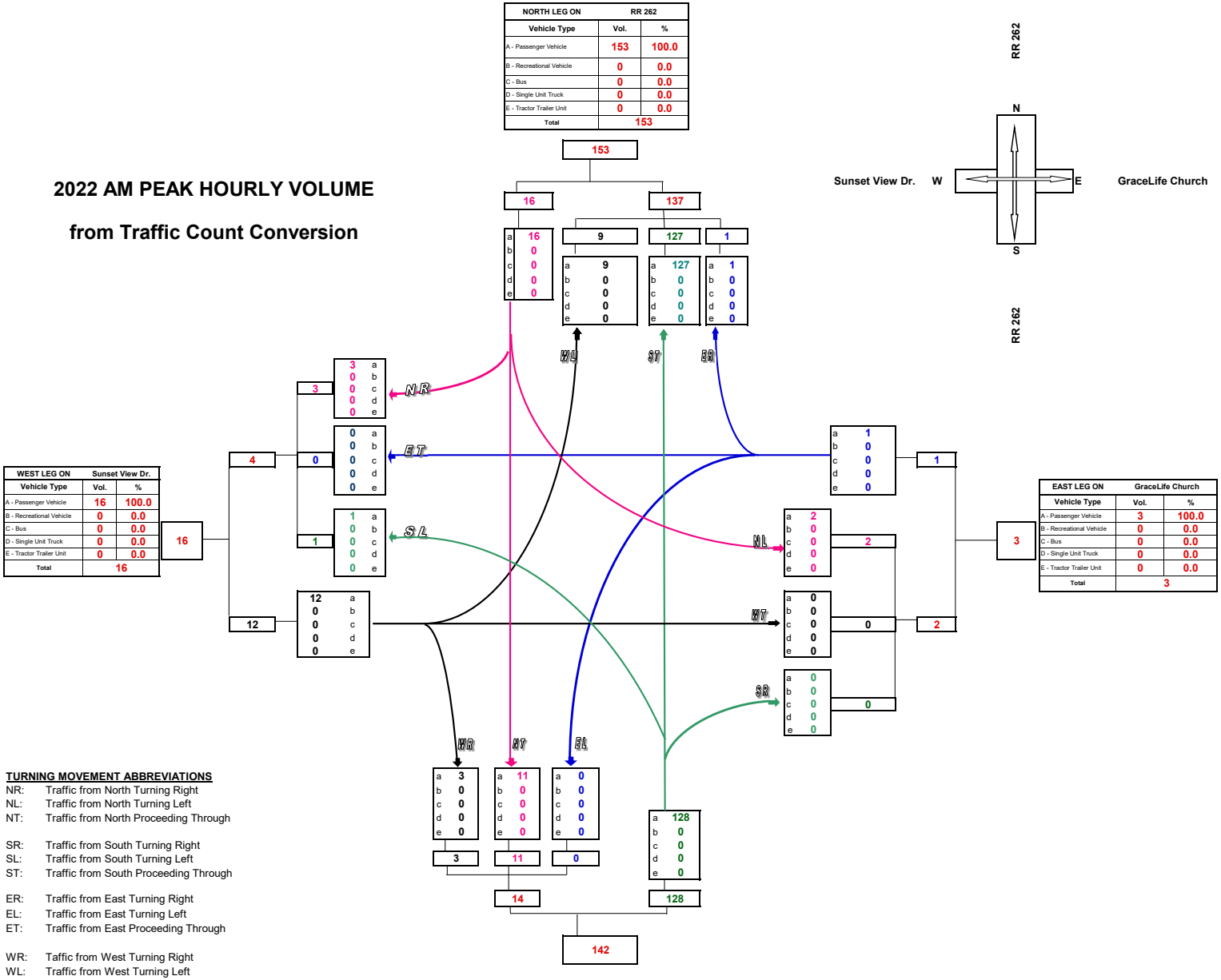
AADT Conversion Factor
1.0802

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2022 AM PEAK HOURLY VOLUME

from Traffic Count Conversion



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	153	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	153	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	16	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	16	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	142	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	142	

TURNING MOVEMENT ABBREVIATIONS

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SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

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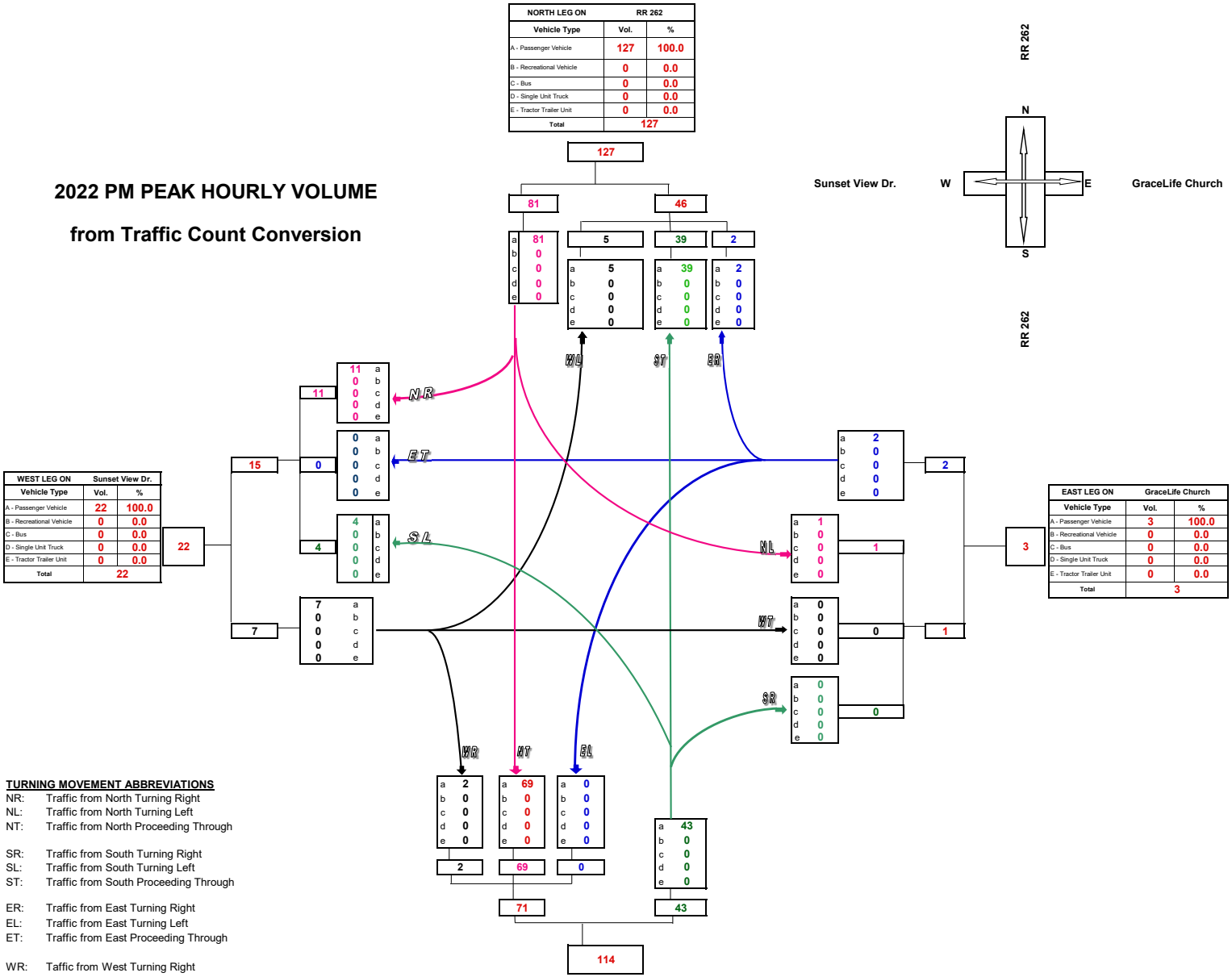
AM Peak	1.0802
PM Peak	0.10625

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2022 PM PEAK HOURLY VOLUME

from Traffic Count Conversion



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	127	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	127	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	22	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	22	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	114	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	114	

TURNING MOVEMENT ABBREVIATIONS

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ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehilces per day for period of May 1 to September 30 (153 days)

AM Peak	0.11625
PM Peak	1.0802

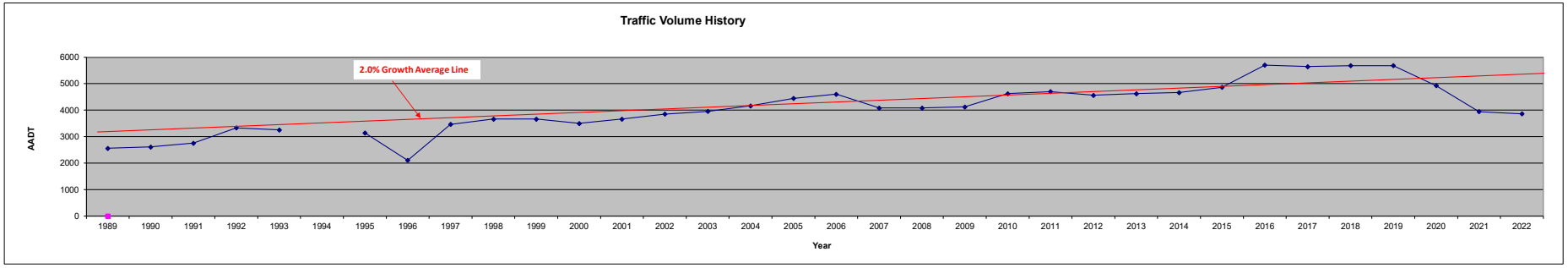
D&A PAULICHUK CONSULTING LTD.

TRAFFIC VOLUME HISTORY & GROWTH RATES

Highway 627:04

TRAFFIC VOLUME HISTORY

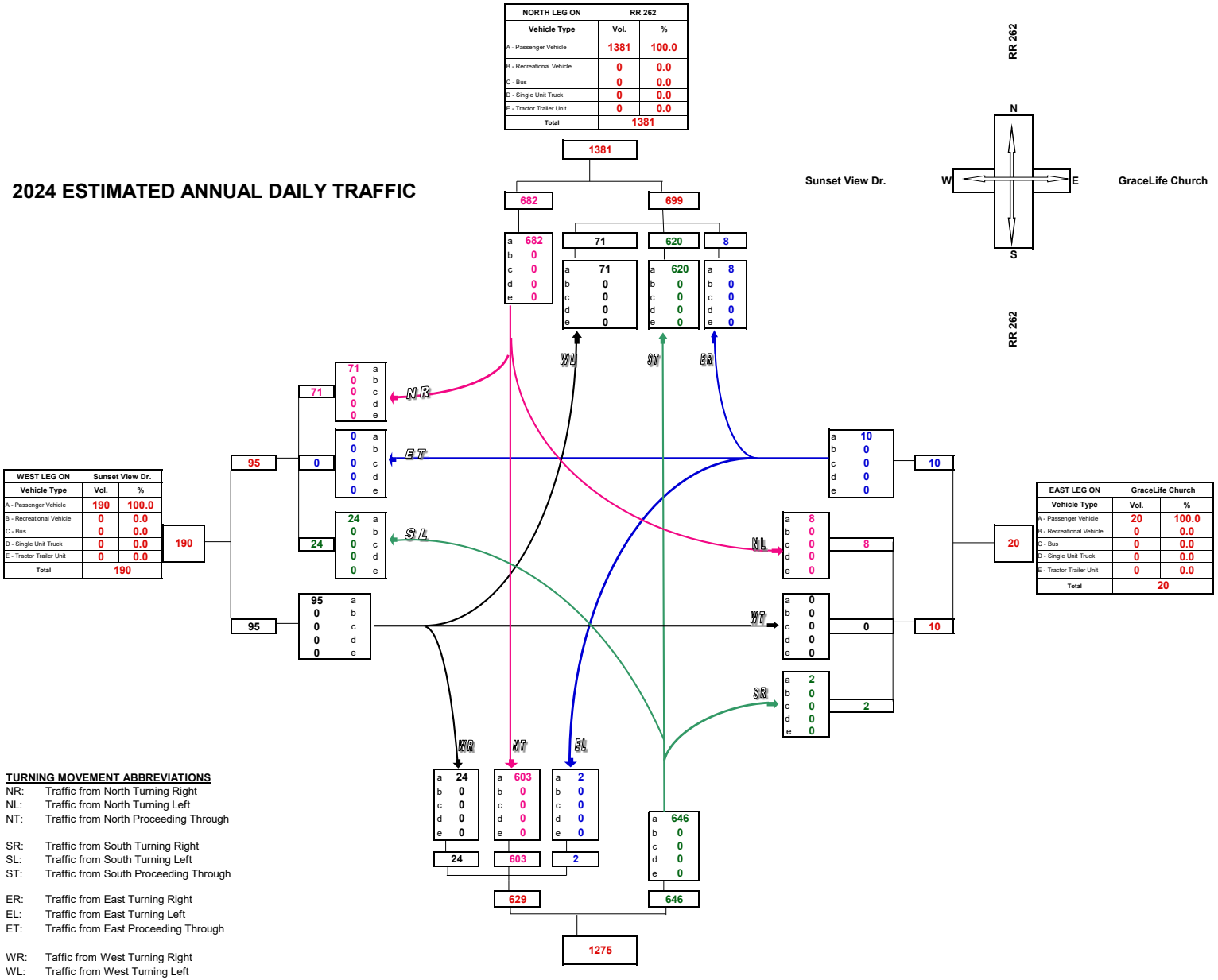
Location	AADT 1989	AADT 1990	AADT 1991	AADT 1992	AADT 1993	AADT 1994	AADT 1995	AADT 1996	AADT 1997	AADT 1998	AADT 1999	AADT 2000	AADT 2001	AADT 2002	AADT 2003	AADT 2004	AADT 2005	AADT 2006	AADT 2007	AADT 2008	AADT 2009	AADT 2010	AADT 2011	AADT 2012	AADT 2013	AADT 2014	AADT 2015	AADT 2016	AADT 2017	AADT 2018	AADT 2019	AADT 2020	AADT 2021	AADT 2022	Growth Rate
Highway 627:04, E. of Hwy. 60	2560	2610	2750	3330	3250		3140	2110	3460	3660	3660	3500	3660	3850	3950	4160	4440	4600	4080	4080	4120	4620	4700	4560	4620	4660	4860	5700	5640	5680	5680	4920	3940	3860	1.54%
Rge. Rd. 262																																	**Use Growth Rate:**		**2.00%**
Subdivision/Church Access																																	**Use Growth Rate:**		**0.00%**



D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 ESTIMATED ANNUAL DAILY TRAFFIC



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1381	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1381	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	190	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	190	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	20	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	20	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1275	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1275	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

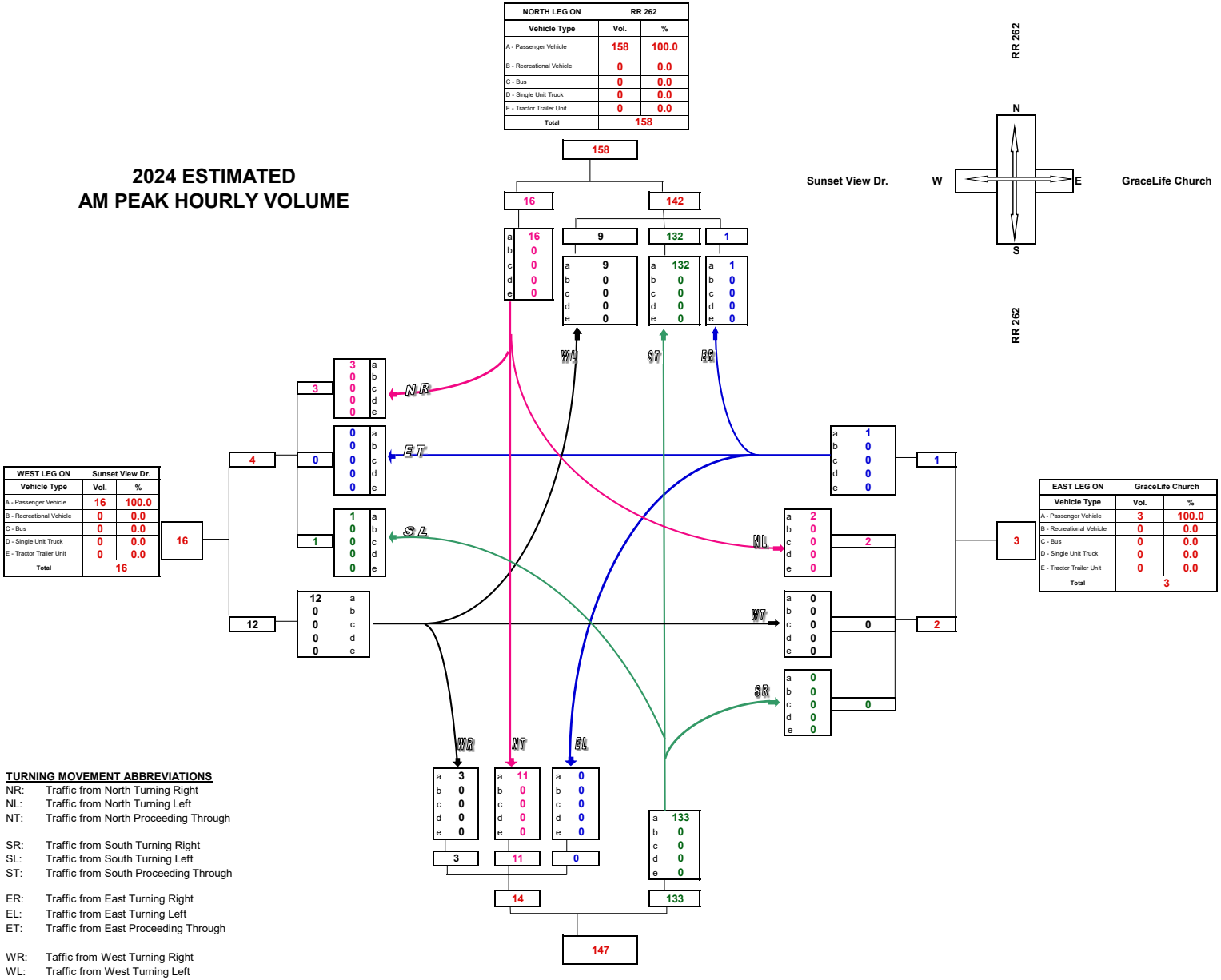
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehilces per day for period of May 1 to September 30 (153 days)

2024
2022

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 ESTIMATED AM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	158	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	158	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	16	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	16	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	147	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	147	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
Average daily traffic expressed as vehicles per day for period of January 1 to December 31 (365 days)

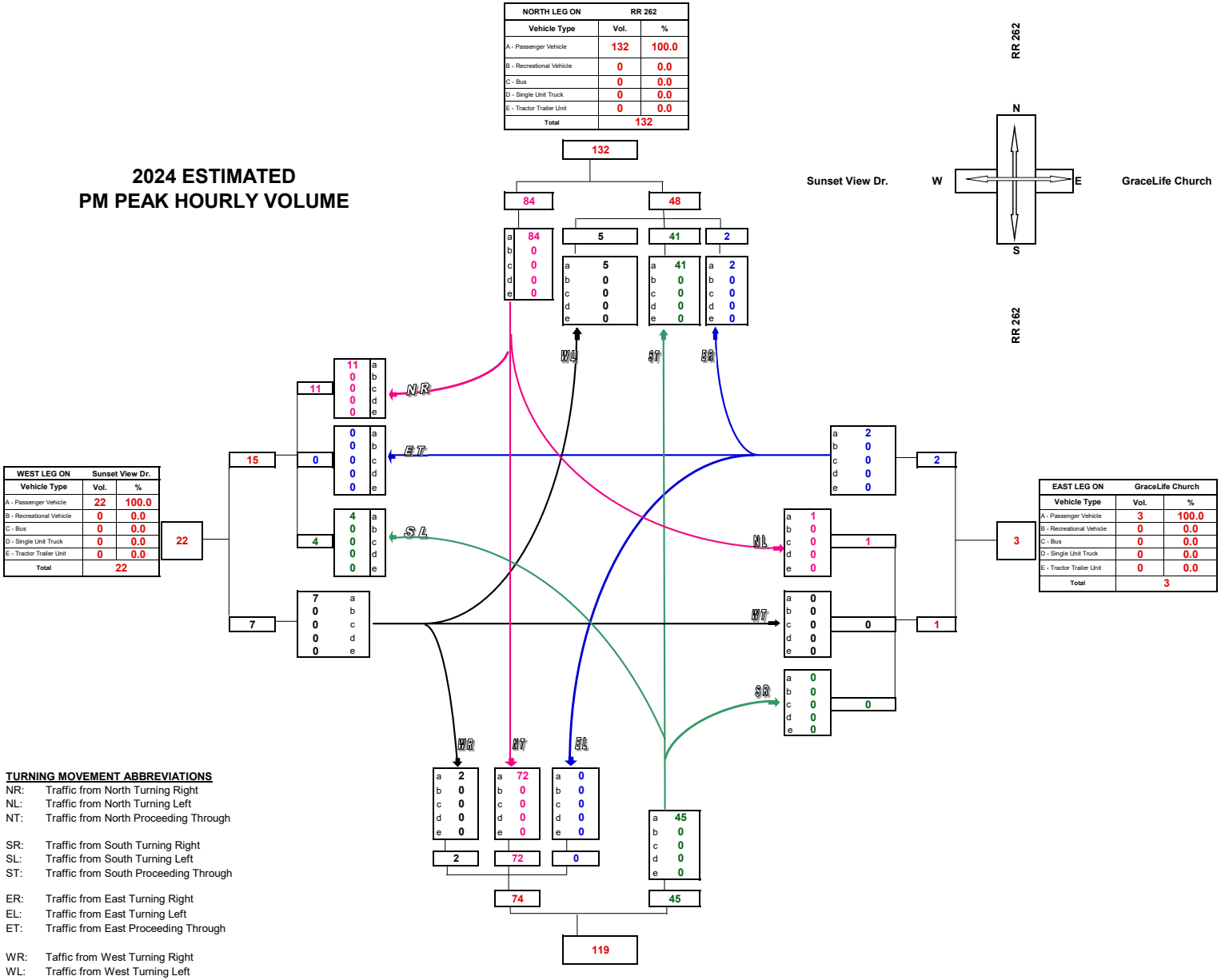
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehilces per day for period of May 1 to September 30 (153 days)

2024
2022
2

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 ESTIMATED PM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	132	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	132	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	22	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	22	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	119	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	119	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
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SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
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TURNING MOVEMENT ABBREVIATIONS

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2024
2022

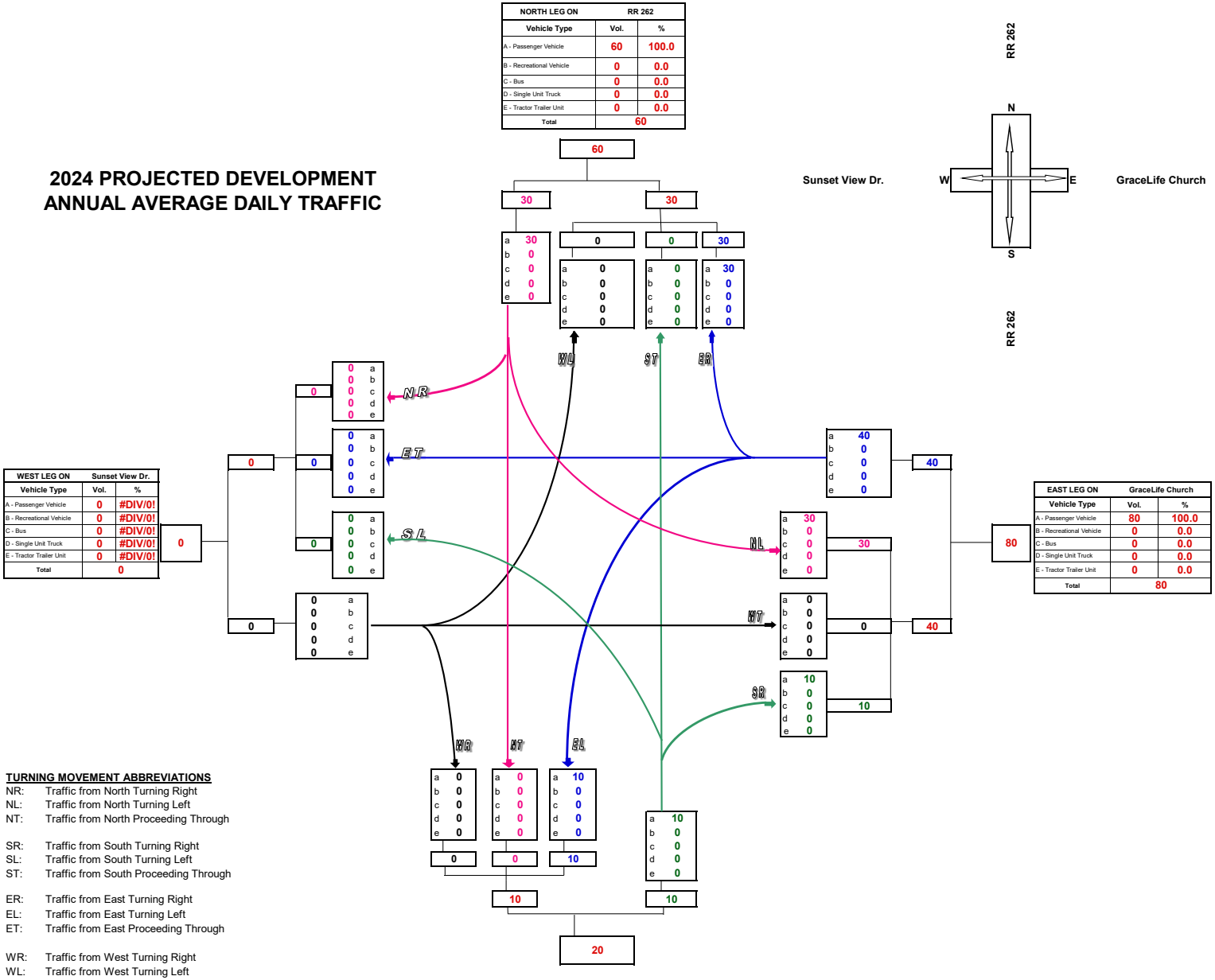
Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 PROJECTED DEVELOPMENT ANNUAL AVERAGE DAILY TRAFFIC

Sunset View Dr. | GraceLife Church | RR 262



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	60	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	60	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	80	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	80	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	20	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	20	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
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SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
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WR: Traffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

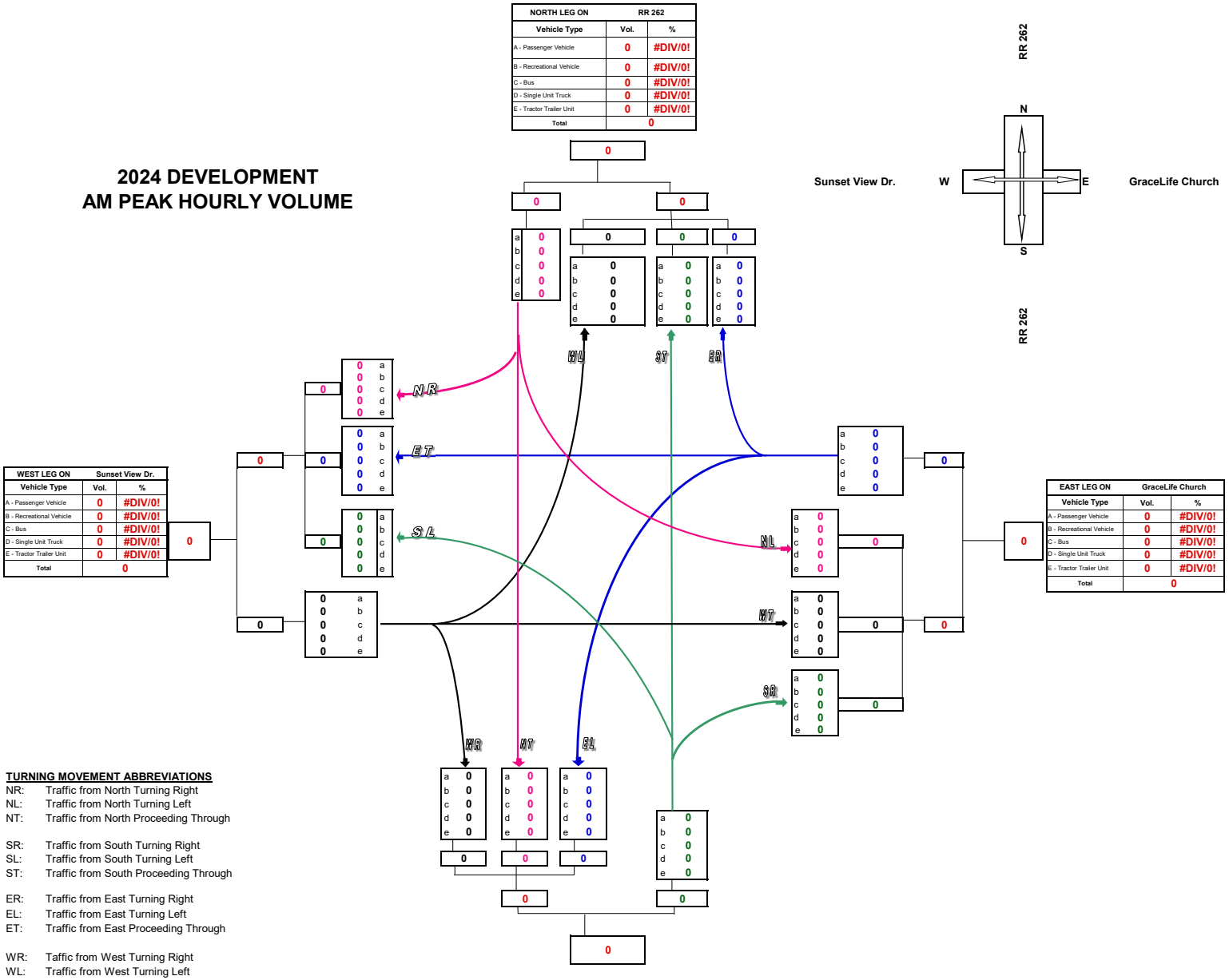
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 DEVELOPMENT
AM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

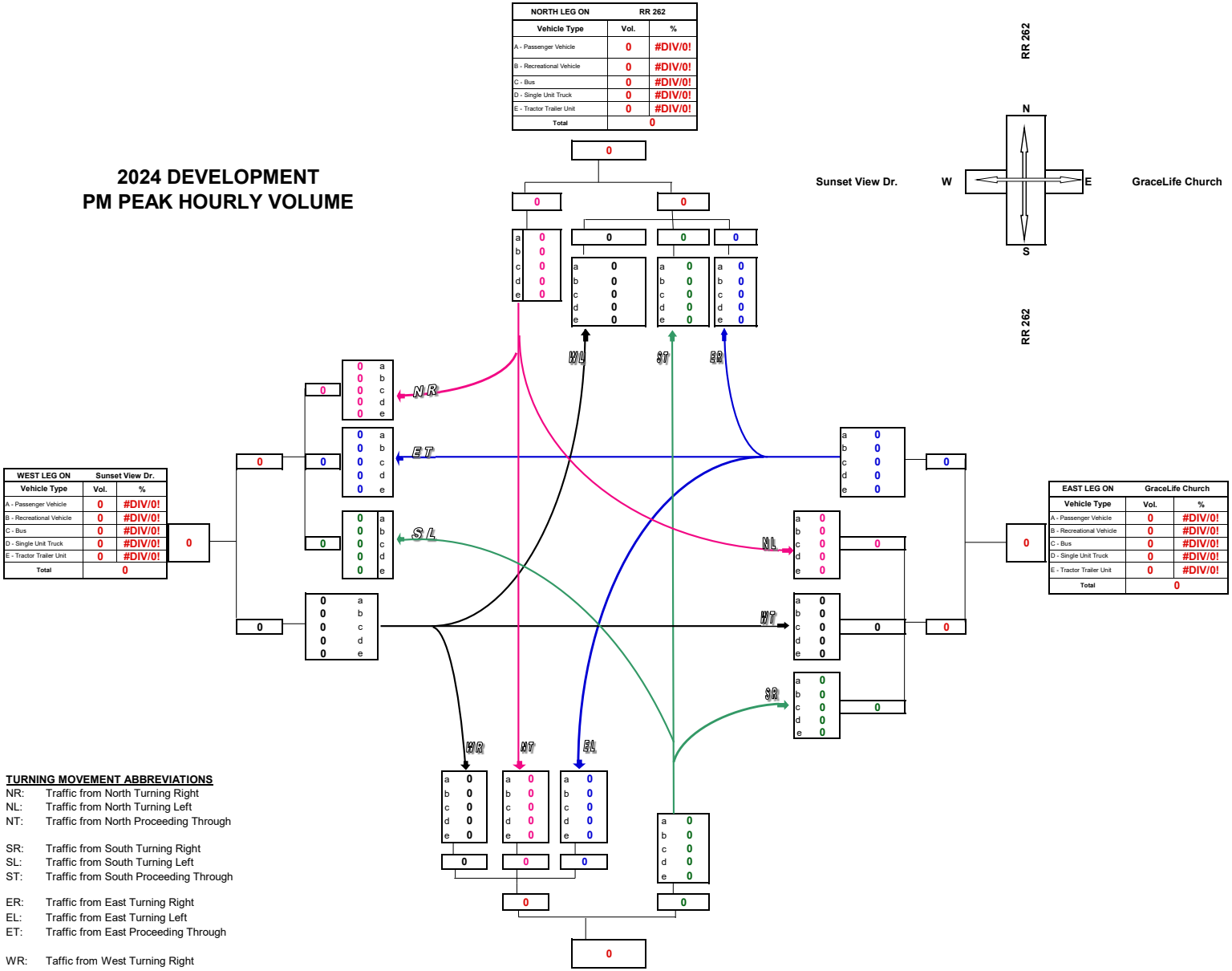
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 DEVELOPMENT
PM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

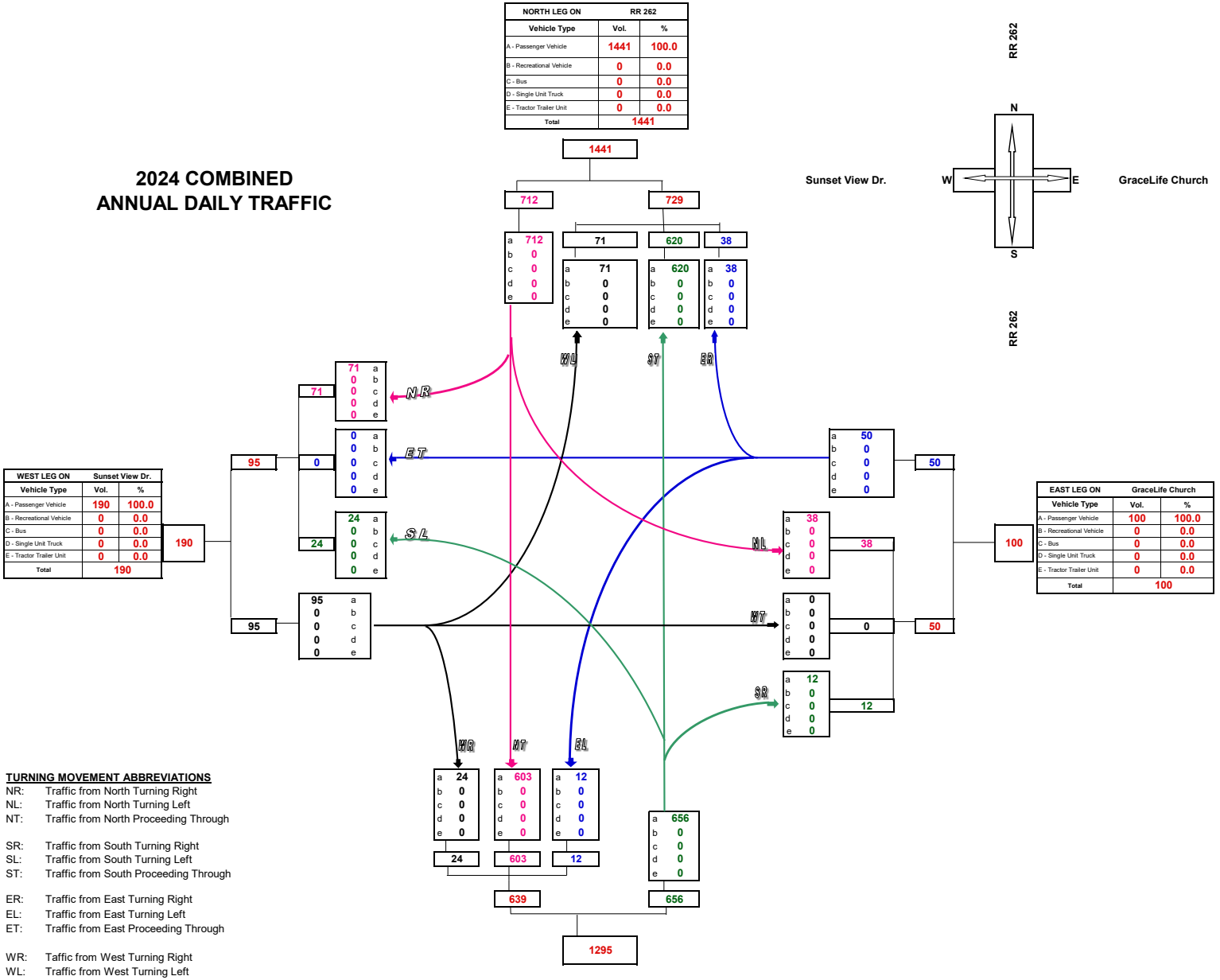
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Average daily traffic expressed as vehilces per day for period of May 1 to September 30 (153 days)

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 COMBINED ANNUAL DAILY TRAFFIC



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1441	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1441	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	190	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	190	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	100	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	100	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1295	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1295	

TURNING MOVEMENT ABBREVIATIONS

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SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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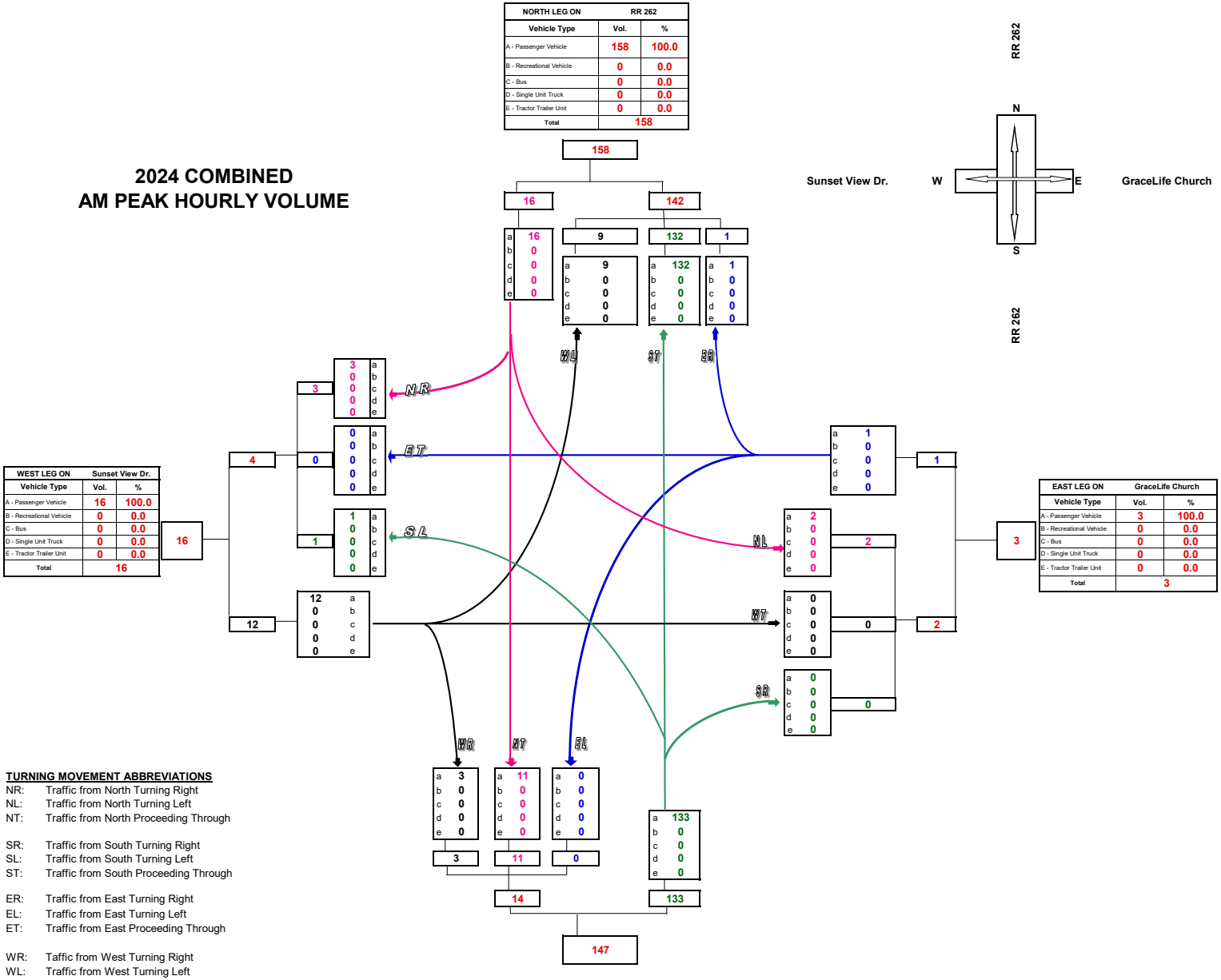
ASDT: Average Summer Daily Traffic
Average daily traffic expressed as vehilces per day for period of May 1 to September 30 (153 days)

2024
2022

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 COMBINED AM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	158	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	158	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	16	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	16	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	147	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	147	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
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NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
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TURNING MOVEMENT ABBREVIATIONS

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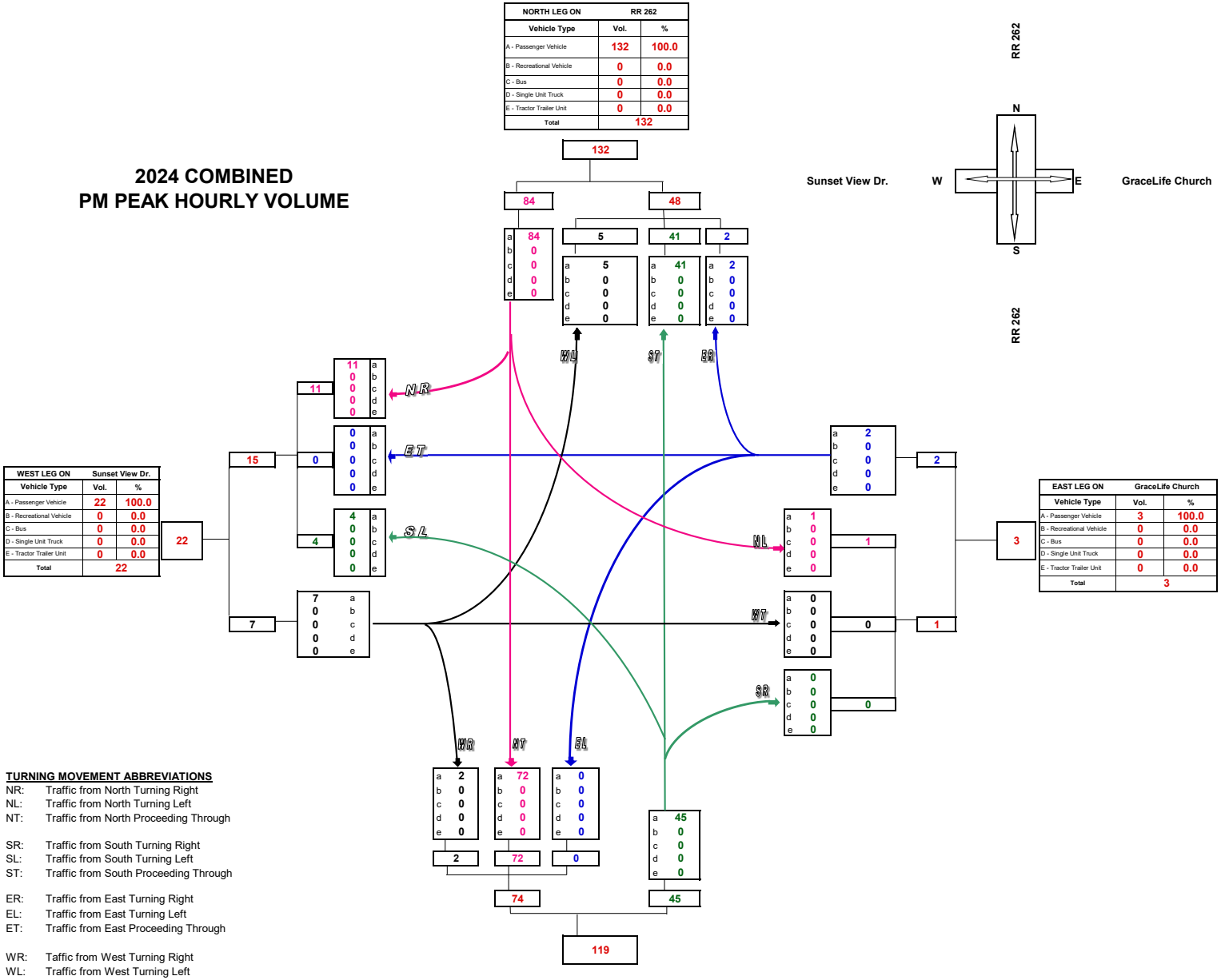
2024
2022

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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2024 COMBINED
PM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	132	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	132	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	22	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	22	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	119	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	119	

TURNING MOVEMENT ABBREVIATIONS

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NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

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ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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ASDT: Average Summer Daily Traffic
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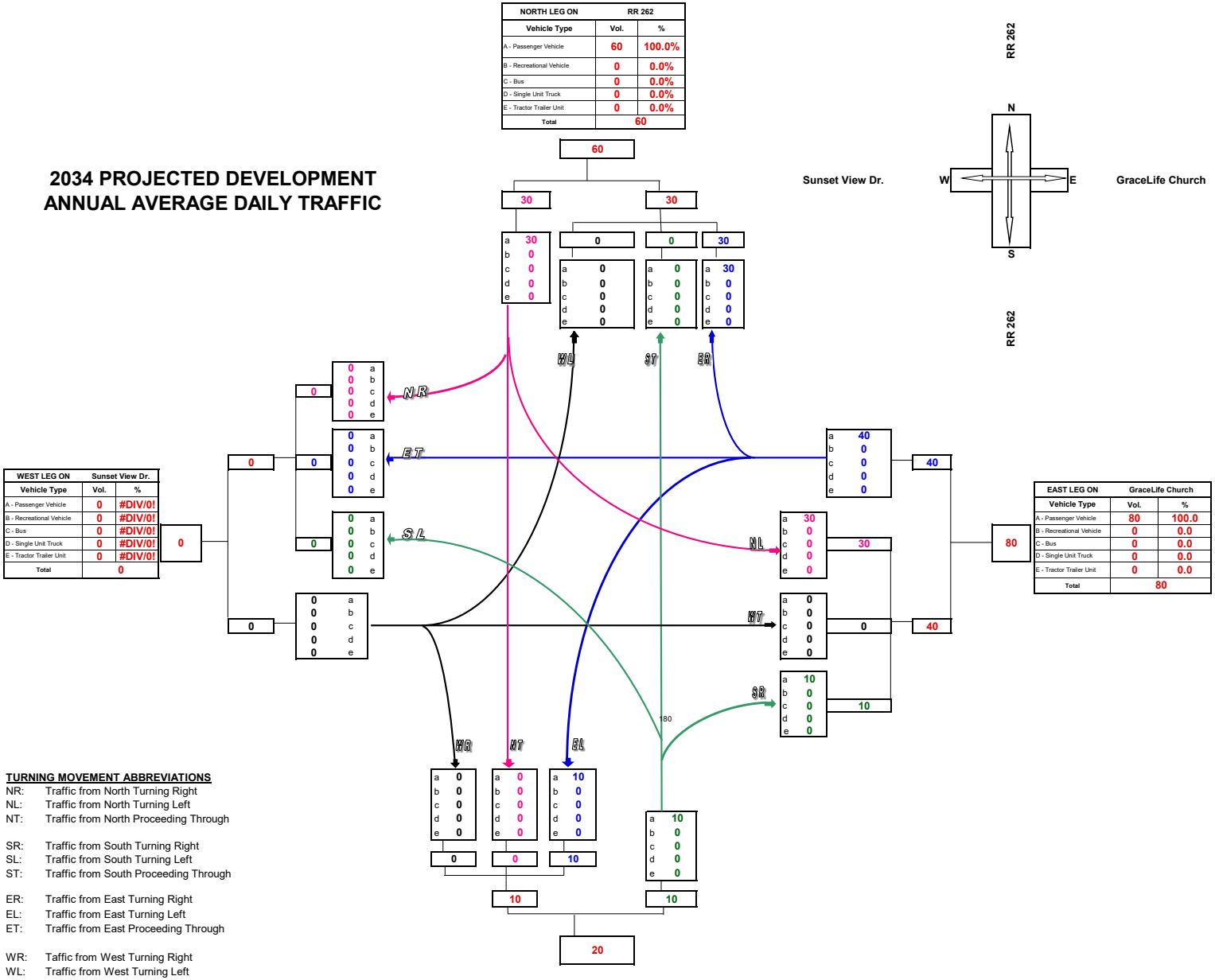
2024
2022

Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804

D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 PROJECTED DEVELOPMENT
ANNUAL AVERAGE DAILY TRAFFIC



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	60	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	60	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	80	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	80	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	20	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	20	

TURNING MOVEMENT ABBREVIATIONS

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NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
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WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

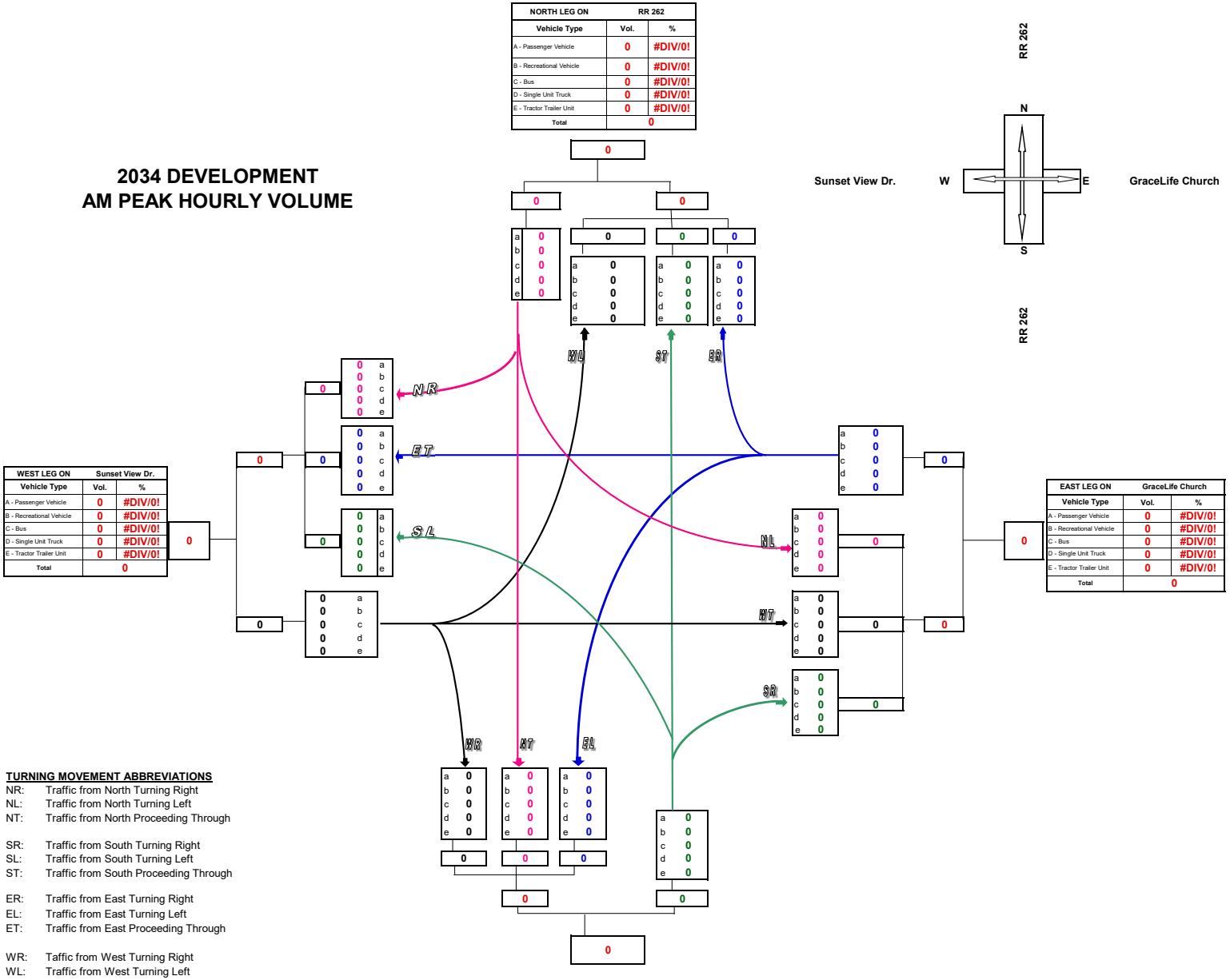
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 DEVELOPMENT
AM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

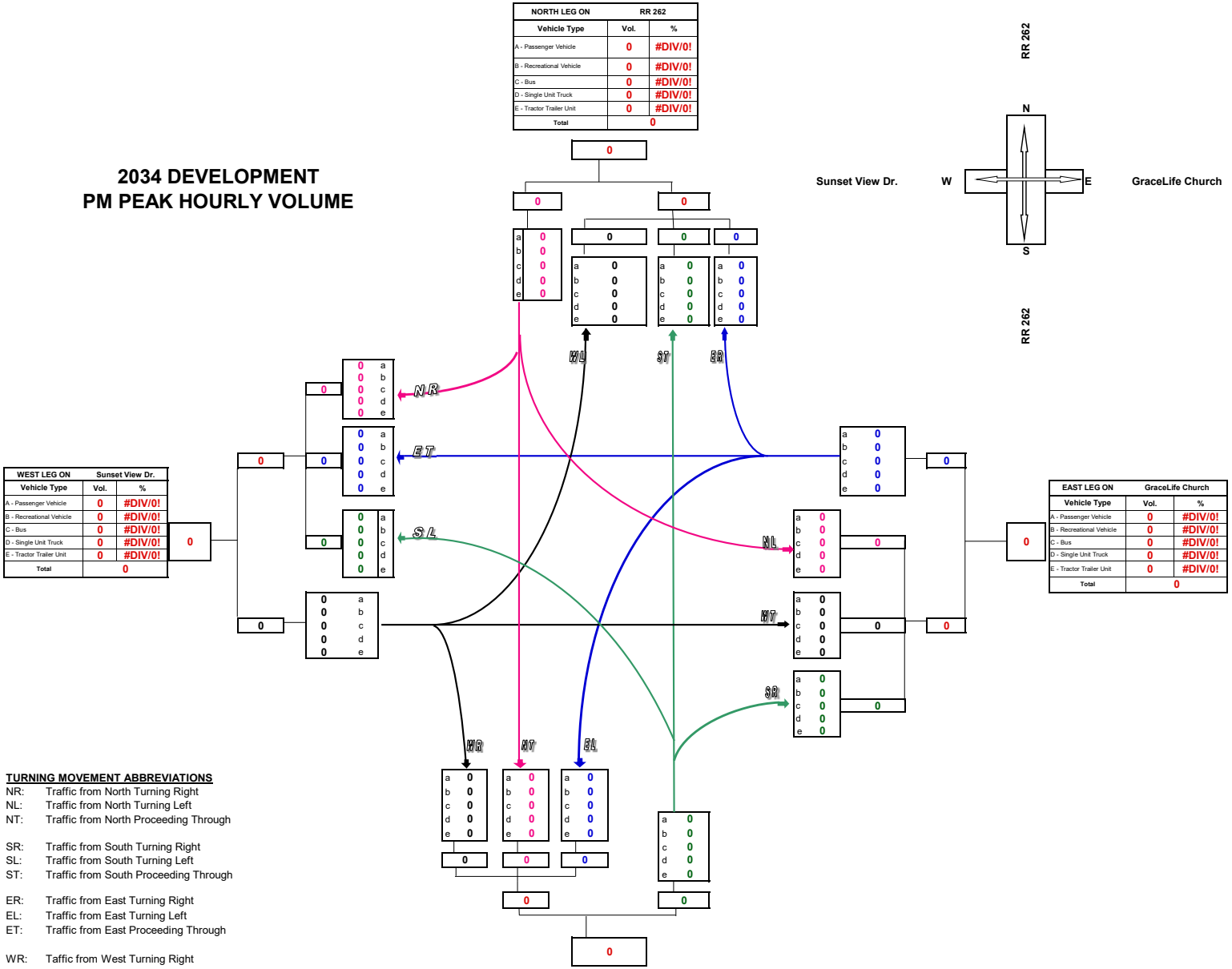
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 DEVELOPMENT
PM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

NR: Traffic from North Turning Right
NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

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SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

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EL: Traffic from East Turning Left
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WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

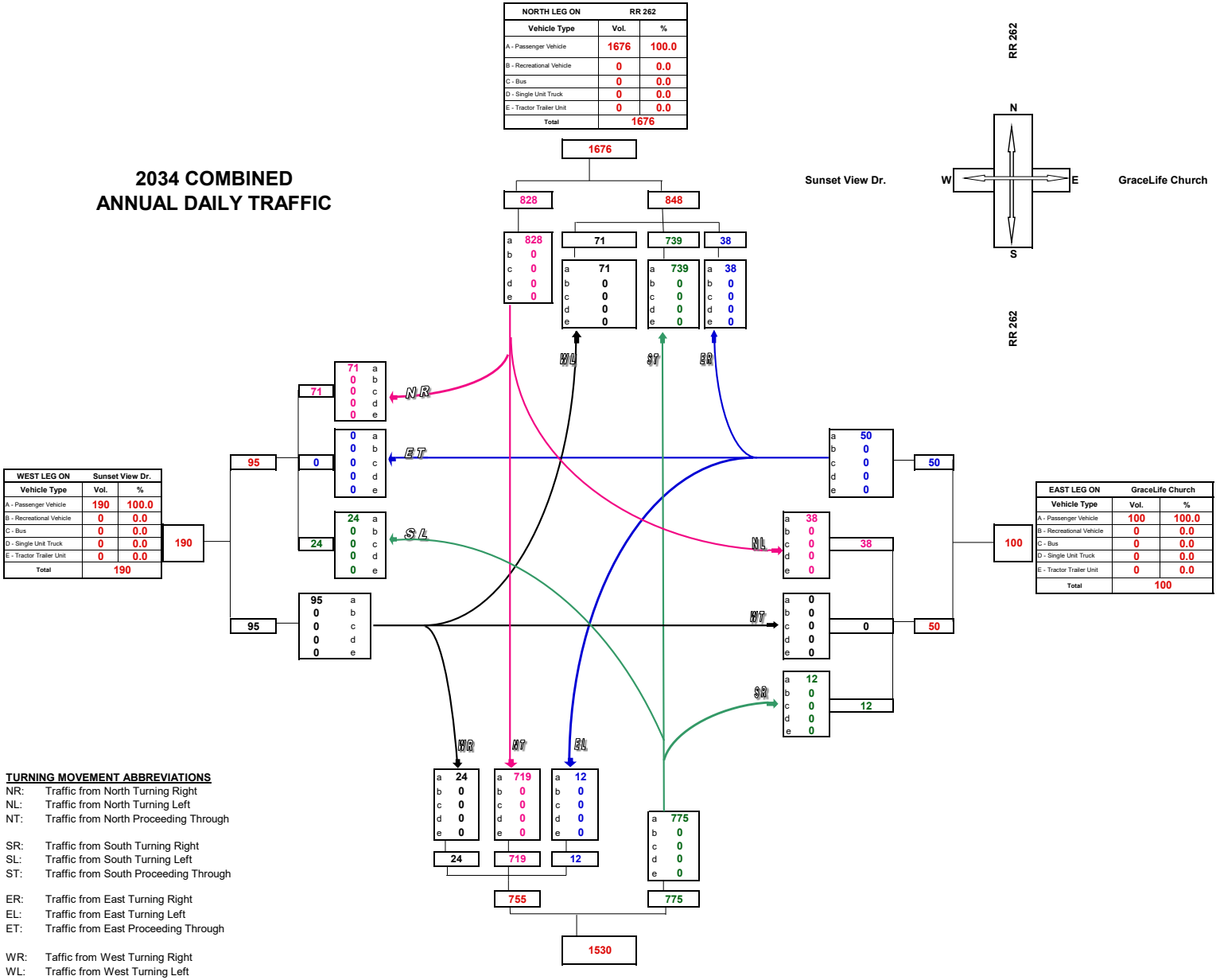
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 COMBINED ANNUAL DAILY TRAFFIC



TURNING MOVEMENT ABBREVIATIONS

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SL: Traffic from South Turning Left
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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

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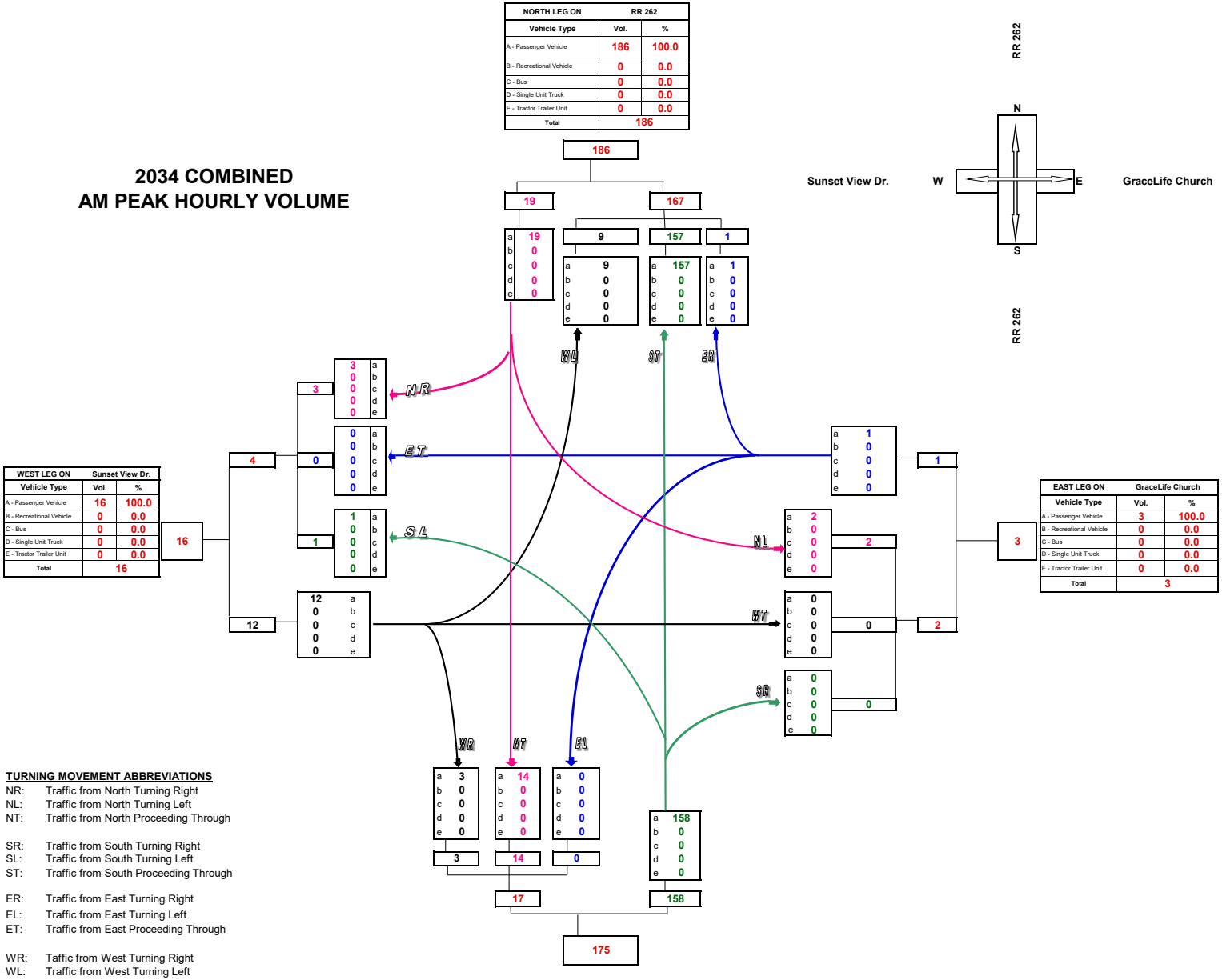
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2022

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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 COMBINED AM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	186	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	186	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	16	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	16	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	175	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	175	

TURNING MOVEMENT ABBREVIATIONS

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SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
ST: Traffic from South Proceeding Through

ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

AADT: Average Annual Daily Traffic
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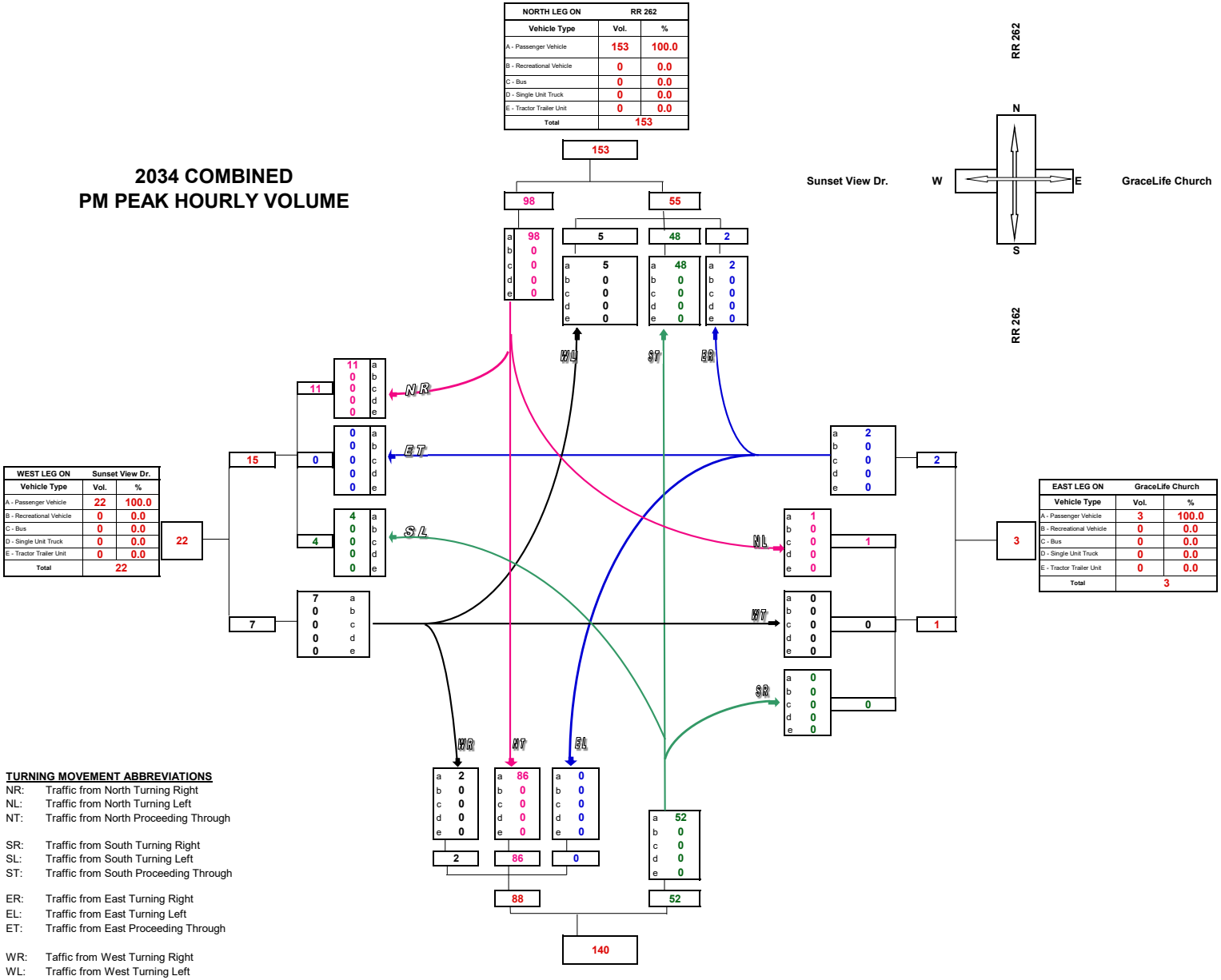
ASDT: Average Summer Daily Traffic
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2034 COMBINED
PM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	153	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	153	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	22	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	22	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	140	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	140	

TURNING MOVEMENT ABBREVIATIONS

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EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

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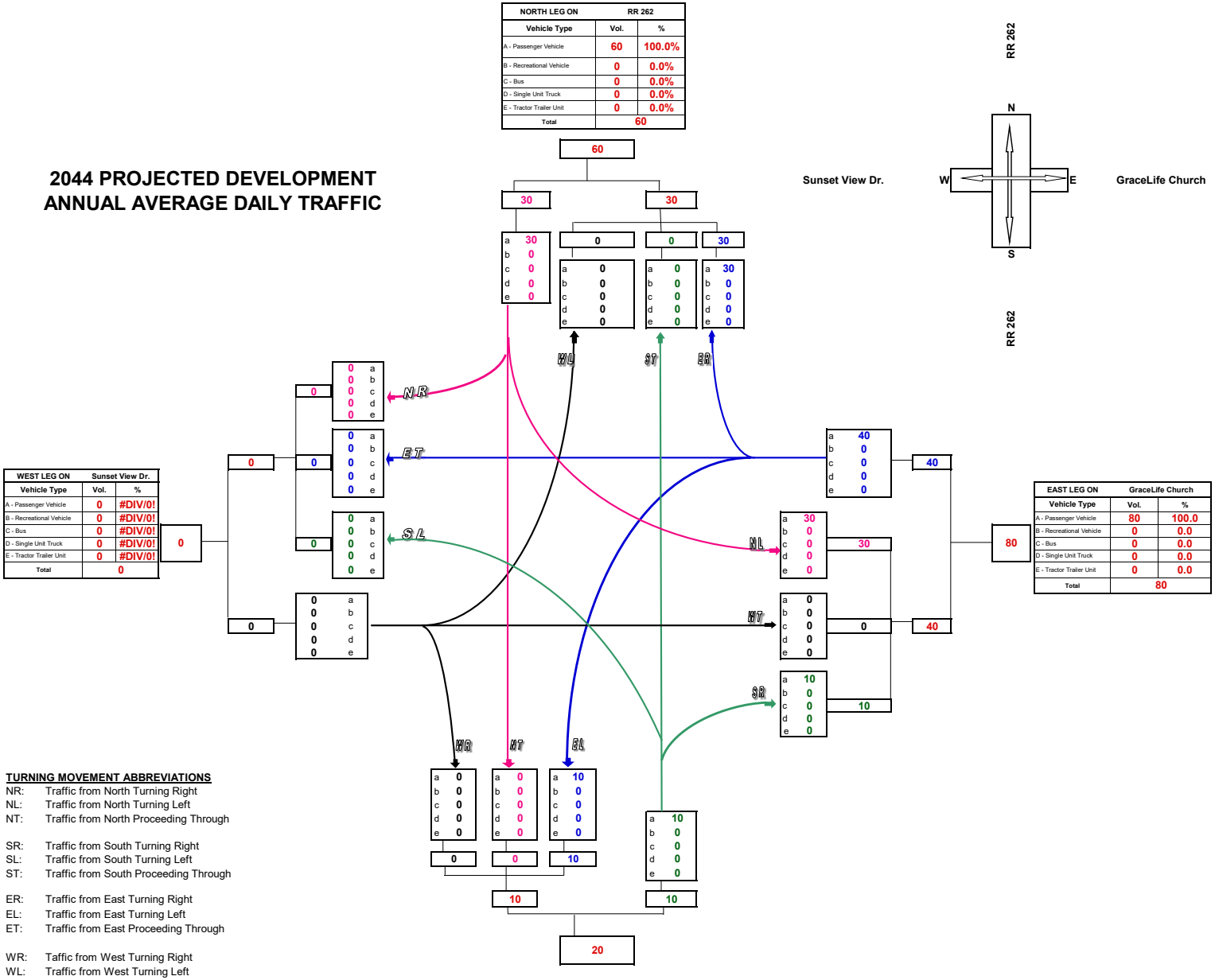
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 PROJECTED DEVELOPMENT
ANNUAL AVERAGE DAILY TRAFFIC



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	60	100.0%
B - Recreational Vehicle	0	0.0%
C - Bus	0	0.0%
D - Single Unit Truck	0	0.0%
E - Tractor Trailer Unit	0	0.0%
Total	60	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	80	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	80	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	20	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	20	

TURNING MOVEMENT ABBREVIATIONS

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WL: Traffic from West Turning Left
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TURNING MOVEMENT ABBREVIATIONS

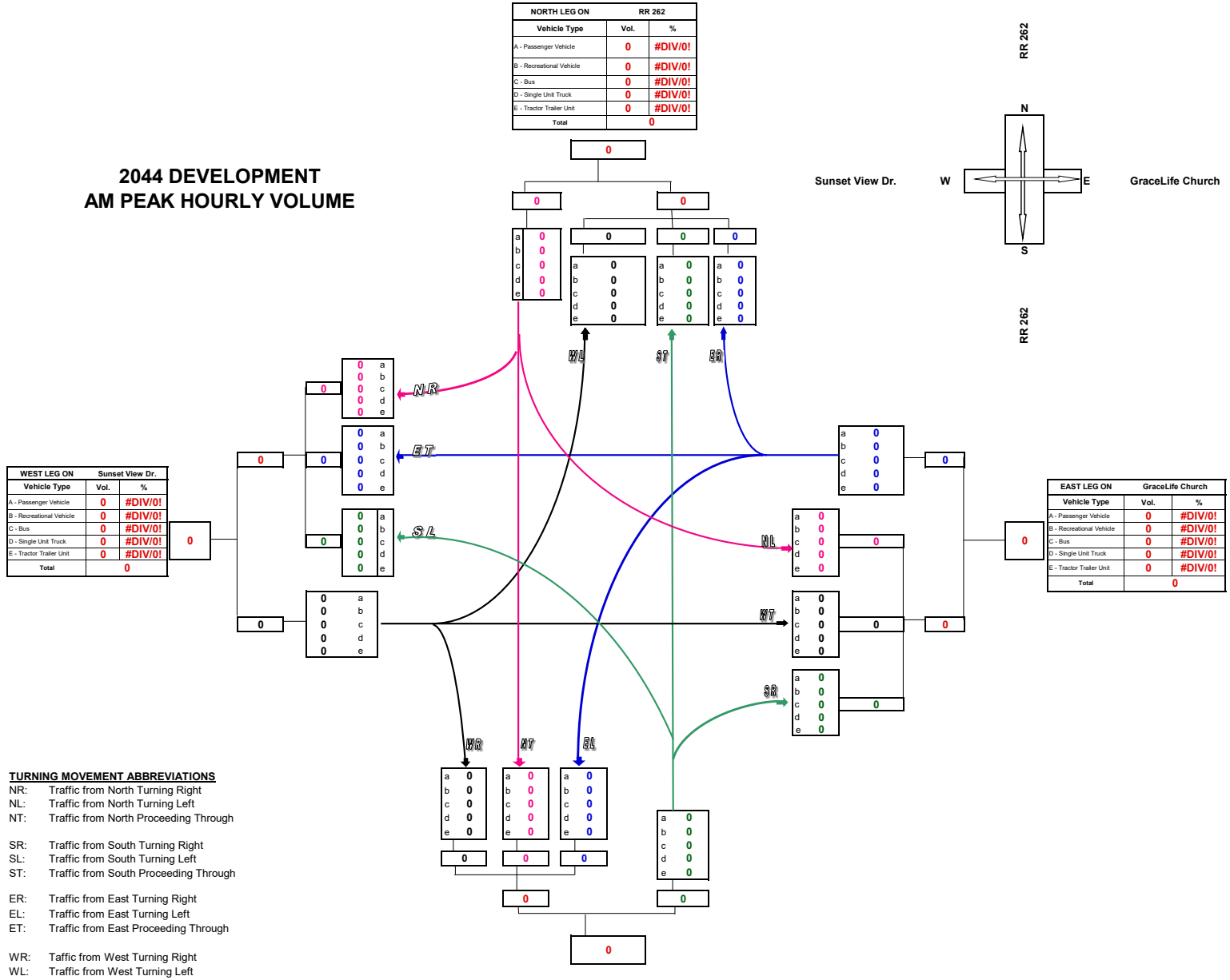
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 DEVELOPMENT
AM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

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NL: Traffic from North Turning Left
NT: Traffic from North Proceeding Through

SR: Traffic from South Turning Right
SL: Traffic from South Turning Left
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EL: Traffic from East Turning Left
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WL: Traffic from West Turning Left
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TURNING MOVEMENT ABBREVIATIONS

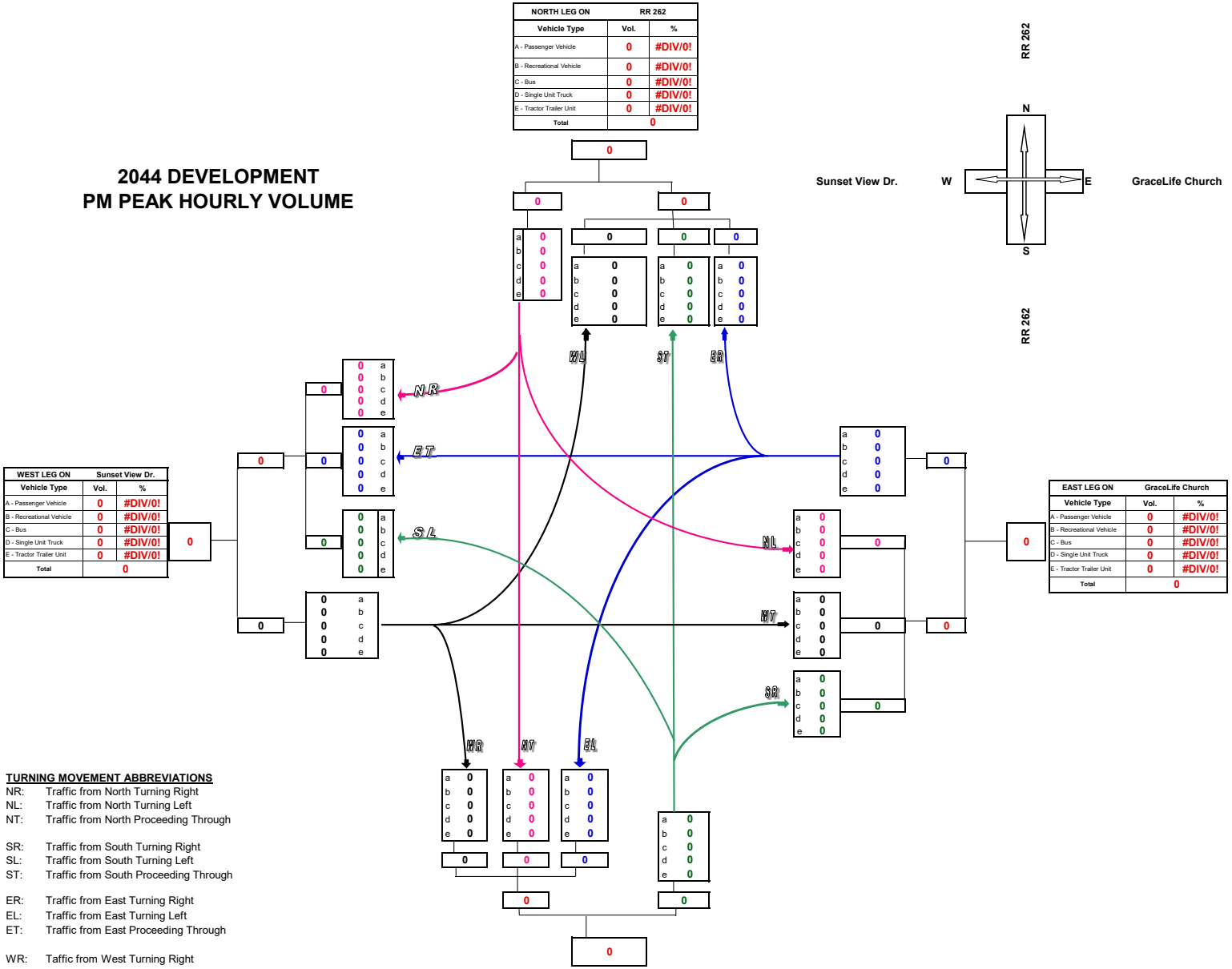
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 DEVELOPMENT
PM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	0	#DIV/0!
B - Recreational Vehicle	0	#DIV/0!
C - Bus	0	#DIV/0!
D - Single Unit Truck	0	#DIV/0!
E - Tractor Trailer Unit	0	#DIV/0!
Total	0	

TURNING MOVEMENT ABBREVIATIONS

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SL: Traffic from South Turning Left
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TURNING MOVEMENT ABBREVIATIONS

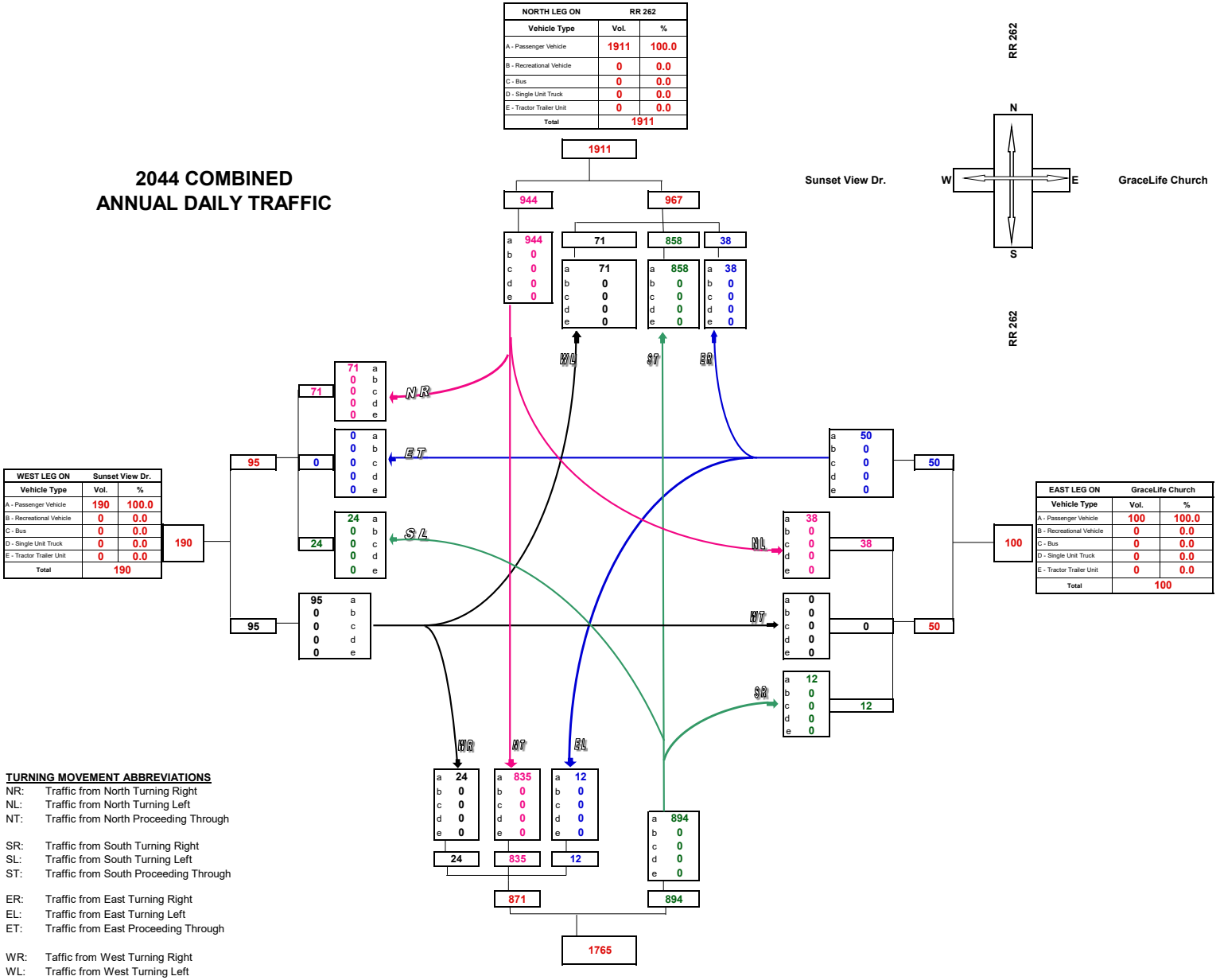
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 COMBINED ANNUAL DAILY TRAFFIC



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1911	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1911	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	190	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	190	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	100	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	100	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	1765	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	1765	

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WL: Traffic from West Turning Left
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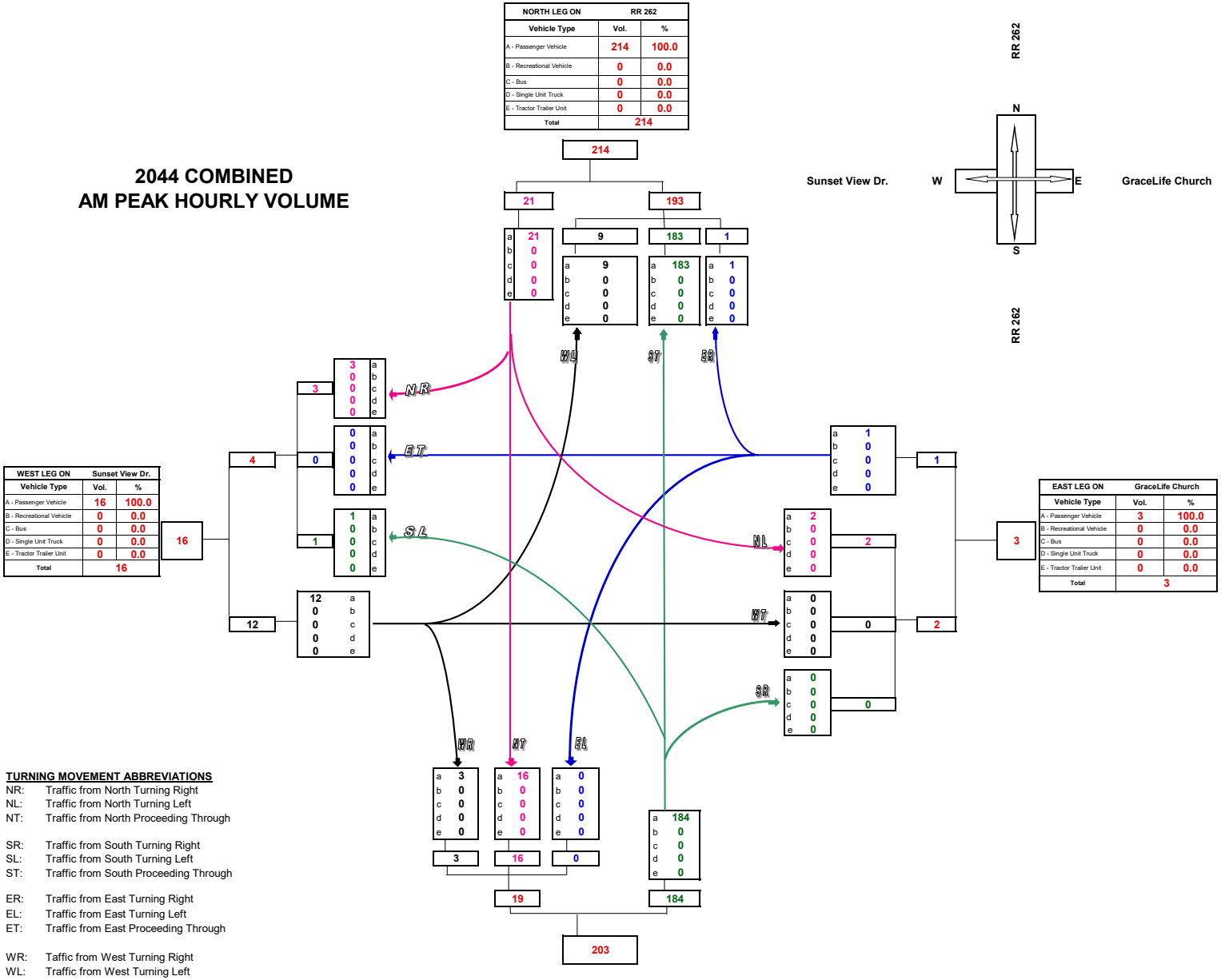
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2044 COMBINED AM PEAK HOURLY VOLUME



NORTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	214	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	214	

WEST LEG ON	Sunset View Dr.	
Vehicle Type	Vol.	%
A - Passenger Vehicle	16	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	16	

EAST LEG ON	GraceLife Church	
Vehicle Type	Vol.	%
A - Passenger Vehicle	3	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	3	

SOUTH LEG ON	RR 262	
Vehicle Type	Vol.	%
A - Passenger Vehicle	203	100.0
B - Recreational Vehicle	0	0.0
C - Bus	0	0.0
D - Single Unit Truck	0	0.0
E - Tractor Trailer Unit	0	0.0
Total	203	

TURNING MOVEMENT ABBREVIATIONS

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SL: Traffic from South Turning Left
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ER: Traffic from East Turning Right
EL: Traffic from East Turning Left
ET: Traffic from East Proceeding Through

WR: Taffic from West Turning Right
WL: Traffic from West Turning Left
WT: Traffic from West Proceeding Through

TURNING MOVEMENT ABBREVIATIONS

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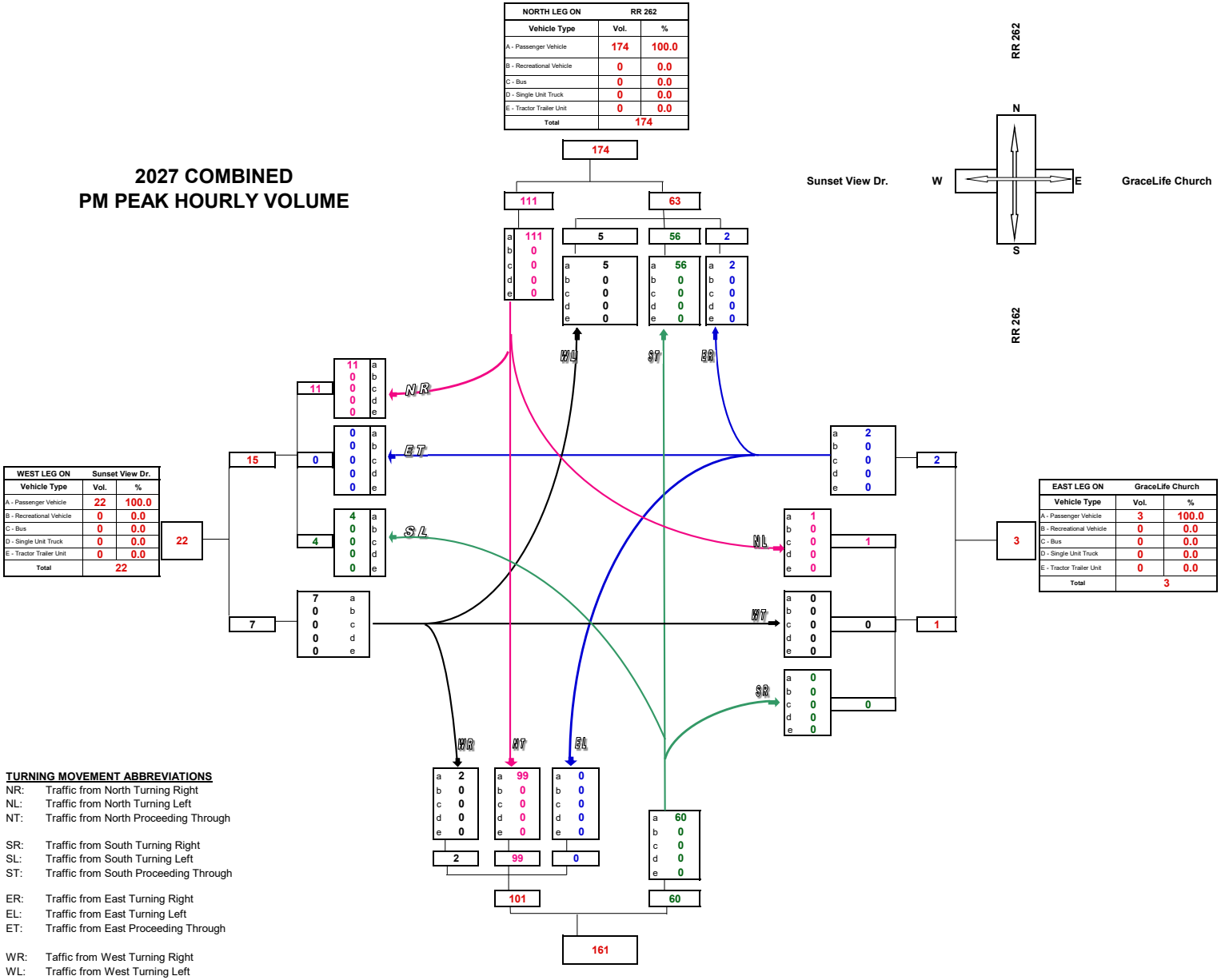
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D&A PAULICHUK CONSULTING LTD.

Turning Movement Summary Diagram

2027 COMBINED
PM PEAK HOURLY VOLUME



TURNING MOVEMENT ABBREVIATIONS

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SL: Traffic from South Turning Left
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WL: Traffic from West Turning Left
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2022
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APPENDIX D

ILLUMINATION WARRANTS
SYNCHRO ANALYSIS

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Illumination of Isolated Rural Intersections
LIGHTING WARRANT SPREADSHEET

This spreadsheet is to be used in conjunction with *Illumination of Isolated Rural Intersections*, Transportation Association of Canada, February 2001.

Please enter information in the cells with yellow background

INTERSECTION CHARACTERISTICS

Hwy. 627:04	Main Road	**Date**	Nov. 10, 2023
Rge. Rd. 262	Minor Road	**Other**	YEAR 2024
	City/Town		

GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating	Descriptive	0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	50		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	100				OK	
Radius of Horizontal Curve (m)	T			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =	B	0				
Posted Speed Category =		0				
Posted Speed Category =		0				
Horizontal Curvature Factor		0	5		OK	0
Angle of Intersection (10's of Degrees)	90	0	5		OK	0
Downhill Approach Grade (x.x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
				Geometric Factors Subtotal		**6**

OPERATIONAL FACTORS

Is the intersection signalized ? (Y/ N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	6310	4	10	Either Use the two AADT inputs **OR** the Descriptive Signalization Warrant (Unused values should be set to Zero) Refer to Table 1(B) for description and rating values for signalization warrant.	OK	40
AADT on Minor Road (2-way)	1446	2	20		OK	40
Signalization Warrant	Descriptive	0	30		OK	0
					OK	
Night-Time Hourly Pedestrian Volume	0	0	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	0
Intersecting Roadway Classification	Descriptive	0	5	Refer to Table 1(B) for ratings.	OK	0
Operating Speed or Posted Speed on Major Road (km/h)	100	4	5	Refer to Table 1(B), note #3	OK	20
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
				Operational Factors Subtotal		**115**

ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
				Environmental Factor Subtotal		**0**

COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter **either** the annual frequency (See Table 1(C), note #4)	OK	0
OR				**OR** the number of collisions / MEV		
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of **all** night to day collisions >= 1.5 (Y/N)	n	0			OK	
					OK	
				Collision History Subtotal		**0**

Check Intersection Signalization:
Intersection is not Signalized

ILLUMINATION WARRANTED
REVIEW SITE AND COLLISIONS TO DETERMINE LIGHTING TYPE
(PARTIAL OR DELINEATION)

SUMMARY

Geometric Factors Subtotal	6
Operational Factor Subtotal	115
Environmental Factor Subtotal	0
Collision History Subtotal	0
TOTAL POINTS	**121**

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LIGHTING WARRANT SPREADSHEET

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INTERSECTION CHARACTERISTICS

Hwy. 627:04	Main Road	**Date**	Nov. 10, 2023
Rge. Rd. 262	Minor Road	**Other**	YEAR 2034
	City/Town		

GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating	Descriptive	0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	50		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	100				OK	
Radius of Horizontal Curve (m)	T			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =	B	0				
Posted Speed Category =		0				
Posted Speed Category =		0				
Horizontal Curvature Factor		0	5		OK	0
Angle of Intersection (10's of Degrees)	90	0	5		OK	0
Downhill Approach Grade (x.x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
				Geometric Factors Subtotal		**6**

OPERATIONAL FACTORS

Is the intersection signalized ? (Y/ N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	8234	4	10	Either Use the two AADT inputs **OR** the Descriptive Signalization Warrant (Unused values should be set to Zero) Refer to Table 1(B) for description and rating values for signalization warrant.	OK	40
AADT on Minor Road (2-way)	1710	3	20		OK	60
Signalization Warrant	Descriptive	0	30		OK	0
					OK	
Night-Time Hourly Pedestrian Volume	0	0	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	0
Intersecting Roadway Classification	Descriptive	0	5	Refer to Table 1(B) for ratings.	OK	0
Operating Speed or Posted Speed on Major Road (km/h)	100	4	5	Refer to Table 1(B), note #3	OK	20
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
				Operational Factors Subtotal		**135**

ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
				Environmental Factor Subtotal		**0**

COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter **either** the annual frequency (See Table 1(C), note #4)	OK	0
OR				**OR** the number of collisions / MEV		
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of **all** night to day collisions >= 1.5 (Y/N)	n	0			OK	
					OK	
				Collision History Subtotal		**0**

Check Intersection Signalization:
Intersection is not Signalized

ILLUMINATION WARRANTED
DELINEATION LIGHTING TO ILLUMINATE PEDESTRIANS OR CROSS STREET TRAFFIC

SUMMARY

Geometric Factors Subtotal	6
Operational Factor Subtotal	135
Environmental Factor Subtotal	0
Collision History Subtotal	0
TOTAL POINTS	**141**

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Illumination of Isolated Rural Intersections
LIGHTING WARRANT SPREADSHEET

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INTERSECTION CHARACTERISTICS

Hwy. 627:04	Main Road	**Date**	Nov. 10, 2023
Rge. Rd. 262	Minor Road	**Other**	YEAR 2044
	City/Town		

GEOMETRIC FACTORS

	Value	Rating	Weight	Comments	Check	Score
Channelization Rating	Descriptive	0		Refer to Table 1(A) to determine rating value	OK	
Presence of raised channelization? (Y / N)	n				OK	
Highest operating speed on raised, channelized approach (km/h)	50		5		OK	
Channelization Factor					OK	0
Approach Sight Distance on most constrained approach (%)	100	0	10	Relative to the recommended minimum sight distance	OK	0
Posted Speed limit (in 10's of km/h)	100				OK	
Radius of Horizontal Curve (m)	T			Enter "T" for tangent (no horizontal curve at the intersection)	OK	
Posted Speed Category =		0				
Posted Speed Category =	B	0				
Posted Speed Category =		0				
Posted Speed Category =		0				
Horizontal Curvature Factor		0	5		OK	0
Angle of Intersection (10's of Degrees)	90	0	5		OK	0
Downhill Approach Grade (x.x%)	0.0	0	3	Rounded to nearest tenth of a percent	OK	0
Number of Intersection Legs	4	2	3	Number of legs = 3 or more	OK	6
				Geometric Factors Subtotal		**6**

OPERATIONAL FACTORS

Is the intersection signalized ? (Y/ N)	n			Calculate the Signalization Warrant Factor		
AADT on Major Road (2-way)	10159	4	10	Either Use the two AADT inputs **OR** the Descriptive Signalization Warrant (Unused values should be set to Zero) Refer to Table 1(B) for description and rating values for signalization warrant.	OK	40
AADT on Minor Road (2-way)	1982	3	20		OK	60
Signalization Warrant	Descriptive	0	30		OK	0
					OK	
Night-Time Hourly Pedestrian Volume	0	0	10	Refer to Table 1(B), note #2, to account for children and seniors	OK	0
Intersecting Roadway Classification	Descriptive	0	5	Refer to Table 1(B) for ratings.	OK	0
Operating Speed or Posted Speed on Major Road (km/h)	100	4	5	Refer to Table 1(B), note #3	OK	20
Operating Speed on Minor Road (km/h)	80	3	5	Refer to Table 1(B), note #3	OK	15
				Operational Factors Subtotal		**135**

ENVIRONMENTAL FACTOR

Lighted Developments within 150 m radius of intersection	0	0	5	Maximum of 4 quadrants	OK	0
				Environmental Factor Subtotal		**0**

COLLISION HISTORY

Average Annual night-time collision frequency due to inadequate lighting (collisions/yr, rounded to nearest whole #)	0.0	0	0	Enter **either** the annual frequency (See Table 1(C), note #4)	OK	0
OR				**OR** the number of collisions / MEV		
Collision Rate over last 3 years, due to inadequate lighting (/MEV)	0	0	0	(Unused values should be set to Zero)	OK	0
Is the average ratio of **all** night to day collisions >= 1.5 (Y/N)	n	0			OK	
					OK	
				Collision History Subtotal		**0**

Check Intersection Signalization:
Intersection is not Signalized

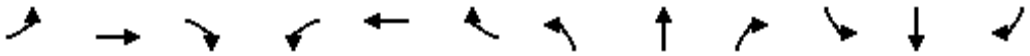
ILLUMINATION WARRANTED
DELINEATION LIGHTING TO ILLUMINATE PEDESTRIANS OR CROSS STREET TRAFFIC

SUMMARY

Geometric Factors Subtotal	6
Operational Factor Subtotal	135
Environmental Factor Subtotal	0
Collision History Subtotal	0
TOTAL POINTS	**141**

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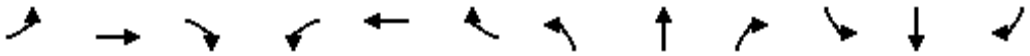


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	571	4	25	321	1	25	0	136	1	0	1
Future Volume (Veh/h)	1	571	4	25	321	1	25	0	136	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	621	4	27	349	1	27	0	148	1	0	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	350			625			1027	1027	621	1174	1030	350
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	350			625			1027	1027	621	1174	1030	350
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			97			87	100	69	99	100	100
cM capacity (veh/h)	1198			947			206	226	484	113	225	689

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	622	4	27	350	175	2
Volume Left	1	0	27	0	27	1
Volume Right	0	4	0	1	148	1
cSH	1198	1700	947	1700	400	195
Volume to Capacity	0.00	0.00	0.03	0.21	0.44	0.01
Queue Length 95th (m)	0.0	0.0	0.7	0.0	17.3	0.2
Control Delay (s)	0.0	0.0	8.9	0.0	20.8	23.7
Lane LOS	A		A		C	C
Approach Delay (s)	0.0		0.6		20.8	23.7
Approach LOS					C	C

Intersection Summary				
Average Delay	3.3			
Intersection Capacity Utilization	57.4%	ICU Level of Service	B	
Analysis Period (min)	15			

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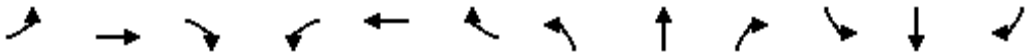


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	458	19	87	476	1	15	0	37	1	0	1
Future Volume (Veh/h)	1	458	19	87	476	1	15	0	37	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	498	21	95	517	1	16	0	40	1	0	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	518			519			1208	1208	498	1248	1228	518
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	518			519			1208	1208	498	1248	1228	518
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			91			89	100	93	99	100	100
cM capacity (veh/h)	1038			1037			147	165	568	129	160	554

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	499	21	95	518	56	2
Volume Left	1	0	95	0	16	1
Volume Right	0	21	0	1	40	1
cSH	1038	1700	1037	1700	312	209
Volume to Capacity	0.00	0.01	0.09	0.30	0.18	0.01
Queue Length 95th (m)	0.0	0.0	2.4	0.0	5.1	0.2
Control Delay (s)	0.0	0.0	8.8	0.0	19.0	22.4
Lane LOS	A		A		C	C
Approach Delay (s)	0.0		1.4		19.0	22.4
Approach LOS					C	C

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	75.4%	ICU Level of Service		D
Analysis Period (min)	15			

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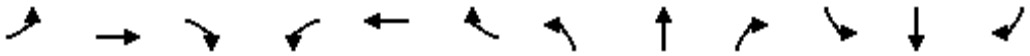


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	712	4	29	400	1	29	0	158	1	0	1
Future Volume (Veh/h)	1	712	4	29	400	1	29	0	158	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	774	4	32	435	1	32	0	172	1	0	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	436			778			1276	1276	774	1448	1280	436
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	436			778			1276	1276	774	1448	1280	436
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			96			77	100	56	98	100	100
cM capacity (veh/h)	1113			830			138	159	395	59	158	616

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	775	4	32	436	204	2
Volume Left	1	0	32	0	32	1
Volume Right	0	4	0	1	172	1
cSH	1113	1700	830	1700	306	108
Volume to Capacity	0.00	0.00	0.04	0.26	0.67	0.02
Queue Length 95th (m)	0.0	0.0	1.0	0.0	35.7	0.5
Control Delay (s)	0.0	0.0	9.5	0.0	37.6	38.9
Lane LOS	A		A		E	E
Approach Delay (s)	0.0		0.7		37.6	38.9
Approach LOS					E	E

Intersection Summary				
Average Delay	5.5			
Intersection Capacity Utilization	68.6%	ICU Level of Service	C	
Analysis Period (min)	15			

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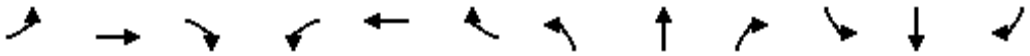


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	570	22	101	595	1	17	0	43	1	0	1
Future Volume (Veh/h)	1	570	22	101	595	1	17	0	43	1	0	1
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	620	24	110	647	1	18	0	47	1	0	1
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	648			644			1490	1490	620	1536	1514	648
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	648			644			1490	1490	620	1536	1514	648
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			88			80	100	90	99	100	100
cM capacity (veh/h)	928			931			92	108	484	77	104	467

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	621	24	110	648	65	2
Volume Left	1	0	110	0	18	1
Volume Right	0	24	0	1	47	1
cSH	928	1700	931	1700	221	132
Volume to Capacity	0.00	0.01	0.12	0.38	0.29	0.02
Queue Length 95th (m)	0.0	0.0	3.2	0.0	9.4	0.4
Control Delay (s)	0.0	0.0	9.4	0.0	27.9	32.7
Lane LOS	A		A		D	D
Approach Delay (s)	0.0		1.4		27.9	32.7
Approach LOS					D	D

Intersection Summary				
Average Delay	2.0			
Intersection Capacity Utilization	91.1%	ICU Level of Service		F
Analysis Period (min)	15			

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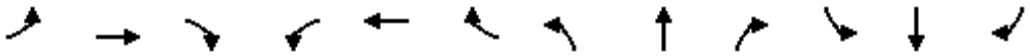


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	3	0	0	1	1	132	0	2	11	3
Future Volume (Veh/h)	9	0	3	0	0	1	1	132	0	2	11	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	3	0	0	1	1	143	0	2	12	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1			3			31	22	2	94	24	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1			3			31	22	2	94	24	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	83	100	100	99	100
cM capacity (veh/h)	1609			1606			954	862	1077	769	861	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	1	144	17
Volume Left	10	0	1	2
Volume Right	3	1	0	3
cSH	1609	1606	862	880
Volume to Capacity	0.01	0.00	0.17	0.02
Queue Length 95th (m)	0.2	0.0	4.8	0.5
Control Delay (s)	5.6	0.0	10.0	9.2
Lane LOS	A		B	A
Approach Delay (s)	5.6	0.0	10.0	9.2
Approach LOS			B	A

Intersection Summary				
Average Delay	9.5			
Intersection Capacity Utilization	23.0%	ICU Level of Service	A	
Analysis Period (min)	15			

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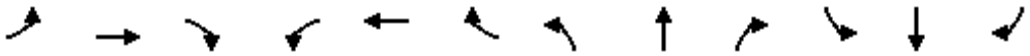


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	0	0	2	4	41	0	1	72	11
Future Volume (Veh/h)	5	0	2	0	0	2	4	41	0	1	72	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	2	0	0	2	4	45	0	1	78	12
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	2			2			63	13	1	34	13	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			2			63	13	1	34	13	1
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	95	100	100	91	99
cM capacity (veh/h)	1607			1607			852	875	1078	927	875	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	7	2	49	91
Volume Left	5	0	4	1
Volume Right	2	2	0	12
cSH	1607	1607	873	898
Volume to Capacity	0.00	0.00	0.06	0.10
Queue Length 95th (m)	0.1	0.0	1.4	2.7
Control Delay (s)	5.2	0.0	9.4	9.5
Lane LOS	A		A	A
Approach Delay (s)	5.2	0.0	9.4	9.5
Approach LOS			A	A

Intersection Summary				
Average Delay	9.1			
Intersection Capacity Utilization	18.3%	ICU Level of Service	A	
Analysis Period (min)	15			

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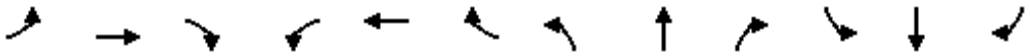


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	0	0	2	4	48	0	1	86	11
Future Volume (Veh/h)	5	0	2	0	0	2	4	48	0	1	86	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	2	0	0	2	4	52	0	1	93	12
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	2			2			70	13	1	38	13	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			2			70	13	1	38	13	1
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	94	100	100	89	99
cM capacity (veh/h)	1607			1607			830	875	1078	916	875	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	7	2	56	106
Volume Left	5	0	4	1
Volume Right	2	2	0	12
cSH	1607	1607	871	894
Volume to Capacity	0.00	0.00	0.06	0.12
Queue Length 95th (m)	0.1	0.0	1.6	3.2
Control Delay (s)	5.2	0.0	9.4	9.6
Lane LOS	A		A	A
Approach Delay (s)	5.2	0.0	9.4	9.6
Approach LOS			A	A

Intersection Summary				
Average Delay	9.2			
Intersection Capacity Utilization	19.3%	ICU Level of Service		A
Analysis Period (min)	15			

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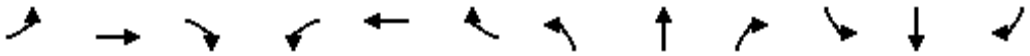


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	3	0	0	1	1	157	0	2	14	3
Future Volume (Veh/h)	9	0	3	0	0	1	1	157	0	2	14	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	3	0	0	1	1	171	0	2	15	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1			3			32	22	2	108	24	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1			3			32	22	2	108	24	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	80	100	100	98	100
cM capacity (veh/h)	1609			1606			950	862	1077	731	861	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	1	172	20
Volume Left	10	0	1	2
Volume Right	3	1	0	3
cSH	1609	1606	862	872
Volume to Capacity	0.01	0.00	0.20	0.02
Queue Length 95th (m)	0.2	0.0	5.9	0.6
Control Delay (s)	5.6	0.0	10.2	9.2
Lane LOS	A		B	A
Approach Delay (s)	5.6	0.0	10.2	9.2
Approach LOS			B	A

Intersection Summary				
Average Delay	9.8			
Intersection Capacity Utilization	24.7%	ICU Level of Service	A	
Analysis Period (min)	15			

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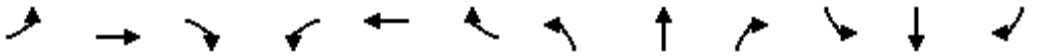


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	3	0	0	1	1	183	0	2	16	3
Future Volume (Veh/h)	9	0	3	0	0	1	1	183	0	2	16	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	3	0	0	1	1	199	0	2	17	3
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	1			3			34	22	2	122	24	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1			3			34	22	2	122	24	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	77	100	100	98	100
cM capacity (veh/h)	1609			1606			947	862	1077	695	861	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	13	1	200	22
Volume Left	10	0	1	2
Volume Right	3	1	0	3
cSH	1609	1606	862	866
Volume to Capacity	0.01	0.00	0.23	0.03
Queue Length 95th (m)	0.2	0.0	7.2	0.6
Control Delay (s)	5.6	0.0	10.4	9.3
Lane LOS	A		B	A
Approach Delay (s)	5.6	0.0	10.4	9.3
Approach LOS			B	A

Intersection Summary				
Average Delay	10.0			
Intersection Capacity Utilization	26.4%	ICU Level of Service	A	
Analysis Period (min)	15			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	2	0	0	2	4	56	0	1	99	11
Future Volume (Veh/h)	5	0	2	0	0	2	4	56	0	1	99	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	0	2	0	0	2	4	61	0	1	108	12
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	2			2			78	13	1	42	13	1
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2			2			78	13	1	42	13	1
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	93	100	100	88	99
cM capacity (veh/h)	1607			1607			809	875	1078	902	875	1078

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	7	2	65	121
Volume Left	5	0	4	1
Volume Right	2	2	0	12
cSH	1607	1607	870	892
Volume to Capacity	0.00	0.00	0.07	0.14
Queue Length 95th (m)	0.1	0.0	1.9	3.7
Control Delay (s)	5.2	0.0	9.5	9.7
Lane LOS	A		A	A
Approach Delay (s)	5.2	0.0	9.5	9.7
Approach LOS			A	A

Intersection Summary				
Average Delay	9.3			
Intersection Capacity Utilization	20.1%	ICU Level of Service	A	
Analysis Period (min)	15			

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Exhibit H: Transportation and Economic Corridors Permit

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Transportation and Economic Corridors Permit

Request for Development Permit - On Private Property in Proximity of a Provincial Highway - Approved

Permit Number:	2024-0040360	**Highway(s):**	627, 60
Issued to (Permittee):	Gracelife Church of Edmonton Edmonton Alberta T6R 2V4 office@gracelife.ca		
Legal Land Location:	QS-NW SEC-35 TWP-051 RGE-26 MER-4	**Municipality:**	Parkland County
Approved By:	Robert Lindsay	**Issuing Office:**	North Central Region / Stony Plain
Issued Date:	2024-04-08 16:06:20		
Description of Development:	Expansion of existing building to include site grading, parking lots, internal roads, a 25,000 square foot sanctuary (phase 1), a 25,000 square foot education centre (phase 2) and a storm water management pond. Lots 1A & 1B Block 1 Plan 102 0669; NW35-51-26-W4M; South of Highway 627		



Transportation and Economic Corridors Permit No. **2024-0040360** is issued to the above named Permittee under authority of Section 14 of the *Highways Development and Protection Act* (the Act) authorizing the development(s) listed herein, and a further application is required for any changes or additions.

The approved site plan forms a part of this permit and any changes to the approved site plan will require an amendment or a new permit application.

This permit is subject to the following terms and conditions, which should be carefully reviewed:

1. This permit is subject to the provisions of Section 11-19 inclusive of the Highways Development and Protection Act (Chapter H-8.5 2004), amendments thereto, and Highways Development and Protection Regulation (Alberta Regulation 326/2009) and amendments thereto.

2. This permit is issued subject to any other municipal, provincial, or federal approvals that may be required. Issuance of a permit by Transportation and Economic Corridors does not guarantee the permittee will be able to obtain other required approvals and does not excuse violation of any regulation, bylaw, or Act that may affect the proposed development.

3. The Permittee consents to a person designated by Transportation and Economic Corridors to enter upon land during construction and again upon completion of construction for the purpose of inspection to ensure the terms and conditions of this permit are met.

4. All works authorized by this permit shall be constructed, altered, maintained or operated at the sole expense of the Permittee. The permittee expressly waives any right to claim damages or compensation (including injurious affection) for development, signs or other encumbrances that are placed in an area required for future widening of the highway right of way for highway improvement purposes

5. In consideration of the permit issued in respect to this development, the Permittee shall indemnify and hold harmless Transportation and Economic Corridors, its employees and agents from any and all claims, demands, actions and costs whatsoever that may arise, directly or indirectly from anything done or omitted to be done in the construction, maintenance, alteration or operation of the works authorized.

6. The Permittee shall conform to the approved site plan. Failure to conform to the approved site plan without an approved amendment may result in enforcement measures as laid out in the Act

7. Direct highway access is not permitted. Access must be via the local municipal road.

8. Wherever herein the “Permittee" is referred to, the same shall extend to include their heirs, executors, administrators, or assigns, and the successors and assigns of the Permittee.

9. The Permittee must not place any signs contrary to Alberta Regulation 326/2009. The separate "SIGN APPLICATION" form must be submitted for any proposed sign. A permit is not required for a sign to identify this business if the sign is located no closer to the highway than the building in which the business activity is being or will be carried on, and not farther than 30 metres from either side of that building. (Highways Development Protection Regulation section 11). Also, Transportation and Economic Corridors has preapproved the installation of a single static, non-electronic sign to identify this business per parcel of land, that is that is no larger than than 10 (undivided highway) 15 (multi-lane highway) square metres in size subject to certain conditions contained in the Pre-approval of Signs Adjacent to a Provincial Highway (Permit Exemption) Oct 28, 2021 to Dec 31 2026.

10. The proposed building(s) and storm water pond must be set back minimum 40.0 metres from the highway property line (Road Plan 832 2226).

11. The Permittee must construct the discharge outlet from the storm water management pond so that the discharge rate is controlled to ensure that post development water discharge rate from this entire property is less than or equal to predevelopment rate. This generally requires that a storm water pond have an appropriately sized orifice as its primary outlet and not just a open overflow discharge channel alone.

12. This permit approves only the development contained herein. Any proposed addition and / or change to the design, standards and / or construction/placement process attached to this permit requires a separate approval from Transportation and Economic Corridors prior to commencing the addition and / or change.

13. All highway accesses are to be considered temporary. No compensation shall be payable to the Permittee or their assigns or successors when the Department removes or relocates the temporary access or if highway access is removed and access provided via service road or from the local road.

14. The Permittee must operate this facility in accordance with the accepted traffic impact assessment prepared by D & A Paulichuk Consulting Ltd. dated November 6, 2023.

Failure to comply with the terms and conditions of this permit is an offense pursuant to Section 35 of the Highways Development and Protection Regulation (the Regulation), and may result in enforcement or penalties as described in Section 55 of the Act and Section 35-36 of the Regulation.

This permit is valid for a period of **two years from the date of issuance**. If the works authorized by this permit have not commenced within this timeframe, the permit expires and the Permittee must submit a request for an extension, or reapply for a new permit, if they wish to proceed. Transportation and Economic Corridors is under no obligation to reissue a permit if the development is not commenced before expiry of this permit.

Please contact Transportation and Economic Corridors through RPATH application if you have any questions, updates, additions, or require additional information.

Alberta Government

Issued by **Robert Lindsay, Dev and Planning Technologist,** on **2024-04-08 16:06:20** on behalf of the Minister of Transportation and Economic Corridors pursuant to *Ministerial Order 52/20 – Department of Transportation and Economic Corridors Delegation of Authority*

Exhibit I: Wetland Assessment and Impact Report

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Exhibit J: Water Act Approval

APPROVAL

PROVINCE OF ALBERTA

Water Act, RSA 2000, c.W-3, as amended

APPROVAL NUMBER:	DAUT0015908
EFFECTIVE DATE:	2024-04-30
EXPIRY DATE:	2027-12-31
ACTIVITY LOCATION:	NW-35-51-26-W4
APPROVAL HOLDER:	Chomiak Builds Ltd

Pursuant to the Water Act, R.S.A. 2000, c. W-3, as amended, an Approval is issued to the Approval Holder to commence and continue the following activities:

- maintaining, removing or disturbing ground, vegetation or other material in or on any land, water or water body;

("the Activity")
to permanently disturb wetlands for the purpose(s) of land development for the GraceLife Church Expansion Project

subject to the attached terms and conditions

Designated Director under the Water Act: Muhammad Aziz

Date Signed: 2024-04-30

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TERMS AND CONDITIONS

1. DEFINITIONS

5050. All definitions from the Act and the Regulations apply except where expressly defined in this Approval.

5060. In all parts of this Approval:

a. "Act" means the Water Act, RSA 2000, c. W-3, as amended;

b. "Application" means the written submissions to the Director in respect of application number DAPP0069642 and any subsequent applications for amendments of Approval Number DAUT0015908;

c. "Director" means an employee of the Government of Alberta designated as a Director under the Act;

d. "Minimization of wetland impacts" means reducing negative impacts on wetlands as described in the Alberta Wetland Policy, Alberta Government, September 2013, as amended;

e. "Regulations" means the regulations, as amended, enacted under the authority of the Act;

2. GENERAL

5200. The Approval Holder shall immediately report to the Director by telephone, any contravention of the terms and conditions of this Approval at 1-780-422-4505.

5210. The terms and conditions of this Approval are severable. If any term or condition of this Approval is held invalid, the application of such term or condition to other circumstances and the remainder of this Approval shall not be affected thereby.

5220. The Approval Holder shall not deposit or cause to be deposited any substance in, on, or around the water body that has, or may have, the potential to adversely affect the water body.

5230. The Approval Holder shall retain a copy of this Approval at the site of the Activity.

3. PARTICULARS

5240. This Approval is appurtenant to the following undertaking described as:

(a) permanently disturbing wetlands for the purpose of land development for the GraceLife Church Expansion Project

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in NW 35-051-26-W4, as described in DAPP0069642-R001, as specified in 5250.

5250. The Approval Holder shall only undertake the Activity in accordance with the following plan(s) and report(s).

DAPP0069642-R001
Wetland Assessment and Impact Report
for the GraceLife Church of Edmonton Expansion Project
prepared by Paragon Soil and Environmental Consulting Inc.
March 2024

5260. The Approval Holder shall retain a copy of the plan(s) and report(s) referred to in 5250 at the site of the Activity at all times while conducting the Activity.

5270. The Approval Holder shall not undertake the Activity in any manner or use any material that causes or may cause an adverse effect on the aquatic environment, human health, property or public safety.

4. WETLAND MINIMIZATION

5550. The Approval Holder shall implement minimization of wetland impacts as described in DAPP0069642-R001, as specified in 5250.

5. SILTATION AND EROSION CONTROL

5480. The Approval Holder shall not do or permit anything to be done, nor omit or permit any omissions, which causes or may cause an adverse effect related to:

(a) siltation; or

(b) erosion

as a result of the Activity.

5490. The Approval Holder shall:

(a) develop a written Siltation and Erosion Control Plan prior to commencing the Activity;

(b) implement the Siltation and Erosion Control Plan; and

(c) retain a copy of the Siltation and Erosion Control Plan at the site of the Activity at all times while conducting the Activity.

5510. The Siltation and Erosion Control Plan shall include, at a minimum, the following

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information:

(a) measures to minimize and avoid siltation of a water body or retained wetland;

(b) measures to minimize and avoid erosion;

(c) measures to ensure no removal or disturbance of bank vegetation occurs outside the site of the Activity;

(d) site preparation practices to be used on erodible soils;

(e) measures for the management of water flow to minimize siltation and erosion of any water body or retained wetland;

(f) measures for the stabilization of all disturbed areas until vegetation or other long-term erosion control methods are fully established and functioning;

(g) measures for the management of excavated material; and

(h) any other information required in writing by the Director.

6. CERTIFICATE OF COMPLETION

6050. The Approval Holder shall submit a Certificate of Completion to the Director within 90 after the expiry date of the Approval.

6060. The Certificate of Completion shall include:

(a) a statement that the activity has been completed in accordance with the Approval; and

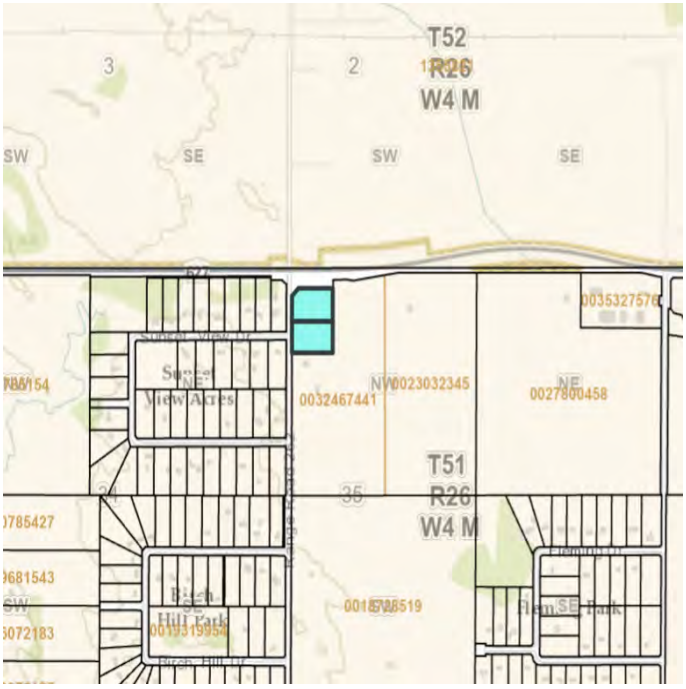
(b) any other information requested in writing by the Director.

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Exhibit K: Alberta Transportation and Economic Corridors Approval

Alberta Transportation and Economic Corridors
Traffic Impact Assessment Review

Permit Number :	RPATH0039225	**Highway(s):**	627, 60
Applicant Name:	D&A Paulichuk Consulting Ltd. darcy.paulichuk@shaw.ca		
Legal Land Location:	QS-NW SEC-35 TWP-051 RGE-26 MER-4	**Municipality:**	Parkland County
Decision By:	Robert Lindsay	**Issuing Office:**	North Central Region / Stony Plain
Issued Date:	2023-12-20 15:54:34		
Project Scope:	Submission of Traffic Impact Assessment		
Description of Development:	Grace Life Church New Sanctuary Building and Classroom Gymnasium Building LOT 1A & 1B, Block 1, Plan 1020669, NW-35-51-26-W4M; South of Highway 627		



This will acknowledge receipt of the above referenced traffic impact assessment (TIA). The department accepts the conclusions and recommendations of the TIA.

Transportation and Economic Corridors has the following additional comments and/or requirements with respect to the TIA:

1. Transportation and Economic Corridors has reviewed this report that was professionally endorsed by the consultant on November 20, 2023 and accepts its recommendations.

Please contact Transportation and Economic Corridors through the RPATH Portal if you have any questions, additions, or require additional information.

Issued by **Robert Lindsay, Dev and Planning Technologist,** on **2023-12-20 15:54:34** on behalf of the Minister of Transportation and Economic Corridors pursuant to *Ministerial Order 52/20 – Department of Transportation and Economic Corridors Delegation of Authority*

Exhibit L: Accessibility Design Guide 2024

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Table 3.8.2.5. from the NBC(AE)
Designated Parking Spaces
Forming Part of Sentence 3.8.2.5.(4)

Number of parking stalls required	Number of designated stalls for use by persons with physical disabilities
2-10	1
11-25	2
26-50	3
51-100	4
for each additional increment of 100 or part thereof	one additional stall

Note: One criteria for the issuance of a placard is that a person cannot walk more than 50 m.

3.8.2.6. Controls

1. Except as provided in Sentence 3.5.2.1.(3), controls for the operation of *building* services or safety devices, including electrical switches, thermostats, faucets, door hardware and intercom switches, that are intended to be operated by the occupant shall comply with Subsection 3.8.3. (See Note A-3.8.2.6.(1).)

[New] 3.8.2.7. Power door operators

1. Except as provided in Sentences (2) and (3), doors shall be equipped with power door operators complying with Subsection 3.8.3. that allow persons to activate the opening of the doors in the intended direction of travel, where the doors are located
   a. in an entrance referred to in Article 3.8.2.2., including the interior doors of a vestibule where provided,
   b. in a *barrier-free* path of travel, between the entrance referred to in Clause (a) and the entrance doors to *suites* or rooms served by a *public corridor* or a corridor used by the public (see Note A-3.8.2.7.(1)(b)), and
   c. **[New]** in an entrance to a washroom with a *barrier-free* water closet.

BEST PRACTICE

The *Municipal Government Act* requires that accessible parking be available for persons with disabilities. Table 3.8.2.5. shows the number of stalls currently required to be designated for use by persons with disabilities. However, it is recommended that an additional number of stalls be considered when the purpose or use of the building (assembly venues such as arenas, theatres, etc.) facilities may cause an increase in the number of seniors or persons with disabilities who require accessible parking, (e.g., arenas, grocery stores, medical services, restaurants.)

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Exhibit M: Public Engagement Summary Report

PUBLIC ENGAGEMENT REPORT

Prepared by

CHOMIAK BUILDS LTD



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Introduction & Purpose

GraceLife Church is proposing an expansion to the existing facility located at 51529A Range Road 262, Spruce Grove, AB T7Y 1B3.

This will include a 25,000 sq/ft sanctuary and a 25,000 sq/ft education centre and gymnasium.

The purpose for the expansion is because GraceLife Church has experienced exponential growth since 2020, almost tripling in size. On average there has been a steady increase of 80-90 new people attending GraceLife each year.

INTENDED USE OF PROPOSED EXPANSION

PHASE 1: SANCTUARY

- 25,000 sq/ft sanctuary building attached to the current facility with a breezeway.
- This will include a seating capacity of approximately 1500 people.
- The fan shaped facility is designed to allow for elevated seating at the back of the sanctuary to avoid a balcony and allow for extra storage.
- The Sanctuary is to be used for Sunday Worship Services, conferences, large funerals, and weddings.
- There is a gathering area outside of the sanctuary for attendees to greet and fellowship with each other before and after the service.
- Development of a full parking lot with an additional entrance to mitigate traffic flow.
- Development of a Firefighting/Stormwater Management Pond.

PHASE 2: EDUCATION CENTRE

- Additional 25,000 sq/ft Education Centre to be used for the ever-growing Children's ministry each Sunday.
- The classrooms are designed to be used for Sunday School.
- The intended use for the gymnasium is for children and parents during GraceLife church activities.
- The gym may also be used for sports and set up seating for potlucks after church, funerals, or weddings.

The purpose of the public engagement is to inform the public of the expansion project and to engage the community surrounding the church. This allows the community to review reports and drawings and to also ask questions or share concerns with the stakeholders involved. The public engagement presentation provides an opportunity for the stakeholders to share the project in its entirety and any environment and traffic reports received thus far. Community members are given the opportunity to ask questions and/or share concerns in real time, allowing consultants or the Project Manager to respond. The

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members of the surrounding community were given the opportunity to submit questions and concerns in a variety of ways from January 29th, 2024 – February 26, 2024. One Feedback response was received on February 29, 2024 and was filed with the rest of the feedback. The feed back received was anonymous so it did not offer any opportunity to dialogue with the resident about their concerns. Some of these concerns are already being addressed in this report. Changes to the project have been made based on feedback received, which will be addressed in this report.

Public Engagement Technique

GraceLife Church delivered an expansion notification package which Parkland County mailed out to the residents in the following areas on January 26, 2024:

Birch Hill Park	Sandy Ridge Estates	Woodbend Crescents
Double You Ranches	Sunset View Acres	Edmonton Corn Maze
Fleming Park	Westering Heights	

To notify the public further about the Public Engagement night, there was an ad placed in the Stony Plain Reporter for the publication dates of February 2 and 9, 2024.

Public Engagement Strategy

As part of the Development Permit Application, GraceLife Church was advised that public engagement was a requirement. Parkland County advised GraceLife that notification packages, advertising and open house event were required as part of the event. Feedback forms were sent out as part of the notification packages with a variety of ways (as noted below) to submit the questions and/or comments to GraceLife.

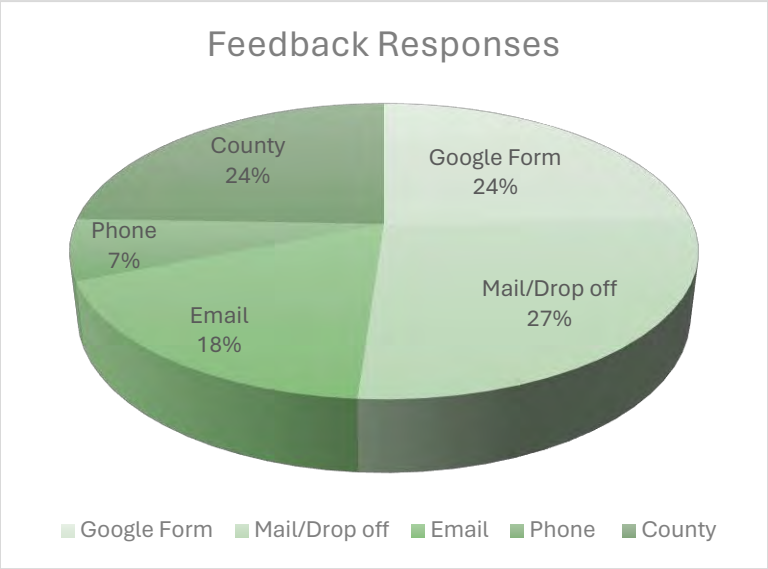
- January 26, 2024 – Parkland County mailed out 251 packages to area residents.
- GraceLife Church paid for an ad in the Stony Plain Report on February 2, 2024, and February 9, 2024.
- Residents were given a variety of ways to submit feedback to Parkland County & Chomiak Builds:
    i. Email jen@chomiakbuilds.com
    ii. Phone (780) 246-5548
    iii. Mail 51529A Range Rd 262, Spruce Grove, AB T7Y 1B8
    iv. Drop off 51529A Range Rd 262, Spruce Grove, AB T7Y 1B8
    v. Google Form

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vi. Parkland County accepted emails and phone calls
vii. Website link to view reports: https://gracelife.ca/building-project/

Public Engagement Participation

251 letters were stamped, sealed, and dropped off at 4:00 pm on Thursday, January 25, 2024. An email confirmation was received from Parkland County that the letters were addressed and dropped off at the post office at 11:55 am on January 26, 2024.

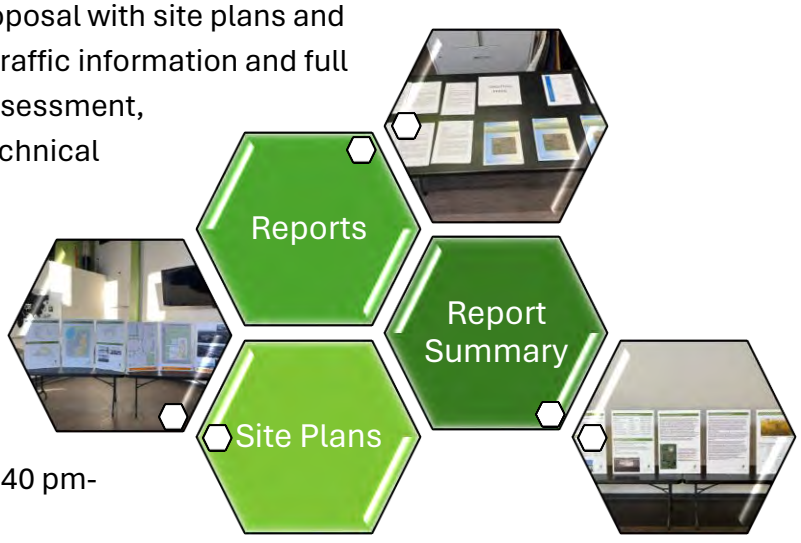


February 26, 2024, total feedback received: 45 submissions.

- Google Form: 11
- Mail/Drop Off: 12
- Email: 8
- Phone: 3
- Parkland County Email: 11

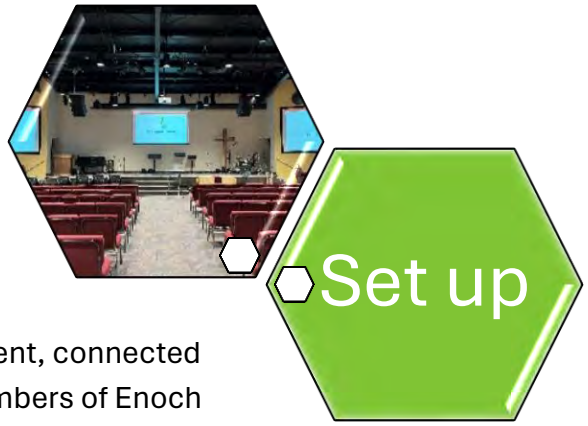
Public Event Strategy

- 12 different display boards were presented at the engagement night. These display boards included development proposal with site plans and elevation drawings, wetland and traffic information and full reports from the Traffic Impact Assessment, Wetlands Assessment and Geotechnical Report.
- Optional sign in
- Feedback form drop-off
- Introduction
- Presentation 7:00 pm-7:30 pm
- 10-minute intermission
- Questions and comments from 7:40 pm-8:30 pm



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Public Event Summary



- **43 residents attended the public event.**
- **Mayor Allan Gamble and Ward 1 Counsellor Sally Kucher Johnson were in attendance.**
- Residents who received the public engagement notification letter were welcomed into GraceLife Church at 6:30 pm on February 12, 2024.
- Affected residents that attended the Public Engagement, connected with Chomiak Builds and GraceLife Church staff. Members of Enoch Cree Nation were in attendance and some residents attended who did not receive the notification but were made aware of the evening from social media or other community members notifying them of the event.
- Some residents chose to go sit in the sanctuary until 7:00 pm when the presentation began.
- Others gathered in the foyer to look through the consultant reports and display boards.
- Some residents chose to sign in.
- Some residents dropped off their feed back forms.
- Coffee, tea, and water were served throughout the evening.
- The presentation began promptly at 7:00 pm with the announcement that the meeting was being recorded.
- It became clear right from the beginning of the presentation that residents wanted to engage with comments or questions through out the presentation, so the format was quickly adjusted, and the presentation was longer than anticipated to accommodate for that.
- The presentation ended at 8:45 pm with the announcement of a 10-minute intermission.
- Question and Comment period started at 8:55 pm and ended at 9:40 pm.

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Presentation Summary

The presentation started promptly at 7:00 pm and introductions were made to those available for questions and comments:

- Rob Chomiak | Chomiak Builds LTD — *Presenter*
- Frank Hilbich | Hilbich Architecture — *Architect*
- Mohamed Elsanabary | TWS Engineering — *Mechanical Engineer*
- Pastor James Coates | GraceLife Church — *Senior Pastor*
- Pastor Jacob Spenst | GraceLife Church — *Associate Pastor*
- Pastor Adam Pillidge | GraceLife Church — *Staff Pastor*
- Pastor Mark Blackburn | GraceLife Church — *Staff Pastor*

As noted above the format of the presentation changed as it became clear that residents wanted to engage with questions and comments as the items were being presented.

An explanation to the residents was given on why GraceLife Church needs to expand.

The following information was given regarding the growth of GraceLife Church:

- Started in 2005 with 50 people meeting in a hotel banquet room.
- 2021 attendance had grown to 567.
- 2022 attendance increased to 784.
- 2023 an average attendance of 863
- On average that is a steady increase of 80-90 people each year.

Included but not limited to the following people that attend GraceLife:

- Doctors
- Nurses
- Carpenters
- Pharmacists
- Stay at home Moms
- A wide range of people from various ethnic backgrounds

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The presentation covered the following topics in order from beginning to end:

- Expansion information
- Current Church Usage
- Proposed Church Usage
- Current Attendance
- Site Layout
- Elevation drawings
- Sanctuary drawings
- Education Centre drawings
- Existing Building proposed drawings
- Conceptual design drawings
- Proposed Construction Schedule
- Wetlands Assessment
- Traffic Impact Assessment

The presentation was provided in advance alongside our agenda an information package to Parkland County.

Summary of Concerns

Recorded concerns that were brought up at the meeting:

- Why was this not held at Parkland County?
- Is there a representative from Parkland County here?
- Is there going to be a school?
- Is there going to be residential buildings and people spending the night while attending seminary?
- How many people that attend GraceLife live in Parkland County?
- What happens if Parkland County denies this plan? Do you have a plan B?
- Was there a permit submitted for this current building?
- I would have been more comfortable submitting concerns to a 3rd party.
- Why was Enoch not invited to this event?
- Requested an extension to the February 26th deadline for the feedback.
- Where will GraceLife get water from for the new building?
- Is GraceLife going to be digging a well on the property?
- What happens to our well water?
- The GraceLife well will drain our wells.

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- If our water runs dry will GraceLife pay to ship water to my well?
- Do you have a license and how many gallons per day?
- Water in the residents existing wells have gone down.
- Have we done a feasibility study for getting water?
- Can you get water from Edmonton?
- Is the pond water going to be standing water?
- Will there be a fence around the pond?
- How will the firefighting pond be filled initially?
- Is the septic system pumped into the ditch or is it underground?
- The addition septic would be underground or pumped out?
- The traffic impact should remove years 2020-2022 because Covid affected traffic counts.
- Can you confirm the consultant counted the traffic to include the education building and construction equipment?
- Dropping kids off at school and picking up from school is peak time.
- The washboard on the road near the entrance to the highway is bad.
- Parkland County said the road was inadequate 5 years ago.
- People are driving too fast down Range Rd 262. I have almost been hit twice.
- Who pays for the general upkeep of the road?
- Did you pay for a traffic consultant?
- Has there been any research on how it is going to affect property values will drop. Is that something you would be willing to do?
- Structure of the roof, is it going to be lit?
- Why do you need a 40' structure above the building?
- Back in 2001 we were forced to use a cistern because we were not allowed a to build a well.
- Does GraceLife plan to engage the community to build community relationships?
- Is there a membership fee?
- Asked in two separate emails if a stop sign can be put at the end of the driveway.
- How will two driveways help mitigate traffic?
- There is a significant amount of building from Edmonton. We need better information and transparency.
- How are we going to trust that we won't relive that nightmare?
- How can you ensure we are going to be a safe community?
- Do you pay taxes? I should have more of a say because I am a taxpayer.
- What is the infrastructure for the gas? My gas pressure dropped when it was -50 out.

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- Big institution with several buildings. I'm sure they will be beautiful but there are no trees or nature.
- You know this isn't Edmonton, why did you pick this location?

How Input Influenced Decisions

Public engagement feedback incorporated in the decision-making process for the development permit application was required by Parkland County after the application for the Development Permit was submitted. GraceLife Church was advised that this development did not require a public engagement and therefore the permit was submitted without engaging the public prior. The following public input has adjusted some of the decision regarding the project scope and design.

Public engagement allows area residents impacted by the planned development to have an opportunity to influence the outcomes and choices made in the proposal. Community members are impacted by new a development and it is important that their questions and concerns are considered with the project.

Public Input

A few residents raised concerns regarding the construction of a school. GraceLife Church has removed the school from the project.

Concerns over the design of the building and the height of the steeple resulted in a decision to remove the steeple from the plans.

Concerns over lighting resulted in a conversation regarding a dark sky policy. GraceLife Church is willing to work with the planners to design the lighting to mitigate light pollution in the area.

Concern over stagnant water in the storm water pond resulted in the mechanical engineering confirming there will be aeration in the pond.

Concerns from some of the residents regarding the well water and if there was a sufficient aquifer to support a growing church building. GraceLife church hired Arletta Water resources to conduct a report to determine aquifer productivity. It was determined that there is sufficient aquifer supplies and therefore building a well on the site will not affect area residents. Report has been attached to this document.

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Following are summarized key concerns in the following categories: traffic, well water, school, and demographics. At the end of each category, is a subcategory on how these concerns are being addressed.

Traffic

- The Traffic Impact Report did not factor in the construction traffic should development be approved.
- School traffic should there be a private Christian school and Seminary.
- The washboard road in front of the corn maze entrance and at the intersection of Range Road 262 and HWY 627.
- Not having a stop sign at the end of the driveway on the GraceLife property.
- Drivers not being aware of the residents and the neighbours in the area.

Addressing Traffic Concerns

- Chomiak Builds has contacted D&A Paulichuck Consulting Ltd to confirm the impact report considered school traffic, if it would affect peak hours, construction traffic and if the covid lockdowns affected the traffic counts.
    i) Construction traffic was not considered as it is sporadic, they only consider construction traffic on large scale projects such as refineries.
    ii) D&A Paulichuck confirmed that they considered the data sent to him regarding the school and it did not change the results of the report.
    iii) Results will be posted on the GraceLife link provided to residents.
- The Traffic Impact Report was approved by the province and recommends no upgrades to the road or the intersection.
- A stop sign was installed at GraceLife on February 16, 2024
- GraceLife Church spoke to their members at both services on Sunday, February 18, 2024, and encouraged them to be more considerate while driving into and out of the church property.
- Alberta Transportation and Economic Corridors approved the roadside development on April 8, 2024.

School

- Some residents were concerned about a K-12 school being built in their neighbourhood.
- One resident was concerned there would be residential buildings for Seminary students to live in while they attended Seminary classes.

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- Some residents were concerned that dropping off and picking up children would increase the traffic at peak hours.

Addressing School Concerns

- The Education Centre is being built to accommodate the growth of the children's ministry. The primary use will be for children's ministry during the worship service on Sunday.
- The Board of Elders at GraceLife Church have removed the Private Christian School from the project.

Well Water

- Residents were concerned that a well on GraceLife property would drain water from their wells.
- Residents were concerned that removing the wetland would decrease their water levels.
- Residents asked if GraceLife could get water from the City of Edmonton.

Addressing Well Water Concerns

- After hearing the concerns about the well water impact, GraceLife church hired Arletta Water resources to conduct a report to determine aquifer productivity. It was determined that there is sufficient aquifer supplies and therefore building a well on the site will not affect area residents.
- Arletta Water Resources has completed a Groundwater Supply Evaluation. They utilized existing data to determine the aquifer productivity in the area and have determined that sufficient aquifer supplies exist to meet the demands of the facility and its proposed expansion. The best aquifer targets for future wells on site are the bedrock aquifer units present from 85-120+ metres below the site. Sufficient aquifer supplies should exist to provide water for future development without causing adverse effects to existing domestic, licensed, or traditional agricultural users. Refer to Appendix 4 to review the report.
- An estimate from Elk Point Drilling was provided and plans are in place to conduct a 24-hour pump test (upon development approval). They also indicated that wetlands are not deep enough to supply the wells in the area.
- The proposed site is in Parkland County and the City of Edmonton and EPCOR has no jurisdiction. As per information from Parkland County, there is no existing water infrastructure in the vicinity. The proposed water supply is designed using water holding tanks and fire protection, using a combined fire storm pond.

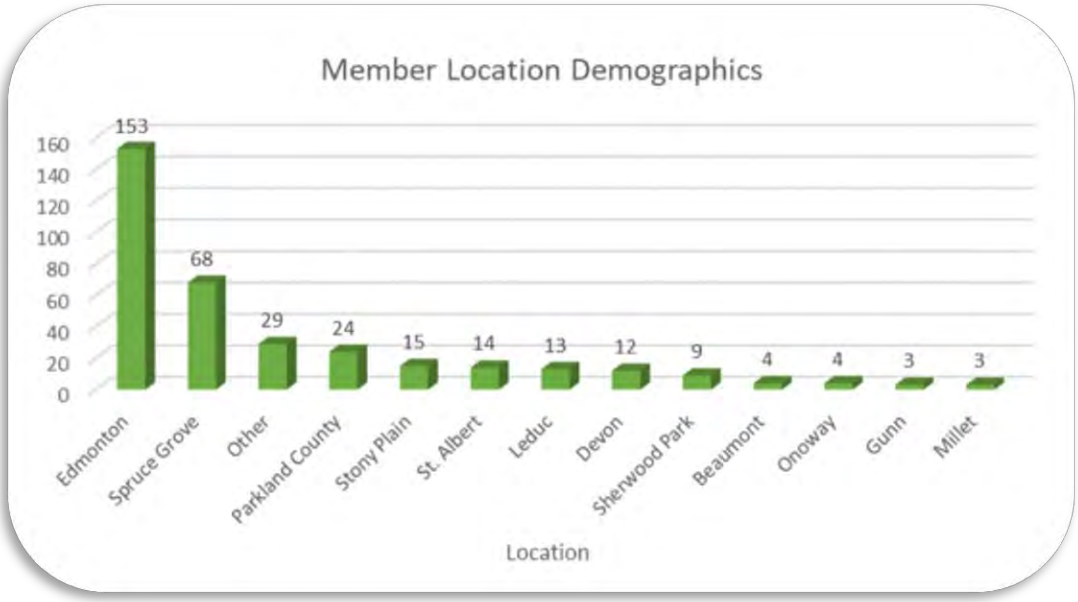
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Church Demographics

- One resident requested information on how many people live in Parkland County that attend GraceLife Church. The assumption made by residents is that no one lives in Parkland, and everyone is from Edmonton. This has also been noted in many of the feedback responses.

Addressing Church Demographic Concerns

- While Demographic information is not part of the Development Permit Application process, GraceLife Church shared their demographics at the Public Engagement evening.
- GraceLife Church only tracks demographics for current members of the church.
- Currently there are 24 *members* from Parkland County, 68 *members* from Spruce Grove and 15 *members* from Stony Plain. **In total: 92 *members* and their families live in the boundaries of Parkland County.** There are also regular attendees who are not members, so this number is higher.



Covid

Any comments regarding GraceLife churches response during covid 19 have been included in this report as they are not relevant to the development permit.

Property values

Property Values are subjective and will not be commented on. Chomiak Builds has contacted a realtor to conduct a property report regarding churches and will be uploaded.

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This is to accommodate the residents' concerns and has no impact on the Development Permit Application.

Residents feedback was collected and has effected positive changes in the project.

Key Feeback Themes/Direct Quotes

"We are very happy that the church is expanding! We pray all the neighbors around are also in agreement and that it progresses smoothly."

"Not opposed to the expansion."

- Traffic Impact
    i. "Can you confirm the consultant counted the traffic to include the education building and construction equipment?"
    ii. "This will create so much more traffic in our safe community, there is already traffic issues in the summer with the corn maze the storage facility and now you want to build a church creating more traffic"
    iii. "The issues is the traffic into the corn maze which currently congests the intersection on a number of occasions during the summer and weekends"
    iv. "The washboard on the road near the entrance to the highway is bad. Can you work with the Corn Maze and the RV storage to fix that? We know it is from big trucks breaking"
- Well Water Impact
    i. "What happens to our well water?"
    ii. "The GraceLife well will drain our wells."
    iii. "Have we done a feasibility study for getting water? Can you get water from Edmonton?"
    iv. "Concerned about environmental impact of sewage"
    v. "This project will disturb a wetland site which will inevitably affect the species that live there and potentially affect the water as well"
- School
    i. "Is there going to be a school?"
    ii. "Dropping kids off at school and picking up from school is peak time."
    iii. "Is there going to be residential building and people spending the night while attending seminary?"
    iv. "Are you going to have a playground for children?"

Some residents were concerned about the impact the traffic would have in the area. Concerns were raised about the City of Edmonton developing so close to Parkland County.

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The Traffic Impact Report indicates that there will be no major impact to the traffic during peak hours and Alberta Transportation and Economic Corridors has approved the road side development permit.

After discussions from the residents bringing concerns regarding the impact the church would have on the well water in the area, GraceLife Church hired Arletta Water Resources to conduct a ground water supply assessment and they determined that when drilling to a certain depth our wells will not impact wells in the surrounding area. A company will be hired to do a pump test and report on the findings.

Several residents were concerned about a school and the increase in traffic/noise in the area. GraceLife church has removed the school from the project.

Chomiak Builds recorded each concern from the meeting and not all concerns are relevant to the development permit.

Note – all questions or comments are direct quotes from emails, forms, and comments made at the public engagement night.

Residents requested that the feedback deadline be extended as they did not feel February 26th was enough time to submit concern. The mayor of Parkland County indicated that he would request an extension for feedback but no further communication was provided to Chomiak Builds or GraceLife Church regarding an extension. Only one submission was received on February 29th2024. This was not included the report but was taken as information only. It was anonymous feedback that provided no opportunity to communicate with the resident(s).

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Public Feedback Categories

The members of the surrounding community were given the opportunity to submit questions and concerns in a variety of ways from January 29th, 2024 – February 26, 2024. Feedback received after the deadline was not included in the report but will be included in any types if changes or adjustments made to the Development Permit. Changes to the project have been made based on feedback received thus far which will be addressed in this report.

Note – light green shading indicates common themes.

Land Use and Zoning

Question/Comment	Is the comment being addressed? Yes or No	If yes, how? If no, why not?
We would also like to know the purpose of the sanctuary and the education centre and the target participants for both.	Yes	*The purpose of the sanctuary and education building is to accommodate the growth we have incurred over the last few years.* *As for the target participants, it is open to everybody.*

Building Design and Massing

Question/Comment	Is the comment being addressed? Yes or No	If yes, how? If no, why not?
Is there going to be a school?	Yes	*Gracelife Church has removed the school from the project*
Is there going to be residential buildings and people spending the night while attending seminary?	Yes	*No, future growth does not include residential buildings on the site plan.*
Do you have a well now?	Yes	*No, a cistern is used.*
Even with a well and a cistern my concern is that some sort of engineering assessment should be done to make sure the quality of the water is not impacted for the residents.	Yes	*A hydrogeologist has determined that when drilling to a certain depth our wells will not impact wells in the surrounding area. Please refer to appendix 4 for the report. A company will be hired to do a*

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		pump test and report on the findings.
Where will GraceLife get water from for the new building?	Yes	*The plan is to utilize a well/cistern system.*
Is GraceLife going to be digging a well on the property?	Yes	*The plan is to dig a well for each building.*
Is the pond water going to be standing water?	Yes	*No, the water will be aerated to keep it moving.*
Will there be a fence around the pond?	Yes	*There will be barriers in place to keep people from accessing the pond.*
How will the firefighting pond be filled initially?	Yes	*All the site grading will direct ground water to the firefighting pond. Water will be hauled in to meet the required level if need.*
How will the firefighting pond be filled initially?	Yes	*All the site grading will direct ground water to the firefighting pond. Water will be hauled in to meet the required level if need.*
Is the septic system pumped into the ditch or is it underground?	Yes	*All current sanitary water is stored in septic tanks. The septic water is hauled off site.*
Is the structure on the roof going to be lit?	Yes	*Conditional on design approval.*
What is the infrastructure for the gas?	Yes	*Atco conducted a site visit and will require GraceLife Church to upgrade the existing 42mm PE service line to a 60mm PE service line. Atco has determined the gas infrastructure can accommodate the expansion.*
Big institution with several buildings. There are no trees or nature.	Yes	*There is a landscaping plan that will be approved by Parkland County.*
Can you put a stop sign at the end of the driveway?	Yes	*A stop sign was installed on Friday, February 16, 2024.*
Are you going to have a playground for children?	Yes	*A designated play area is shown on the site plan as part of the expansion.*
The current building is located in close proximity to a trailer	Yes	*The Architect has designed the site plan that*

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storage facility and does not have adequate square footage for the additional parking that will be necessary to accommodate more cars.		*accommodates all the necessary parking for this expansion.*
Will there be a need to strengthen the grid in the area to provide the additional power consumption to GraceLife Church and if so will that increase the area's distribution charges?	Yes	*Fortis conducted a review in November 2023: The existing Transformer is a 150kVA-120/208V padmount transformer and the scope is to upgrade it to a 500kVA-347/600V, pad stays the same so there is no ground disturbance. There is sufficient power for the expansion.*
Safety concern on not having a sprinkler system installed in the proposed school.	Yes	*The engineers and consultants have determined the fire fighting pond is adequate to cover all life safety requirements and this design meets all building code requirements for this expansion.*
Henry's house (Willowdale RV) is far too close for the 25,000 sqft Phase 2 to be situation next	No	*The Architect has designed the site plan to accommodate all applicable setbacks and boundaries for the buildings.*

Transportation and Parking

Question/Comment	Is the comment being addressed? Yes or No	If yes, how? If no, why not?
The traffic impact should remove 2020-2022 because Covid affected traffic counts.	Yes	*Traffic counts were not collected during covid 19. This data does not affect the Traffic Impact Assessment.*
Can you confirm the consultant counted the traffic to include the education building and construction equipment?	Yes	*The consultant considered this data in their report, and it does not change the recommendations of the report. The intersection has capacity for this.* *The traffic consultant did not look specifically at the*

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		construction traffic as it can be sporadic with smaller projects. When there are large scale projects such as refinery's etc. then construction traffic is reviewed. D&A Paulichuck can confirm that the recommendations do not change when looking at construction traffic for this site.
GraceLife ignored the corn maze and the RV storage when counting traffic.	Yes	*The Traffic Impact Assessment accounted for the corn maze and RV Storage.*
Would the traffic assessment have taken into account the use of septic trucks?	Yes	*The Traffic Impact Assessment accounted for the septic trucks coming to GraceLife Church.*
Dropping kids off at school and picking up from school is peak time.	Yes	*Gracelife church removed the school from the project.*
The washboard on the road near the entrance to the highway is bad. Can you work with the Corn Maze and the RV storage to fix that? We know it is from big trucks breaking hard at the stop sign.	No	*The Traffic Impact Assessment recommended no upgrades to the road.*
Did you pay for a traffic consultant?	Yes	*Yes, D&A Paulichuck Consulting LTD*
The Problem is not during the week, it is the weekend. The concern is turning left to go west on 627.	No	*This was taken as a comment only.*
This will create so much more traffic in our safe community, there is already traffic issues in the summer with the corn maze the storage facility and now you want to build a church creating more traffic	Yes	*The Traffic Impact Report was approved by the province and recommends no upgrades to the road or the intersection.*
I am concerned the road condition will get significantly worse with the added EIGHTY trips per day	Yes	*The Traffic Impact Report was approved by the province and recommends no upgrades to the road or the intersection.*

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My concern is the fact that there are no street lights at the intersection of RR 262 and Garden Valley Road	No	*The Traffic Impact Report was approved by the province and recommends no upgrades to the road or the intersection.*
There is no space for additional lanes that will be required to facilitate safe access for residents that will be required with the traffic a school will bring.	No	*The Traffic Impact Report was approved by the province and recommends no upgrades to the road or the intersection.*
A traffic study has been completed on the impact to traffic flows, but the impacts to the road infrastructure appears to be ignored.	No	*The Traffic Impact Report was approved by the province and recommends no upgrades to the road or the intersection.*
During corn maze hours traffic is already a problem and the roads (willowdale and woodbend) are not in good condition now	No	*The Traffic Impact Assessment recommended no upgrades to the road.*
It is hard to say with certanty, however, it is my opinion the Ashphalt (road) has sustained (sustaining) significant wear & tear. Noticable by the wash-board effect near your entrance	No	*The Traffic Impact Assessment recommended no upgrades to the road.*
The issues is the traffic into the corn maze which currently congests the intersection on a number of occasions during the summer and weekends	Yes	*The Traffic Impact Assessment Report addresses the traffic counts and has deemed that no upgrades are required for the intersection.*
The existing plans to add 50,000 sqft or more is more than Highway 627 or Range Road 262 can handle	No	*The Traffic Impact Assessment recommended no upgrades to the road.*
The intersection leading up to hwy 627 on RR262 is in is in deuterating condition and will need major repairs	No	*The Traffic Impact Assessment recommended no upgrades to the road.*
We are not at all in favor of the extra traffic, people, noise disruption all of this would bring to our quiet neighborhood	No	This comment has no impact on the GraceLife expansion.

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Range Road 262 and Highway 627 is already a dangerous intersection and the expansion of this church will increase this traffic flow causing greater danger. Having a high volume business and an already high capacity church on range road 262 has already led me witnessing many close calls. This is just an additional risk caused by allowing this expansion.	No	*The Traffic Impact Assessment recommended no upgrades to the road.*
It's not a fair comment to say that traffic will increase on average 80 cars/day, considering the majority will be sunday. I also don't see any acknowledgement of the busy Sundays in teh fall for the conr maze	Yes	*The Traffic Impact Assessment Report addresses the traffic counts and has deemed that no upgrades are required for the intersection.*
The issues is the traffic into the corn maze which currently congests the intersection on a number of occasions during the summer and weekends	Yes	*The Traffic Impact Assessment Report addresses the traffic counts and has deemed that no upgrades are required for the intersection.*

Environmental Impacts

Question/Comment	Is the comment being addressed? Yes or No	If yes, how? If no, why not?
What happens to our well water?	Yes	*A hydrogeologist has determined that when drilling to a certain depth our wells will not impact wells in the surrounding area. Please refer to appendix 4 for the report. A company will be hired to do a pump test and report on the findings.*
The GraceLife well will drain our wells.	Yes	Refer to above.

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Do you have a water license and how many gallons of water per day will you use?	Yes	*This will be addressed when we complete our pump test and reports. A hydrogeologist has completed their assessment (please refer to appendix 4.) There will be an application for a license once it is determined a well is feasible on the GraceLife Church property.*
Have we done a feasibility study for getting water? Can you get water from Edmonton?	Yes	*Developments in Parkland County cannot tie into the existing water service for Edmonton.*
Removing the wetland is risking a huge impact to everyone in this room.	Yes	*The Field Assessment determined the lowest wetland value "D". A WAIR has been submitted to the province for review and to determine approval to remove the wetland. Paragon Soil has discussed options available for the removal of the Wetland. All reports have been submitted with the Development Permit Application.*
This project will disturb a wetland site which will inevitably affect the species that live there and potentially affect the water as well	Yes	*The Field Assessment determined the lowest wetland value "D". A WAIR has been submitted to the province for review and to determine approval to remove the wetland. Paragon Soil has discussed options available for the removal of the Wetland. All reports have been submitted with the Development Permit Application.*
Spring melting usually creates a shallow lake in spring where phase 1 is proposed. Do you have a plan to drain off this water? Also, we are very happy that the church is expanding!	Yes	*A Geotechnical report was completed and they have determined that the land can accommodate the expansion. There is significant civil work to do on site and the water would be dealt with at that time.*

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Concerned about the impact on ground water – most residents depend on wells	Yes	*A hydrogeologist has determined that when drilling to a certain depth our wells will not impact wells in the surrounding area. Please refer to appendix 4 for the report. A company will be hired to do a pump test and report on the findings.*
Concerned about environmental impact of sewage	Yes	*All current sanitary water is stored in septic tanks. The septic water is hauled off site.*
Ground water capacity: May I suggest that this issue be carefully considered prior to issuing the development permit. I cost me $22,000 dollars to replace my well a number of years ago and I DO NOT intend to resort to hauling water should my well water supply be impacted by this project.	Yes	*A hydrogeologist has determined that when drilling to a certain depth our wells will not impact wells in the surrounding area. Please refer to appendix 4 for the report. A company will be hired to do a pump test and report on the findings.*

Community Benefits & Amenities

No comments or questions were received regarding community benefits or amenities.

Uncategorized Comments

Question/Comment	Is the comment being addressed? Yes or No	If yes, how? If no, why not?
What happens if Parkland County denies this plan? Do you have a plan B?	No	*Not pertinent to the DP*
Why was Enoch not invited to this event?	Yes	*Parkland County gave Chomiak Builds the number of letters they required to mail out based on the requirements for surrounding neighbourhoods and communities. Chomiak Builds did not know who these were being mailed to. Only that 251 letters were required to*

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		for Parkland County to address and put in the mail.
You are submitting this event back to Parkland County? Would GraceLife and Parkland County work together to create a link to submit information rather than residents emailing a general email inbox?	*No*	*The mayor indicated he would speak to administration. Chomiak Builds had a phone call to the new Development Planner on Feb 14th and he indicated they would not be creating a separate email for residents to utilize.*
Requested an extension to the February 26th deadline for the feedback. The Resident said half the residents didn't receive their packages.	No	*February 26th was the date approved by Parkland County as the deadline to collect feedback. Parkland County decided who the letters were sent out to, and enough time was provided from the letters being mailed out and when the public engagement night was held.*
Enoch Consultation: From my observation at the meeting there was minimal to no consultation with Enoch regarding this proposal. There are Enoch residents that are also impacted by this expansion project.	No	*Parkland County set out the boundaries of where to mail the letters.* *A pre-consultation with48* *The First Nations & Metis Settlement by Paragon Soil and the report came back with "no consultation required".*
The Parkland County contact information should have been included in the notification package.	No	*The notification packages were already sent out. But residents were made aware that they could submit feedback directly to Parkland County.*

Any communication replied to the residents from the Mayor and Counsellors are not recorded in our report but have been attached in the Appendix 2.

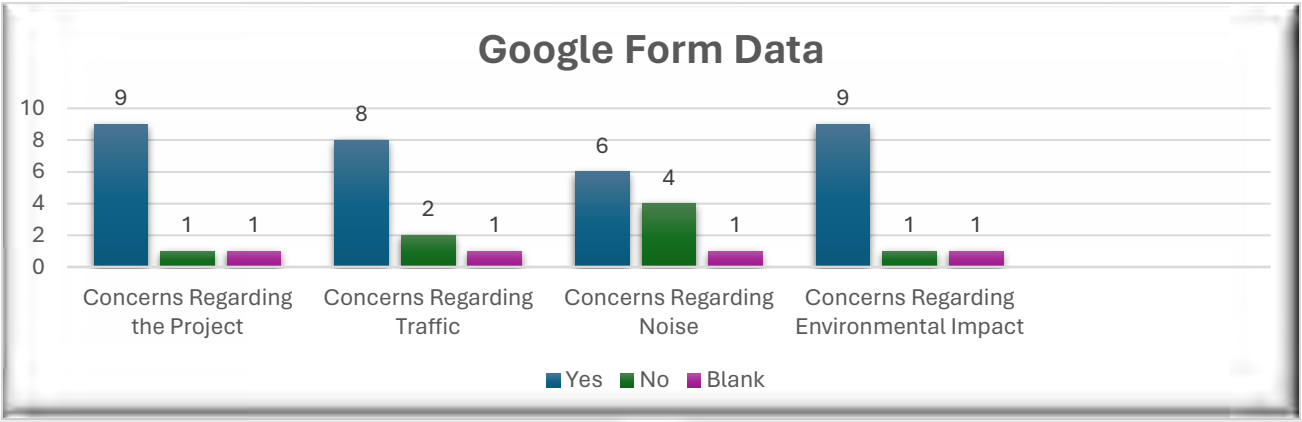
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Feedback Submissions

Note following comments: All correspondence received was copied and pasted or copied directly from the papers provided. All spelling and grammatical errors are the writers own. Original documents have been compiled as a PDF and attached as Appendix 1 & 2.

Google Form Results and Comments

11 google forms were submitted. The google form was closed on February 26, 2024 at 9:05 am.



Not opposed to the expansion.

Grace Life Church has proven that it does not care about the constituents of Parkland County or Edmonton, as its refusal to obey the law during the early days of Covid shows. Allowing it to expand would only increase its ability to negatively influence our county, increasing costs such as policing and enforcement, which ultimately is born by our taxpayers. Allowing them to expand is a slap in the face to everyone who lives here.

This will create so much more traffic in our safe community, there is already traffic issues in the summer with the corn maze the storage facility and now you want to build a church creating more traffic plus a k- 12 this I believe will decrease our property value according to past studies, no one in our subdivision is on board with this, upswing in crime, traffic nosey people driving through our subdivision, we live in the country for peace and quiet this will creat compel are chaos in our community

Yes most of us moved out here to the country to get away from all the big buildings and traffic and I see this as what we wanted to get away from. Also we live here 7 days a week and I see no mention as to the traffic volumes for Sunday. Is this something we should be concerned about. I am not sure I am okay with it

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Already waking up in the morning for work I have seen animals including deer and COUGARS because they are displaced and have no where else to go. In birch hill park there is a section of land left without development, and this is known to be a forest with MANY animals inside. Having so much more noise and even traffic and people will scare them, and it brings a lot of danger to a community of children and elderly when they will make their way out having to find a new habitat

262 is a HORRIBLE road. the city may have predicted it will be fine for 20 years after recent construction, but as far as I'm concerned they paved it one year, and STILL had to pave it the next because it had already started falling apart. This is the only connecting road to most neighbourhoods in this area, and if anyone from the city had driven on it in the past ten years they would know it is worse than gravel. the speed limit is 80km and I have to go less than 60kmh because my dodge dart BOTTOMS OUT on the excessive washboard, which is present beside gracelife and the cornmaze entrance. suspicious that it's only present where the increased traffic has been for the past few years 🧐. They know as well as anyone else that RR 262 is not a two lane road due to the paved edges literally crumbling into the ditch, and they don't care and are using justification to push the project through. if by the off chance they decide to try to fix the road for the third time since 2020, we will have construction lasting an entire summer again. meaning pavers you can't pass and blocked off roads adding an extra 10 minutes to every place you TRY to get too, and also of course increased emissions. if this project goes through we still have to deal with construction because of a second entryway to the church. placing this Across from sunset view acres makes this an incredibly dangerous intersection, in an area once again lived in by children and elderly people. every day in the summer I would ride my bike to the highway and back to my neighbourhood, but within the past year had to stop because of the new flow of traffic there. I already feel unsafe riding my bike and even just being outside of my house as a woman, now add another 1000 people in the area, including when it's dark out. during COVID, there was already a protest against the public health and safety regulations, meaning they couldn't gather inside or mist be vaccinated. as someone with a chronic illness this deeply disturbed me, considering I was unable to leave my house for 2 years from the consequences and the severity of the PANDEMIC, yet at the same time gracelife church broke so many rules the pastor was arrested, and continued even after this to have ENTIRE SERVICES to preach against vaccines and lie about the severity of COVID-19. they gathered despite the LAWS and continued after punishment. this makes me greatly concerned for what goes on there everyday, and what other values are being instilled in these people. this protest also involved police for several days, once again blocking off the road and at times I was required to show ID to get into my own neighborhood that I have lived in for 20 years. roads got blocked off completely, and when you were finally able to get out of your neighbourhood, the masses of people made it unsafe to drive up the road. I don't want leaving an hour before work for a 10km drive to become a hobby for me. also, the quote of "traffic is not estimated to increase during peak hours" is another lie. they listed peak hours as 7am and 5pm, aka rush hour. this is for the city of Edmonton and does not accurately describe peak hours of RR 262 or even highway 627. to be completely honest, an accurate schedule of peak hours would be when gracelife service begins and ends. the traffic lines up DOWN THE ROAD and people cut you off just in an attempt to avoid the huge line extending through their parking lot. anyone with a brain can see with an added 80 vehicles or 600 people, traffic not increasing is a lie and manipulation of data.

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I am very concerned about the environmental impact. This project will disturb a wetland site which will inevitably affect the species that live there and potentially affect the water as well. The Water Assesment Impact Report can take up to a year to be completed. I cannot reasonably support this project until the results from the WAIR have been made public. I would like to know the effects this will have on the plant and animal species, soil, and air quality before this project gets approved. None of this information has been shared at this point. Additionally, the noise from construction on this project is worrisome for a few reasons. Members of the community will obviously be annoyed and inconvenienced by the noise, but I am even more concerned about the potential affect this could have on animals. Depending on when construction would occur, the noise could affect breeding birds and other animals who rely on songs to communicate and find a mate. Not to mention the various other wildlife that live in this area including deer, hares, coyotes, etc. Noise pollution is a huge problem for many animals and I'm concerned that this could drive away the wildlife we have living in the area.

As a member of the community who has lived here the majority of my life, I am extremely concerned about this project for several reasons. Firstly, I am concerned about the environmental impact of this project. This project will disturb a wetland site which will inevitably affect the species that live there and potentially affect the water as well. The Water Assesment Impact Report can take up to a year to be completed. I cannot reasonably support this project until the results from the WAIR have been made public. I would like to know the effects this will have on the plant and animal species, soil, and air quality before this project gets approved. None of this information has been shared at this point. Additionally, the noise from construction on this project is worrisome for a few reasons. Members of the community will obviously be annoyed and inconvenienced by the noise, but I am even more concerned about the potential affect this could have on animals. Depending on when construction would occur, the noise could affect breeding birds and other animals who rely on songs to communicate and find a mate. Not to mention the various other wildlife that live in this area including deer, hares, coyotes, etc. Noise pollution is a huge problem for many animals and I'm concerned that this could drive away the wildlife we have living in the area. I am also very concerned about the increase in traffic we will inevitably see. It is expected to increase by 80 trips per day which is a significant increase. I'd like to be able to ride my bike without being afraid of getting hit by a car. I understand that the traffic is not expected to increase "during peak hours" however it is still increasing all the same. The church has a service or bible study nearly everyday of the week. If I leave my house any evening or weekend, I will likely have to budget extra time to account for the added traffic. Also, Range Road 262 already has MANY potholes, is extremely narrow, and is not maintained in the winter. It is in terrible condition despite being paved and patched multiple times in the past few years. I am concerned the road condition will get significantly worse with the added EIGHTY trips per day. I am also extremely concerned with the lack of information we have been provided about this project. When will the construction occur? How long will it take? How will construction impact traffic on a narrow 2 lane road (if you can even consider it 2 lanes)? Will the road be closed or down to one lane? How will this construction impact the soil? Air quality? Wildlife? I understand that a lot of these details are still unknown, but I think it is highly unreasonable to expect the local public to make informed comments about a project with such little information. Lastly, I am gravely concerned about the increase of the hateful rhetoric of this church. We have seen that this church disregards the law and does not have the wellbeing of its people in mind. They were not only willing to break the law and risk spreading illness to others during the pandemic, but they preach hate consistently on a weekly basis. I am concerned that with a larger church, there will be more members in my community that will share this type of thinking. I truly respect the right of people to believe and worship however they chose and I welcome different people from different backgrounds and belief systems. However, I can't support the expansion of a platform that will be used to mislead and deceive more people into beliveing hateful ideas. I can't overstate how disturbed I am at the possibility of this project occuring. I know many more neighbors who feel the same. Some have even started petitions to try to stop this expansion from happening. It is clear that this community does NOT want this project to proceed. I plead with you to consider our opinions when moving forward with any decisions

I ABSOLUTELY do have many concerns. We have had a lot of construction and clearing of land in this area for multiple years now. Wildlife, the Wetlands, Trees, grasses etc.,have already been extremely impacted. Studies on the constant environmental changes being made in this region have not been done. The effects on both the environment and on people have not been done. Our overall water table is extremely low, now to even consider altering our precious wetlands in absurd and unthinkable. The noise level will continue affect all species of wildlife, which will cause them to have to move from their homes. This in turn will mean more chances of these animals being killed on the road from all of the extra traffic. With no longer having a place to live, they will be coming into closer contact to humans, which then means the animal will be put down as we take over their homes.

We currently have a wonderful, safe neighborhood to raise our children, and live out our golden years. Increased traffic, higher noise levels, road conditions, emissions, and garbage, will all alter the neighborhood so significantly that it will no longer be. With the increased amount of people, always comes increased crime. I am not apposed to new churches being planted, spreading the TRUE gospel of the Lord. I am apposed to large or massive churches being planted in the middle of small rural neighborhoods. They do not belong. This would be no different than setting up a Walmart Supercenter right in our backyard. I feel the overall impact of this expansion would have a large irreversible, negative, unnecessary, life altering effect on all involved. My vote in NO please!!!

Already too much traffic. During Covid they caused residents significant issues which caused all respect to be lost for GraceIfe

More traffic, more impact

GL Covid protests impacted me severely. Traffic has already been a safety issue. I oppose expansion.

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Email

8 emails were submitted.

January 29, 2024

Q: Good afternoon Jen. After reading the information mailed to us we have 2 questions that I hope you can answer quickly. You noted the existing and proposed hours for the church but we would like to know the proposed hours for the sanctuary and education centre. We would also like to know the purpose of the sanctuary and the education centre and the target participants for both. Looking forward to hearing from you soon. Thank you.

A: Good morning, my name is Rob Chomiak and I am managing this project for Grace Life Church. I also serve as one of the pastors there. I received your email from Jen last night and I would like to respond to your questions. I have copied your email below (in red) for clarity and to make sure that I don't miss anything.

1) What are the proposed hours for the sanctuary and education center?

The hours for the new sanctuary building and education building are included in the letter under the heading "Proposed Hours of Operation" These hours are what we anticipate to have for the new sanctuary and education building as it will function the same as the existing church building, but just allow for more space for our congregants. The biggest change would be that we can shorten our service times on Sunday because we don't need to accommodate two completely different groups for our Sunday format. You would see that when comparing the existing hours of operation to the proposed hours of operation. The education building allows for our children's ministry to expand but take place during the same time as our existing children's ministry.

2) What is the purpose for the sanctuary and education center and who are the target participants for both?

The purpose of the sanctuary and education building is to accommodate the growth we have incurred over the last few years. God has blessed us with this growth and we want to continue to faithfully preach the Gospel of Jesus Christ, that through His life, death, and resurrection we are forgiven of our sins. We believe the best way to continue to do this is to expand our current facilities for the sanctuary and the children's ministry so that we can equip these saints for their ministry work. The new sanctuary will replace the old one in the existing building, which will now be used for our Sunday School teaching during worship, and the education building will be used to house the new children's ministry classrooms. Those existing classrooms will be turned into offices in the future after the second building is built.

As for the target participants, it is open to everybody. We open our doors to any and all who want to hear the gospel, repent, and put their faith and trust in Jesus Christ our Lord and Saviour. Our children's ministry is also being filled up through our own members and congregants being blessed with children, and we are already out of room in the existing classroom space.

Please let me know if this answers your questions and feel free to reach out to me anytime.

Thanks!

Response to above: Thank you Still quite concerned about the additional vehicles on RR 262 based on the current state of the road with all the bumps between the church and Highway 627.

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January 29, 2024

Comment: I received the proposal letter about the church expansion. My concern is the fact that there are no street lights at the intersection of RR 262 and Garden Valley Road. With the nightly Bibel studies at the site, there will be a lot of vehicles turning in and out onto the highway after dark from fall to spring. I think it is very important to put 2 light poles there the same way as there are at RR 261 and Garden Valley Road. Without the street lights that intersection will be dangerous to drive through. Please consider this . It is possible that this is already in the plans, but I did not see anything about it in the Notification letter. Thank you

February 1, 2024

Q: Spring melting usually creates a shallow lake in spring where phase 1 is proposed. Do you have a plan to drain off this water?

Good evening Dennis, thank you for sending in your question. You are correct that there usually is a significant amount of water in the spring where we are proposing our new sanctuary. We had a Geo Technical report done and they have indicated that we can build in that area and gave recommendations for the foundation work needed. We have significant civil work to do on the site and would deal with the water at that time. The water could be pumped out and used in the retention pond that provides water for the fire trucks in the event of a fire. Also, it may be that we have a dry spring, and there isn't that much to deal with. Either way, it will be rectified if the project moves forward. I hope that answers your question. Please feel free to contact me if you have any more questions. Thanks!

Response to above: Thanks for the explanation Rob & Jennifer,

Also, we are very happy that the church is expanding!
We pray all the neighbors around are also in agreement and that it progresses smoothly.
God's blessings,

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February 6, 2024

Q: Please advise the specific purpose of the sanctuary. Who and/or what will it serve?

Grace Life Church has an existing sanctuary that holds about 400 people. This is where we meet on Sunday to pray, sing songs of praise, hear preaching from the bible, and fellowship as a local body of believers. Over the last few years, we have experienced immense growth that has forced us to go to two services on Sunday to accommodate the new people that are coming. Since we are now starting to outgrow the current sanctuary, even with two services, we would like to build a larger sanctuary. This way we can accommodate all of our people into one sanctuary and one service. It would also help us future-proof a little if we continue to grow as we could also add two services in the building.

As for who will it serve, this would be anyone who knows Jesus as their personal Lord and Savior. These would be people who have come to know their sin, are convicted by it, and are seeking to reconcile themselves to God through Jesus' death on the cross as payment for that sin. It is also open to anyone who doesn't know God in the hopes that they will come to faith by hearing the word of God. So in short, anyone is welcome to come.

I hope this answers your questions and please feel free to reach out at any time if you have more. If you can, please attend the Monday night public engagement event at the church as we have a full presentation on this project.

Thanks for your time in responding.

February 12, 2024

Comment: To the members of the permit office of Parkland County; Grace Life Church, its leadership and members; and to the government of Parkland County;

We write this letter to you as property owners at Birch Hill Park Subdivision, taxpayers to Parkland County, and as citizens of Treaty 6 Territory, the original stewards of the area currently called Alberta, to express our dissent regarding the application of Grace Life Church to expand their operations and to request that any plans to move forward with expansions, either by Grace Life Church or any entity affiliated with them, now and in the future, be denied and permanently prohibited from moving forward.

This request and concern is based on several factors, including the following: the burden a non taxing paying entity will place on tax paying citizens and civic infrastructure; the potential negative consequence this development will have on the property values of the surrounding communities; and the disgraceful behaviour exhibited by Grace Life Church and its members during the COVID-19 Pandemic, which have undermined the rule of law and resulted in a lack of accountability to its neighbours and governing entities. The behaviours of the church have resulted in personal embarrassment in being associated with them, and more importantly, caused a feeling of unease and a loss of security in the place most sacred to us: our home. In other circumstances, we are people who are open to conversation, but we don't even feel safe to set foot inside a building on our front doorstep. Therefore, it is for the following reasons we oppose any further presence in our community.

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First, the infrastructure of our neighbourhood is not equipped to sustain the traffic an expanded facility will bring. The current road on Range Road 262 is a two lane road with steep ditches on both sides. The road is in poor repair and very icy during winter. There is no space for additional lanes that will be required to facilitate safe access for residents that will be required with the traffic a school will bring. As it is, traffic is busy all fall with the presence of the Edmonton Corn Maze and not only can this be inconvenient, it is also a safety issue. Both the corn maze and Grace Life Church are located at the intersection of Highway 627, which is a major passageway between Parkland County and Edmonton. The speed limit is 100km per hour along this section and turning onto and off the highway is a challenge at all hours of the day. Expanded facilities will only increase the load on an already dangerous intersection. More traffic on this intersection will require additional maintenance during the winter months, which is already below an acceptable level.

In addition to excess demand on road infrastructure, the lot the church occupies simply does not have enough space to accommodate a larger facility. The current building is located in close proximity to a trailer storage facility and does not have adequate square footage for the additional parking that would be necessary to accommodate more cars. As it is, on multiple days of the week, the church is filled with cars that park all over the lawn and often onto the road.

These two factors, together, raise a larger issue which is that Grace Life Church has failed to enhance our neighbourhood in any way. Not only is their building an industrial eyesore, the manner in which they light the parking lot at all hours of the night affect our ability to see the night sky and enjoy the peace of the country, one of the main reasons we live on an acreage and not in the city. In addition to this having an aesthetic impact, it is also a huge waste of energy to heat and light a large building that is only in use a few times a week.

It is documented that these types of developments have an impact on the property values of surrounding communities. As it is, our area pays some of the highest tax rates in Parkland County, yet we do not enjoy any of the benefits of our annual contribution. Not only is there no fire station within 10km of our location, resulting in higher insurance rates, we do not have high speed internet, schools, or other services of Parkland County within a reasonable distance. Even the recreation facility in Spruce Grove that we pay for is not reasonable to use given that it's easier to travel to Edmonton than to Spruce Grove.

Assuming that the expanded facilities of Grace Life Church will remain private, it will serve no benefit to the members of our community. Further, as a non tax paying entity, Grace Life Church will do nothing to enhance the quality of life for residents of East Parkland County, yet it will require maintenance and infrastructure that we will have to pay for. It is more likely that their presence will be a drain on the county and its citizens, thus impacting the desirability, and thereby, property values, of the area. Given the rapid development of Edmonton at the border of Parkland County, just 5 minutes down the road, it would benefit the county to restrict development to properties and services that enhance the value of the area and the quality of life for its residents. This, in the long run, will result in the area being more desirable, with higher property values, and consequently, more tax revenue for the county.

By far, the most critical basis for denying Grace Life Church permission to expand is their reprehensible behaviour during the COVID-19 Global Pandemic. While the world went into quarantine and enhanced safety measures out of respect for life and humanity, the leadership of Grace Life Church, its members, and supporters continuously broke the law by hosting church gatherings and other meetings despite repeated requests by the county and province to comply with regulations that literally billions of other people did so willingly. For some reason they found themselves above the law.

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The resulting protests brought a myriad of unsavoury and morally corrupt people to our front door. Literal Nazis were on our street. We had to show our IDs to get into our own neighborhood. Police were stationed at every intersection. Not only was this a huge inconvenience, it was unsafe. So not only did we have to fear for our health as a result of an unprecedented Global Pandemic, in the few times we left our house to venture into a chaotic world, we had to wonder whether or not we'd be able to return safely to our home.

It was not just demonstrations that unfolded either. There was literal violence from church members and their supporters directed toward members of Enoch Cree Nation, including their former Chief, Billy Morin, which is documented on video clips that went viral on Facebook and other social media platforms.

All of these factors lead us to firmly oppose any larger footprint in our neighbourhood. Not only has Grace Life Church violated the law for a sustained period of time, there has been no accountability or follow up from the church for their gross behaviour. While their name incites grace, which is defined as "courteous good will," their behaviour has been anything but graceful. To allow them to build a school would be a step toward perpetuating this sort of arrogant misbehaviour in future generations, exactly what the world does NOT need more of.

Of highest concern is the fact that Grace Life Church has not only violated the laws of Alberta and Canada, they have violated the laws of Turtle Island and Treaty 6, which stipulates that settlers to these lands are required to live here in "Peace and Friendship" for "as long as the sun shines, the grass grows, the waters flow, and as long as there are Native People." Given that we are Indigenous Peoples in our own Lands, and even more so, literally in our own home, the request by Grace Life Church to expand their services is outrageous. In no way have they been graceful. In no way have they been neighbourly. In many ways, they have violated the law. In the current era of Truth and Reconciliation, while Treaty 6 is still in full force and effect and has been since 1876, blatant aggression toward Indigenous Peoples is unacceptable. Actions that are not friendly or peaceful, especially from institutions, are unacceptable.

Approval of any kind for Grace Life Church to expand their facilities and services will be a signal from Parkland County they they do not care about the safety of their residents, respect the value of the property on which their tax base is generated, and that they condone the violation of laws from the local to international level. Furthermore, it will be a signal that Parkland County supports the institutionalization of bigotry.

Had we been given adequate notification to voice our dissent in person, we would have done so in person, but unfortunately we are out of the country for several weeks. Please accept this letter as our formal notification of the following declaration and request:

We vehemently oppose any further development of Grace Life Church and implore officials at all levels of the government to permanently deny applications by Grace Life Church, its affiliates, and any future entity it may create, from developing in our neighbourhood.

Sincerest Regards,

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February 23, 2024

Comment: I am sending you this email as a concerned citizen affected by the Grace Life Church Expansion.

I attended the Open house at Grace Life and listened to quite a bit of self serving verbage as well as to a pastor that sounded like he was above the law because of his conviction to religion. Or?

As is the Church affects my access to Highway 627 on numerous occasions. People drive in and out of there with no consideration for people with the right away using Range Road 262. This existing traffic has caused near misses in numerous situations that I have personally witnessed. Their use of the 262 Roadway has also deteriorated the roadway to a corduroy mess at the junction of Highway 627.

Now the Church is proposing a second entry point off of Range Road 262. This will only accelerate the aforementioned problems.

I have also had occasion to be badgered by members of their congregation.

At the Open house the congregation made it sound like they wanted to turn over a new leaf and start trying to interact with their neighbours. Since the inception of the Church this has never been the case. Sounded like more lip service.

I was notified of this planned expansion with a mailer that the County sent to me on behalf of Grace Life Church sent to me as an affected citizen.

***Please note, ** emailed Parkland County on February 23, 2024. The email was almost identical except for the highlighted area below.**

Good Day Sally

When I attended the meeting I met the mayor of Parkland , a Mr. Allen Gamble that stated that I should send any concerns to him. I did that and he replied that I should send my thoughts to you as he had little or no interest in the proceedings because of the preliminary nature.

If you desire I can forward my correspondence with the county regarding this.

February 25, 2024

Comment: Dear Jen,

In response to the public engagement feedback meeting February 12th, 2024, I have outlined my many concerns with all aspects of this project.

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Road Impacts

With the proposed expansion, a traffic study has been completed on the impact to traffic flows, but the impacts to the road infrastructure appears to be ignored. With an expansion of this size the number of trips by large vehicles to support the facility construction as well as ongoing support vehicles such as septic pump trucks will increase the load on the road resulting in increased infrastructure spend by the county to support the maintenance of the range road. To date since opening the range road between highway 627 and the GraceLife entrance has seen increased traffic, and the condition of the road has deteriorated. As this is a public county road the maintenance falls to the county to maintain this road at the cost to the county.

Further to this as part of the feedback session on the 12th they informed us that they plan to ask for rezoning of the area to support a christian school. This changes the traffic patterns from the current ones they shared with the community in the initial notice. Additionally, during the same feedback session they mentioned initially planned growth of double their attendance, but they also mentioned they expect that number to double further following the construction meaning there could be an increase to nearly 1000 vehicles. This calls into question that the road assessment is not accurate and that the desires of the church have not been either fully disclosed or fully accounted for in any assessment.

Well Water

The assessment that was preformed only took into account a wetlands assessment. While I do not support the relocation of precious wetlands in Alberta the issue of well water access is of greater concern. It has been explained that the planned expansion will be serviced by well water which is of greater concern to the local neighbors. Today our home is serviced by a well we are a two person household and it has served us well. The challenge is we have seen multiple years of drought and with the years recent low snow accumulation it is foreseeable that the water table will lower in addition we have had many years of very hard iron water which if the table lowers it is conceivable that the mineral content in the water we have will change further requiring additional filtration. The expansion proposed will increase the load on the underground water system and will directly impact the neighbors. Lower water pressure, increased cost to maintain water quality in our homes is not something the church has accounted for and will end up hitting our own bank accounts in the future.

Taxes

Probably the biggest issue with this expansion is that during the feedback session on the 12th it was disclosed that only a small portion of there members are residents of Parkland County. This is troubling that the majority of there members are from the City of Edmonton and other jurisdictions. As a place of worship, they are exempt from taxes as they are perceived to deliver a service to the community. Unlike the City of Edmonton there are not a lot of public services directly in the county due to the rural nature and is not abnormal, therefore there are limited services that they can offer. Since they relocated out of Edmonton the Church has not once meet any of the neighbors, knocked on my door and introduced themselves to the community. They have instead caused an event that increased traffic, police presence, and effectively lived free from supporting the county. In the sense of a public service they provide zero and benefit. It is easily conceived that GraceLife Church moved to the edge of the City of Edmonton to the county to benefit from open space that likely was donated or sold at below cost, while benefiting the City of Edmonton and not Parkland County. In the corporate world this could be viewed as a tax heaven. While they may not be for profit they are clearly operating more inline with a corporation then as a public service. If this expansion is approved, we will see roads that need increased maintaining, increased traffic bringing increased risk of accidents involving more police services hours associated with its practices. All these services are at the cost of the neighbors that have been already abused once by their activities.

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I have a number of issues with the proposed building that include the oversized height that was admitted during the session that the height is not required. The addition of a second entrance driveway they argue eases traffic but in fact will do zero to address the traffic as two entrances on to a two lane road does not change the capacity of the range road. They are planning an excessive amount of construction to be serviced by a water reservoir to be used for firefighting efforts if needed but no internal sprinkler system. The argument that was presented was that because they are separate buildings that are under a specified size there is no requirement for sprinkler systems, but the buildings are connected by enclosed structures meaning that they need to be viewed as a single building as they will have connected walls, power, gas that are enclosed. If there was an emergency not only, would they put those in harm that are within the faculty but those that live nearby could be exposed due to the rural nature of the community fire could travel across the dry crops and nearby trees and damage large areas of the community.

Since the opening of GraceLife Church many of their members do not abide by basic traffic laws. We have personally shared our concerns with GraceLife Church that many of there members fail to yield to traffic on range road 262 and have on numerous occasions have turned in front of on-coming traffic. We have expressed a simple solution to have a stop sign installed to advise their members to stop. They have ignored this concern. Thankfully to date an incident has not occurred but with their assumed growth from 355 vehicles to 480 vehicles the risk will increase. Now this has been recently addressed, but this recent action only shows that unless something benefits them directly, they have no respect for the asks of the local community.

April 11, 2021 at 11:06am I sent an email to the office@gracelife.ca that along with expressing great disappointment with the lack of respect from the gathering due to the AHS action, I also expressed the concern regarding the need for educating their members and install a stop sign. This outreach was completely ignored with no response.

To close, me and my wife choose parkland county for the open space and quiet community, with the planned development this will change the fabric of the community open increase the amount of people on our local roads, all at a cost only to ourselves once the construction is completed as the lack of community engagement previously, and there exempt status from taxes, means that we will continue to pay for something we have zero support in. I hope the county reviews all the community's comments and denies this development.

Thank you.

***Note – ** also emailed Parkland County the above email on February 25, 2024 but also included this information highlighted below:**

Dear Councillor Sally Kucher Johnson and Mayor Allan Gamble,

As you are aware GraceLife Church of Edmonton located south of highway 627 on range road 262 is in the process of proposing an expansion to their existing facility. I want to first thank you for being in attendance to hear firsthand the many concerns that were brought up during their feedback meeting February 12, 2024. In an effort to ensure that community feedback is shared and considered during any development approval, we hope that our concerns are heard and shared to ultimately deny any such expansion. Below we will outline the concerns that need to be strongly considered.

Since GraceLife Church first relocated to its current location they have proven to be disrespectful member of the community.

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February 25, 2024

Comment: To Whom It May Concern,
As per the Public Engagement Documentation sent by GraceLife Church, I am submitting my feedback regarding this project. Please note I did attend the Public Engagement Night and still have concerns that were not addressed at that meeting.

1. Nowhere in the initial documentation did GraceLife Church notify neighbours that they were also submitting permits for a private Christian school, therefore:
    - The Traffic Impact Assessment needs to be redone to consider the increased traffic during school hours on Monday – Friday instead of the proposed Church hours.
    - Project documentation should be updated to include the proposed school.
    - Questions were asked on whether the school would be taxed but have not been answered.
    - Is the land zoned for a school?
    - Safety concern on not having a sprinkler system installed in the proposed school.
    - The public should be renotified with the complete project details not partial details as were provided.
2. GraceLife Church never fully explained how they are going to alleviate the Traffic concerns, they mentioned that they are proposing two driveways but that alleviates traffic concerns on their property it does not alleviate the concerns of the increased traffic on Range Road 262 or HiWay 627.
3. GraceLife Church informed the community during the Public Engagement Night that the proposed expansion water will be supplied by a well but no Hydrogeological consultation has been provided. Concerns were raised about the water table and will need to be addressed.
4. Concerns about what will happen to current landowners' property value were not addressed.
5. Tax issues –As a resident of Parkland County our taxes help upkeep the roads and ditches etc. GraceLife Church provided information during the Public Engagement Night that only 24 members of its congregation are Parkland County residents. Therefore our taxes are paying to upkeep infrastructure that GraceLife Church does not pay to support but their congregation is using.
6. Community Engagement – because the vast majority of the congregation resides outside of Parkland County GraceLife Church has not provided a Community Engagement Plan on how it is going to become a valued member of the Parkland County Community.
7. Increased Power consumption – Will there be a need to strengthen the grid in the area to provide the additional power consumption to GraceLife Church and if so will that increase the area's distribution charges?
8. Grace Life Church provided no way to provide Public Engagement feedback to a netural third party as the proposed Feedback Contact is a member of GraceLife Church therefore concerns were raised about how feedback would be conveyed.

From a personal standpoint, I know that the emotional distress that was caused by the events during COVID-19 does not hold weight in a development permit and hearing but GraceLife Church has never apologized for the actions that they took that led to the disruption we as residents endured. GraceLife Church was arrogant when addressed in the Public Engagement Night when this topic was brought up and was not willing to alleviate Public concerns that GraceLife Church wanted to work with the community to overcome this issue. The first time that GraceLife Church acknowledged one of my concerns that I have emailed them multiple times over was finally addressed from the Public Engagement Night – I asked them to put a stop sign at the end of their driveway but I feel like this was only addressed due to the project because of the timing not due to my requests over the years to help make Range Road 262 safer.

Finally, I want to personally thank Mayor Allan Gamble and Councillor Sally Johnson for attending the Public Engagement Night to hear residents' concerns firsthand.

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Phone

3 Phone calls were received.

January 31, 2024

Phone call requesting help to get the google form to open. Expressed no opposition to the project. Form was submitted

February 6, 2024

Anonymous Feedback - Phone call
Called with concerns. Said the church put the community at risk and is terrified to come to the public engagement night. Said the church incited violence. She had to have a police escort to her home when the government fenced off the church. She said the pictures were outdated on the package. She said she wouldn't have shared that information had she known a member of the church that also works for Chomiak Builds was taking the information down. Wanted to confirm that this would not be shared. I confirmed if she wanted this conversation deleted from the responses sent to Parkland County or if she still wanted this sent in. She confirmed she wanted this sent in and requested a contact number for our Development officer so she could call with her concerns herself.
She did not give any other information about why she was concerned about the church build.

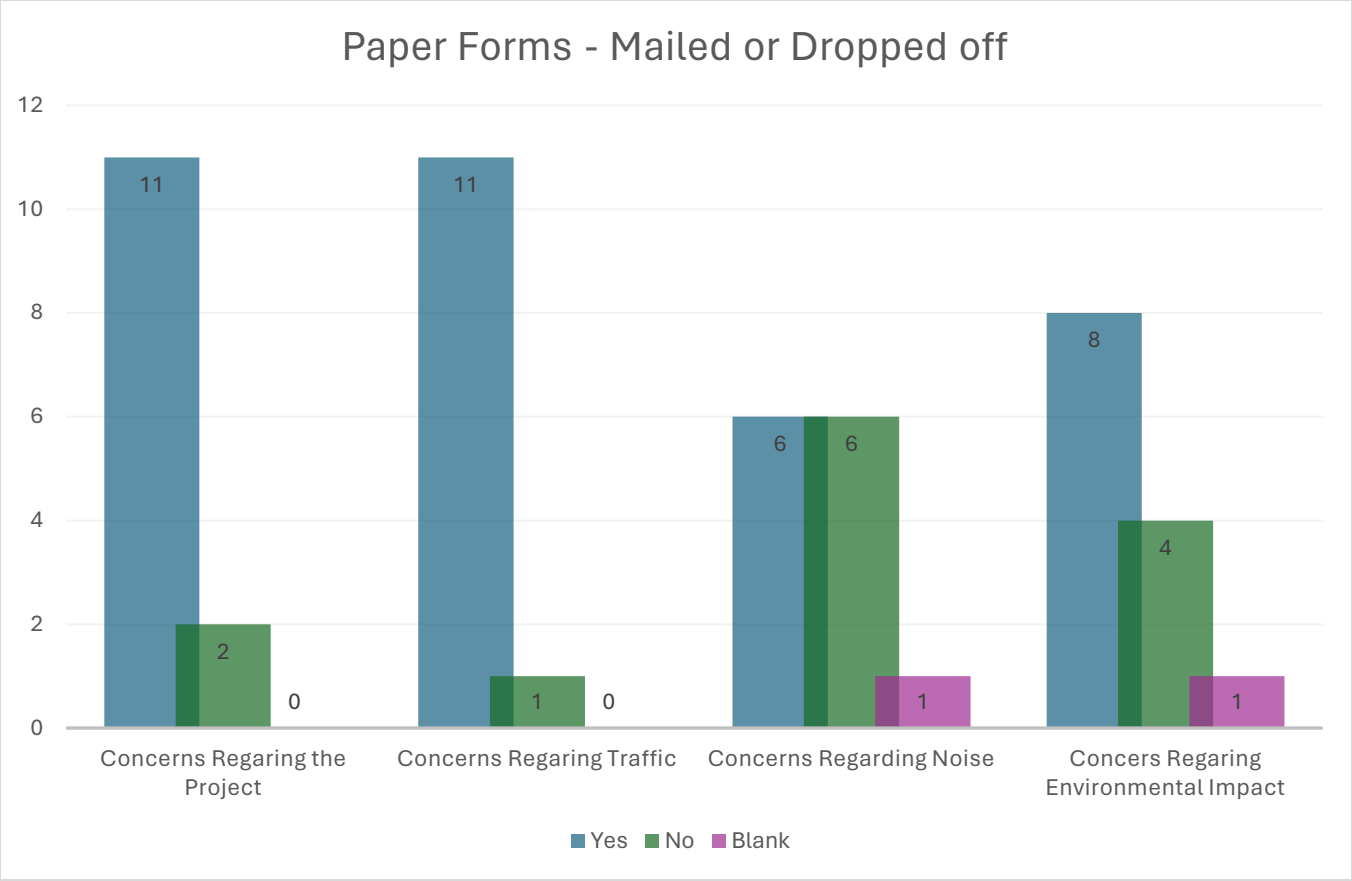
February 11, 2024

I was asked if we could postpone the event due to some people not receiving the notice. I explained that we couldn't because the date and agenda were already approved by Parkland County and it took a while to go through the process for this current date. Also, there would be no way of contacting the people who received the notice in time to let them know it wasn't taking place. We would still have some people showing up who made plans to be there for that time and date and it wouldn't be fair to them to change the date and time with little to no notice.

Paper Forms - Mail or Drop off Results & Comments

12 forms were mailed or dropped off.

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- During corn maze hours traffic is already a problem and the roads (willowdale and woodbend) are not in good condition now
- Concerned about the impact on ground water – most residents depend on wells
- Concerned about environmental impact of sewage
- Concerted about the church's refusal to follow health rules/laws during covid outbreak – does this mean refusal to obey any rules/laws you don't like

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Already in the last 3 year's significant new homes and apartments have been built, (in surrounding area) causing increased traffic in our area. This will only increase the impact more.

It is hard to say with certanty, however, it is my opinion the Ashphalt (road) has sustained (sustaining) significant wear & tear. Noticable by the wash-board effect near your entrance. I would like between Grace Life & Corn Maze to remedy this road deterioration. This may be caused by both organizations? Not sure, but that is my concern.

It's not a fair comment to say that traffic will increase on average 80 cars/day, considering the majority will be sunday. I also don't see any acknowledgement of the busy Sundays in teh fall for the conr maze. How are you going to accomodate that?

Also Concerned about the safety of our community. There have been previous unsafe activities/protests wth the church. Whats saying something could trigger these unfortunate events again.

Deweloper for the church make better road to 262 more lanes and make from parking lot stop sign from parking to rd on rr262 speed is 80km and from parking no stop sign cars from church going full speeds to rd there is to many cars and nobody solving down if somebody going have accident the church and county responsiblities for development permit thig before you approved we dont need more traffic

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1. Impact on Water Supply in Aquifer if wells are used.
2. Traffic Volume
3. Intersection issues Willowdale & Garden Valley Rd.

Separate Attachment of concerns:

1. Water Supply for facility:
   a) What is proposed for potable water supply?
   b) What is proposed for grey water supply ie: Toilets, sinks, etc.
   c) Is there an existing well on site?
      i) Are there any plans to use this well to supply the new facility if there is an existing well on site?
2. Sewage disposal
   a) What is the proposal for dealing with this?
3. Traffic Issues:
   a) Concern over the amount of traffic at Garden Vally Road and Willowdale intersection.
   b) Why was an old google map photo used for this report? The photo does not show the entrance road to the corn maze. We as residents who use this intersection know that during the summer and especially weekends this intersection is very busy. Attempting a left hand turn from Willowdale to proceed west on GVR is very difficult. This should be carefully considered. Traffic almost certainly will want to avoid this intersection and will proceed south on Willowdale to avoid it, thereby increasing traffic volume for the subdivisions south on Willowdale between GVR and Woodbend Road.
   c) The number of additional vehicle movements have in my opinion been underestimated. Projected attendance shows an amount almost doubling existing number yet only projects an additional increase of 125 vehicles. I suggest that number may be considerable higher
   d) The traffic study benchmarked “Week Day Peak Hrs.” as not being problematic. The issues is the traffic into the corn maze which currently congests the intersection on a number of occasions during the summer and weekends. There has recently been a collision at this intersection. The increase in traffic volume will compound this.

Dated: February 12, 2024

**Note – these concerns were submitted three times by three residents residing in the same household. There are captured in the scanned PDF attachment.*

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Parkland County Submissions

16 emails were sent to Parkland County. *5 of those emails were previously submitted to Chomiak Builds and were documented above.*

February 9 & 15, 2024

**** – sent the same email twice noted dates above. He sent a third email captured after this email.**

Good Friday to you and I hope this email finds you all well.

I recently received a letter at my residence of 22-Sunset View Acres in regards to the GraceLife Church Expansion.

I am not sure if others have reached out to you but my community as well as Birch Hill Park are troubled by this.

1. Very little notification given by GLC and Chomiak Builds to allow us to have an effective rebuttal

2. The existing plans to add 50,000 sqft or more is more than Highway 627 or Range Road 262 can handle

3. The above intersection sees many near misses as people slow to exit to church/corn maze and more police/ambulance resources needs to budgeted for

4. The intersection leading up to hwy 627 on RR262 is in is in deuterating condition and will need major repairs

5. GLC has additional plans for a K-12 school in the future (incremental approach)

6. GLC has many more hidden plans for the site according to previous works done at other locations

7. Henry's house (Willowdale RV) is far too close for the 25,000 sqft Phase 2 to be situation next

8. GLC has proven to Sunset and Birch Hill residents that they cannot be good neighbours (police checks to get to our homes)

9. Property values next to similar projects have fallen 20% or more

10. GLC has land within Edmonton and other areas that they are considering for this expansion

11. Public engagement at the GLC to air our grievance to those aggrieving does not meet the Core Values of Public Participation in my humble opinion

12. Many, many more points from our side that I am sure you will hear about soon

You may be hearing about this soon from CBC/Global/CTV and others as it is now going viral.

Not in my backyard as the saying goes, this project needs to find a location that is worthy of its grandeur.

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As our elected officials we expect nothing less than the abandonment of this ill-conceived project.

Thank you for your time and understanding.

Sincerely,

February 13, 2024

Grace Life Church Expansion

I would like to thank GraceLife for the Tea and Coffee and the forum for all of us to air our many grievances and listen to your value proposition . Thank you to Parkland County officials and Enoch officials who came out to hear what the community had to say. This is an emotional topic and you must forgive those whose words were heated but the entire community from Enoch Nation to the river and from the Edmonton boundary to HWY 60 feel the same way. As per my discussions with Pastor Robbie here is a summation of many, but not all, of our communities' concerns and you addressed some last night.

1. Tranquility

Whether one moved out here recently or 50 years ago, many came to this little corner of Parkland County for that very thing. We watched our kids grow up free range in our back yards, had late night fires looking up at the stars while connecting with family, friends and neighbours. We have our own little parcels of paradise, but we see it incrementally being eroded by slow growth and much higher traffic volumes. This Church Expansion is yet another brick thrown into that window of tranquility.

2. Growth

We are not opposed to all forms of growth as we have witnessed the growth of the Corn Maze and Willowdale RV Storage over the years. Those two organizations have customers that come and go during the SAFER summer months over the entire day, not all at once. The expansion in question is adding 50,000 square feet or more which is akin to adding a large warehouse on that corner. That is simply too much growth for this rural area.

3. Infrastructure

Hwy 627 is much busier than at any other time and the province has mused at expanding it to 4 lanes someday. Range Road 262 also continues to be busier each year and recent patches done by Parkland County have already been undone. This project will put increasing pressure on that intersection, throughout the day, seven days a week all year long. In the winter months that intersection will become more of a mess and we will see more accidents. If the county and/or the province address that intersection it will be with a mechanism that adds more delay and increased frustration to our busy lives.

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4. Property Valuation

We have seen a slow and steady increase in our property values over the years. There is a real fear that this project, if allowed to proceed, will lead to reduced valuation for all of us. We have realtors amongst us that can better address this based on past experiences of similar projects across North America.

5. Taxation

Parkland County, unlike its sister Counties of Sturgeon and Strathcona, is not a rich county. New projects must meet strict criteria and at the end of the day offer a Return on Investment to the county. Our mayor's last name is Gamble but he cannot risk OUR limited funds and every tax dollar the county spends requires careful deliberation. With every dollar increase in revenues at The Edmonton Corn Maze and Willowdale RV Storage there is a proportional increase in tax dollars paid to Parkland County and the province of Alberta. Those dollars can then be used to pave and clear our roads, amongst other things. Your proposed expansion is not offering any service to OUR community but a dis-service. Your proposed expansion is not offering any increases in the overall tax base of the county but in fact syphoning off much needed funds to repair an already crumbling road base.

6. Covid 19

Spring 2021 is fresh on the minds of many here. "Stay in your homes or you may not get back in" was what the Police were telling residents. When we gingerly ventured out, we had to deal with much longer drives going through various check points, much like a war zone. Your supporters also accosted Enoch Chief Morin and made a mess on and off the reserve. We live in the greatest country in the world that allows us the freedoms to have varying levels of religiosity, or none. Your interpretation of your beliefs forced a closure of your church which then led to the mob rule of OUR community. We can argue Causation until the day of Judgment, if you believe in that sort of thing, but the fact of the matter is you blew that trumpet and you lit that match that led to the police barricades.

7. Bad Neighbours – Love thy neighbour

When you first opened your doors many of us had our apprehensions but we said to ourselves it may be a good thing to have more lights on that corner to dissuade repeated vandalism at the Corn Maze and elsewhere. Your Covid Created Chaos immediately changed ANY positive views we had to negative ones and we are reminded of this every day we drive by "that church". At the VERY least you could have reached out to the community you harmed and say that most Canadian of phrases … "I'm Sorry"! You obviously believe that the You obviously believe that the Alberta Government, Alberta Health Services and the Police wronged us and not YOU. You answer to a higher power and calling after all that led you to make those decisions. Did you even reach out to Chief Thomas of the Enoch Nation as a courtesy? Now it is your neighbour's turn to make OUR voices, decisions and votes heard.

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8. Trust

This is not about “nimbyism” but about trust, as I see it. WE as a community do not trust your words and WE do not trust your assessments. Your past actions and deeds have spoken volumes to us. In 2021 a spotlight was on GraceLife and we all began combing through your speeches and doctrines. Your namesake churches have built massive Churches, Seminaries, Schools, Colleges, Universities, Apartments and more. Do we trust that your vision or calling will stop at 1,500 members or 50,000 square feet, I do not think so. In closing I am surprised that GraceLife is listening to the bylaws and laws of Parkland County and the Province in offering us a Public Consultation as you have shunned other laws of man in the past. As I said at the start this is emotional for all of your neighbours and all those who use RR262 and beyond. This is the first baby step of a long process but if this project ends up moving forward it will most definitely impact the outcome of the next few municipal elections!

Thank you again for the tea and coffee.

Sincerely,

February 9, 2024

Anonymous

Hi County of Parkland,

My name is and I reside in . Recently, my husband and I received a letter from Graceland Church regarding their proposed expansion. I am not in favour of their expansion, and frankly after the covid issues, not even comfortable with their existing church in my neighbourhood.

I have owned my property for over thirty years and moved here for peace and quiet. This expansion will affect my quality of life, as I walk/ride my bicycle along Willowdale Road, and therefore, do not want the extra traffic that will come with this expansion.

I also do not trust the people who run/belong to this organization since covid. Their leader was arrested/charged for not obeying covid rules. They continued to refuse to follow the laws set out by the province and staged a rally on a Sunday where hundreds of people showed up. These people disrespected everyone around them by parking on private property, blocking the road and even pushing against fencing manned by police. I could not access my property on that day and was forced to drive around . In the days/weeks that followed, police were staged at various points, then security at their property for at least a month after. Do you really think they will follow future rules laid down by the county?

I was appalled that they attained my information and sent me this letter . I would not step foot in their facility, nor trust that any information I send them would even get to the county office.

Please confirm that you received my concerns, and that it will be considered.

Thank-you ,

PS-please do not share my name with those people

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February 10, 2024

Hello, we are totally against this new proposal with Grace Life. We are not at all in favor of the extra traffic, people, noise disruption all of this would bring to our quiet neighborhood we have so come too enjoy while living in Woodbend Crescent for the past 20 yrs!

We had too put up with our Willowdale Road being closed off during Covid, also trying to bypass members of that congregation parking everywhere that could put their vehicle; all we were trying to do was come home that way!

Thankyou, A 20 yr. Resident of Parkland County

February 11, 2024

Good evening,

I am a resident of and recently, I received a letter about the proposed expansion of GraceLife Church (GLC) by Chomiak Builds. This news has not only troubled me and my family but also my fellow community members in Birch Hill Park and Sunset View Acres.

The notification given by GLC and Chomiak Builds was minimal, leaving us with little time to construct an effective rebuttal. The existing plans propose an addition of 50,000 sqft or more to the church's current structure - a size that our local infrastructure simply cannot handle. Highway 627 and Range Road 262 are already strained as it is.

Furthermore, the intersection near these roads sees numerous near misses due to slowing vehicles. An increase in traffic from this expansion would only exacerbate this issue, potentially leading to accidents and endangering lives.

This is not just about preserving our neighbourhood's tranquility; it's about ensuring safety on our roads and maintaining the quality of life we currently enjoy.

We urge Parkland County authorities to reconsider approving such a massive expansion without proper consultation with residents who will be directly affected by this development.

Let’s ensure that any development respects both our community’s character and its capacity for growth.

Very concerned residents,

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February 9, 2024

Good evening (or happy Monday morning if you see this email then), I am a resident of Parkland County living at a place I have called home for over 15 years. I have major concerns over the Grace Life Church Expansion.

Grace life Church, their members and management have proven in the past they are dangerous neighbours. They have put public safety at risk by ignoring safety measures implemented by the province throughout the Covid-19 pandemic. Not to mention, the not so peaceful protests when drastic measures needed to be taken to stop them from repetely breaking the law. This concerns me moving forward as we wonder what the next event will be that make's the church and its members act erratically.

Receiving a letter in the mail proposing their expansion made me quite upset. Adding 50,000 square feet and additional parking spaces for more members of this organization is something I do not want in my backyard and our community. How am I supposed to believe they will even follow the rules of this expansion? They have proven time and time again that they do not believe rules apply to them.

Range Road 262 and Highway 627 is already a dangerous intersection and the expansion of this church will increase this traffic flow causing greater danger. Having a high volume business and an already high capacity church on range road 262 has already led me witnessing many close calls. This is just an additional risk caused by allowing this expansion.

The process sent out by Grace Life Church to provide feedback was inadequate. Sending my concerns to them and trusting them to bring them forward to the county is unacceptable. Again, this organization has proven time and time again that you can not trust them to do the right thing.

I have spoken with other members of this community who feel the same way. As a proud member of this community I constantly deal with the “oh, by the scary church” when explaining where I live. Grace Life Church has been an embarrassment to our community and I can not stand by and watch them propose an expansion.

Thank you for your time,

February 11, 2024

Thank you so much for getting back to me. I am unfortunately working a night shift on Monday night which is why I sent my email and mailed my concerns to Grace life. Is there any other way to voice concerns in lieu of attending the meeting? Both my neighbors are very concerned but on vacation. I do appreciate Parkland County addressing these concerns. Moving forward however regardless of what is said it has become impossible to trust or support Grace Life Church and this expansion.

Thanks,

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February 11, 2024

Good day everyone.

I am writing in regards to the proposed expansion of the Grace Life Church of EDMONTON. I capitalized Edmonton because this congregation is from Edmonton.

They pay taxes on their properties in Edmonton.

They shop for groceries, gas and clothes in Edmonton.

They work in Edmonton.

Their kids go to school in Edmonton.

They VOTE in Edmonton.

So my first question is why do they want to build a larger Church , a Sanctuary and a k to grade 12 school in our backyard.

I am not sure if they have mentioned the last item but if you follow along with their home base church you will see that they have hundreds of churches in their alumni and most of these churches are following the same pattern.

Build a first church then expand.

https://www.gracechurch.org/about/history

In 2021 they had barely 300 members now 3 years later they are talking about 1500 plus members.

How many will they have in 3 years from now and 6 years from now?

Getting back to why they want to build in our backyard.

The land was gifted or sold to them by a member of the church.

My understand (from members of this church) is that their own members do not want the expansion to be on this site.

They would prefer that the church buys a building that is already built in Edmonton.

Just a bit about myself and our community.

We all own acreages that we all have to maintain as we do not have things that people living in the city take for granted.

As an example water .

We have wells and these wells take maintenance and if you don't have a well (like myself) you have to hall your own water.

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We have wells and these wells take maintenance and if you don't have a well (like myself) you have to hall your own water.

Same thing goes with your garbage.

Then there is landscaping, snow removal and everyday maintenance.

Living on an acreage is hard work. I average 14 hours per week in the summer and 8 hours per week in the winter as do my neighbours.

Not to mention it is a longer daily commute.

We do this because we love this life and we love the trees and the quietness and the wildlife that come around and pay us visits.

When someone gets married we are invited, birthday parties we are invited unfortunately when someone passes we are invited.

We are a tight community and we all consider ourselves good neighbours.

And law abiding also.

We all moved here not for the added commute and the added work but for the peacefulness and tranquillity that all this hard work brings.

Now you want to ruin all our lives by possibly allowing a church to build expansion the size of a small shopping center.

I don't think we would be having this discussion if they had asked to open a shopping center .

I mention good neighbours and law abiding for a very specific reason COVID. I don't have to go into detail but if anyone needs to be reminded here is a link to an articlefrom the Edmonton Journal

https://edmontonjournal.com/news/local-news/gracelife-tick-tock

Please read this article as it covers everything that happened on April 11th.

In this article they brag about defying the laws regardless of whether or not this was a Charter of Rights breach. At the time the Country was in lockdown.

As they make mention in this interview and they even have links to April 11th 2021 when there was a out of control protest.

While this was happening they were in a secret location mocking the laws of Canada.

All the while we were locked on our acreages.

As on the evening of April 9 2021 the RCMP came and warned us that if left our homes to venture out for any reason that we should bring our pets and any medications we might need as there is a chance we would not be allowed back in to our subdivision because they may have to barricade the roads.

Really this is what we get for having a outlaw church in our community.

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I saw outlaw because not abiding by the law makes you an "outlaw"

Then when there backers showed up to protest they were too busy to greet them as they were at a secret location.

I still to this day believe that they could have calmed everyone down had they been here.

My worry is if you couldn't control 300 members in 2021 how are you going to control 1500 plus members if we ever have another crisis and the government tells us to lock down.

So now that we have established that they are outlaws and terrible neighbors my question to each and everyone of you is this " would you want this church in your community" I didn't think so.

Now what about the added traffic.

Did they mention in their assessment that the RV storage has 480 units and the corn maze has 800 to 1000 vehicles per day coming and going. Or are they only counting the vehicles going to the church.

What they don't consider is the at least 2 outings per day the residents make on a Sunday for groceries, church getting water etc.

Between the RV storage, the church , the residents of this community and the corn maze this small road cannot handle the traffic.

This expansion will be a MAJOR inconvenience to the local residents and will be a danger to the local kids who play in this area.

Not to mention that the property values will drop majorly as this are will not be on anyone's list of places they want to reside just because of the eyesore that monstrosity of a church will be to pass every day.

So I would assume we will get a tax break on our annual assessments.

I hope you all take into consideration what us law-abiding, tax paying outstanding citizens of this community have to say vs the non tax paying (churches are exempt from paying any taxes) outlaw congregation want.

Thank you for your time. I look forward to seeing you all at the meeting this Monday evening at 6:30 pm as we will have a lot to say to the developers

February 16, 2024

I was one of the attendees at the Feb, 12th Public consultation meeting regarding the proposed Grace Life Expansion project and have a number of concerns:

1. Initial notification:

a. I received notification of this meeting by way of a mailing to my PO box, as did everyone else who was identified as "affected" by this project within the stipulated radius of the proposed project.

b. I was distressed that the handout distributed prior to the actual meeting was substantially different than the mailing, prompting the following:

i. Floor layouts were not provided in the initial mailing, which would have identified the number of washroom facilities associated with the "Education Centre" alone (13 toilets, 9 sinks) in addition to those facilities located in the sanctuary building as well as the church, all of which are proposed to be supplied by WELL WATER SUPPLY. This directly impacts the many residents that are in the NOTIFICATION ZONE identified in the mailing we received. Frankly I would suggest that had more residents been aware of this that the turnout at the meeting would have been substantially higher. Most people that I have talked to did not even consider the impact on the ground water supply based on the information contained in the initial mailing.

ii. Corn maze access road:

1. Initial mailing did not show the corn maze access road, giving the impression that there would be minimal impact at this intersection. Every resident in this area knows how busy this intersection is during the weekend. To the congestion already created by the corn maze we will be doubling the traffic on Sundays when the church is conducting a service. The handout at the meeting did show the corn maze access road and I wonder why this was not provided in the initial mailing?

I would suggest that had this information been provided in the initial mailout that the turnout would have been significantly higher than it actually was.

2. Ground water capacity:

a. May I suggest that this issue be carefully considered prior to issuing the development permit. I cost me $22,000 dollars to replace my well a number of years ago and I DO NOT intend to resort to hauling water should my well water supply be impacted by this project.

3. Traffic Issues:

a. The increased traffic during the weekend will result in congestion of the 627 road intersection. This will create significantly more traffic using the Woodbend road exit.

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Woodbend road and Willowdale road surfaces at the present time are marginally acceptable with minimal attention to pavement patches at the present time. Work that has been done has been remedial at best. The pavement resurfacing that was done at the Willowdale/627 intersection did not even last the summer. I have a concern that additional traffic will only serve to further degrade the road surface, and as the Church, (as far as I'm aware) contribute NOTHING to our tax revenue base, it falls on the residents to pay for repairs associated with road infrastructure. I find this distressing. We in this South East corner of the county already receive minimal support from the county in terms of infrastructure improvements.

b. I should also point out that a significant majority of the congregation is from Edmonton and not from Parkland county.

4. Enoch Consultation:

a. From my observation at the meeting there was minimal to no consultation with Enoch regarding this proposal. There are Enoch residents that are also impacted by this expansion project.

In summation I would like to draw your attention to the following issues of concern:

1. Lack of accurate information associated with the initial Public Consultation mailing.

ii. I would suggest that this be redone with the information package that was handed out at the Feb. 12th meeting that clearly indicates that the expanded facility intends to supply the new proposed buildings with ground water.

iii. A proper water resource study be done to determine what impact this will have on our ground water supply.

2. Traffic volume increase on weekends.

I do not believe that there was a proper assessment of the impact the traffic associated with the Corn Maze operation has on the 627/Willowdale intersection. This should be reviewed.

3. Consideration should be given towards proper road surfacing to accommodate the increased wear and tare the existing road surfaces for Woodbend and Willow dale will experience.

Thank you for your careful consideration.

I may be contacted at or at should you have any further questions.

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February 21, 2024

To whom it may concern,

I live with my family in I am concerned about the proposed expansion of Gracelife Church as it is on the same Range Road as my residence.

My concerns are mostly related to the capacity of the existing roads etc to handle the increased volume of traffic. Through the time of sharing a community with the church I have found much of it to be not local and perhaps unfamiliar with rural roads etc. I want to maintain a safe environment for my 7 year old and chose to live in rural Parkland County to avoid large scale traffic and high volumes of people filtering into and out of the community.

I am also concerned that the cost of maintaining necessary services and infrastructure for the expansion would be bourn by residents, who have already seen significant increases in taxes. I would want to see a cost sheet outlining how related costs for the community will be handled.

The summer of 2021 I was very disturbed and even frightened by the volume, type and nature of the traffic that Gracelife church attracted to the area. My once safe and quiet subdivision experienced regular visits by out of province vehicles and the end of the dead end cul de sac had much more garbage and several lingering vehicles that would park for extended stays. It felt unsafe to walk with my daughter or dog in my own neighborhood.

I would be very disappointed if Parkland County allows the expansion at the coat of the comfort, safety and quality of life of long time residents such as myself.

Please keep me updated

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February 23, 2024

To Whom It May Concern,

As taxpayers and residents of Parkland County we have several concerns regarding the proposed expansion of Grace Life Church located on Willowdale Road, Parkland County. Our uneasiness with the proposed expansion is regarding an increase in traffic, impact on the environment, cost of infrastructure and erosion of tax payer resources, and the lack of respect for laws demonstrated by the Church and its leaders.

1. Increase in traffic: The church community has drawn a lot of extra traffic to our area since it was established a few years ago. There was a noticeable increase in traffic in our subdivision (which is located along Willowdale Road) during the pandemic. This was particularly evident when the church community did not follow the public health laws which drew attention to its antics. During that time there were many people driving in our neighbourhood and some even parked at the end of our cul de sac for long periods of time. This created a sense of insecurity for residents. As I walk my dog each day this posed an issue of security and fear for me and my family. We have concerns that the proposed expansion would increase the volume of vehicles and number of people which would directly affect the quality of life in this part of

Parkland County.

2. Impact on Environment: Increased traffic and numbers of people will create pollution and affect the natural ecosystems (plant and wild life) in our area. Also an increase in number of non-residents visiting/attending the church will see an increase in use of resources and the output of waste which would affect the ecosystem. This would strain the public resources and infrastructure which would be required to address these issues.

3. Cost of Infrastructure and Erosion of Tax Payer Resources: We chose to live in Parkland County as this area provides us with a peaceful, safe and natural environment. We believed the area was not zoned for such a large building to house a church of several hundred people. We are concerned that the proposed expansion would impact the infrastructure needed by the county to address issues that will emerge from expansion. In addition to the environmental issues mentioned above, other issues would arise as a result of a very large building/facility, large congregation and additional traffic. This would potentially divert Parkland County resources, that is public money for road maintenance, snow removal, waste disposal, water usage, law enforcement, etc., and inevitably this would reduce resources and services available to the local taxpayers. As churches are exempt from paying property taxes, who would cover the cost of infrastructure needed to sustain this property??

4. Lack of Respect for Laws: We have concerns about this church community's lack of respect for laws based on its past behaviours with respect to public health laws during the COVID pandemic. It seems that this community picks and chooses what laws are convenient for them to follow (or not)which lead to chaos during the pandemic in nearby subdivisions. This greatly impacted the health, safety, security and peacefulness of our community. What laws will Grace Life church leaders and members choose to NOT follow in the future?? There is an issue of trust in the "word" and integrity of this church community.

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We do not want to see an increase in the size of this Church community which would impact the lives of hundreds of families living in the area. An expansion of the existing facility would jeopardize the safety, security, health, environment and peacefulness of the nearby subdivisions, and would place an unfair burden on taxpayers for costs of infrastructure. Such a large facility with accompanying traffic, large congregation, and infrastructure needs should be situated on a property that is distant from densely populated areas. Thank you for the opportunity to voice our concerns. We appreciate your time and consideration. We wish to remain anonymous when our concerns are put forward to any other parties. If you have any questions regarding our concerns, you may reach us by email or

at

Kind Regards,

Closing the Loop

Chomiak Builds has taken proactive steps to engage with the community and address their concerns effectively. By incorporating feedback from the Public Engagement Night into the decision-making process and ensuring that residents are informed about the outcomes through a designated website link (provided in the notification package mailed to all residents) it demonstrates transparency and accountability. Chomiak Builds realizes the Development Permit Application process could result in information that needs to be passed on to the residents. All information required to be available for residents to review will be posted on the link provided to them.

The acknowledgement of the importance of the Public Engagement Night as a forum for addressing concerns and consulting with relevant experts shows a commitment to responsible development practices. Adjusting aspects of the building design and parking lot lighting based on community feedback reflects a willingness to listen and adapt to the needs and preferences of residents.

This approach appears to prioritize community engagement and responsiveness, which can contribute to building trust and fostering positive relationships with residents throughout the development process.

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Exhibit N: Phase I Groundwater Supply Assessment for Residential Subdivision

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Phase I Groundwater Supply Assessment for Residential Subdivision

NW-35-51-26W4
Parkland County
51529A Range Road 262
Lot 1A and Lot 1B, Block 1, Plan 1020669
Lat/Long: 53.450481, -113.731897

Project #: AW.97.01
February 2024

1900, 700 – 2ND STREET SW, CALGARY, AB, T2P 2W2
PHONE 403.901.1870 WWW.ARLETTA.CA

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1. EXECUTIVE SUMMARY

A Phase I Groundwater Supply Assessment was undertaken for a proposed expansion of an existing church located within NW-35-51-26W4 to better understand the quality and distribution of aquifer resources in the area as they relate to the future development of the property and its water requirements.

Many existing domestic supply wells produce from surficial sand aquifers found within a buried valley deposit underlying the site. In order to avoid interference with existing domestic groundwater users it is recommended that the client complete wells in bedrock aquifers below the Site.

The best aquifer targets for future wells on site are the bedrock aquifer units present from 85 – 120+ metres below the Site. Conservative projected water yields from wells completed within these aquifers are likely within the range 35 and 50 m^3/day (12,784 – 18,263 m^3/year or 5.3 – 7.6 imperial gallons per minute) based on pumping test data from surrounding wells and maps generated in previous consulting reports. Sufficient aquifer supplies exist to meet the demands of the facility and its proposed expansion, which are estimated at 4,500 m^3 annually.

A moderate volume of the groundwater supply is currently utilized by existing domestic, licensed, or traditional groundwater users in the area. Based on available pumping test data, sufficient aquifer supplies should exist to provide water for future development without causing adverse affects to existing domestic, licensed, or traditional agricultural users.

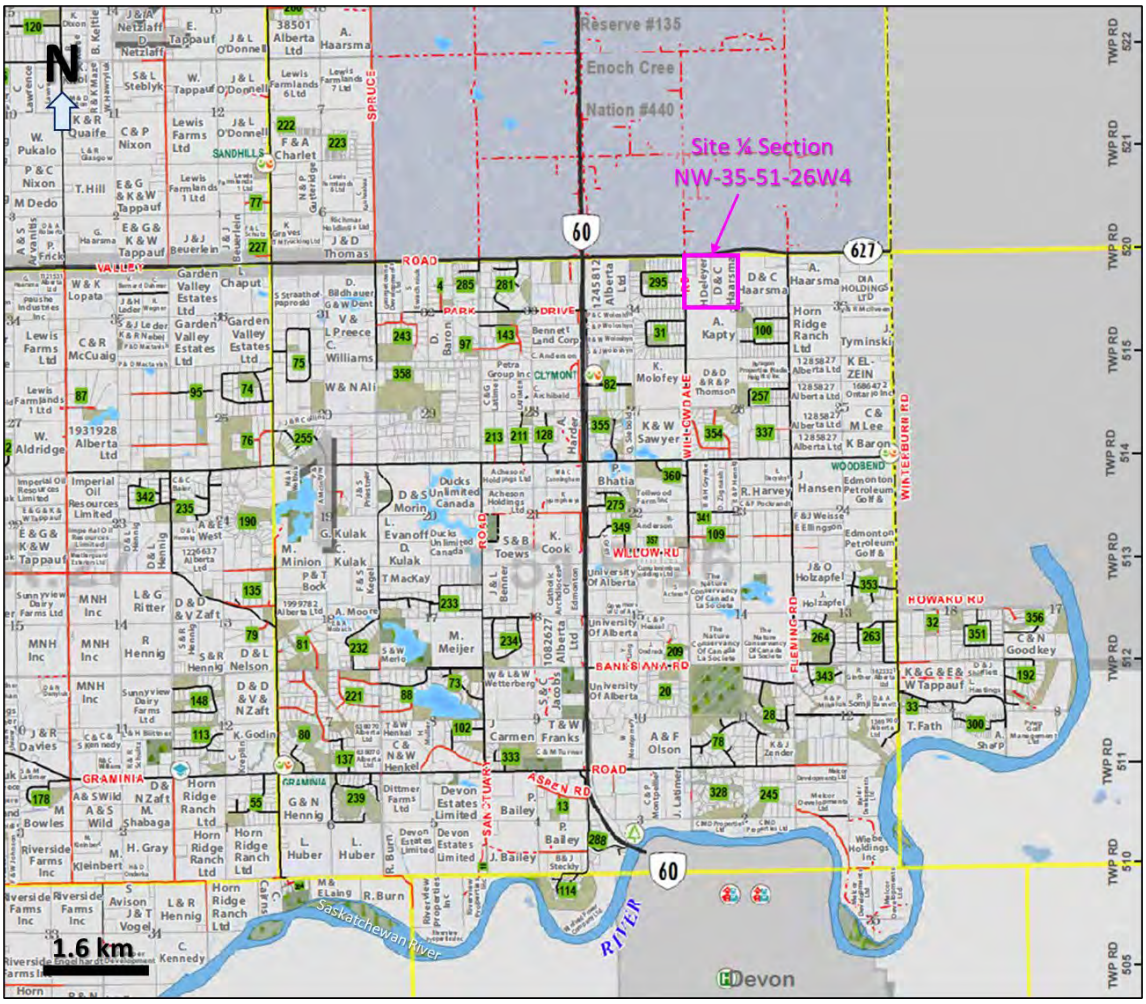
Groundwater chemistry reports from wells in the area were evaluated to determine baseline water chemistry characteristics and provide proxies for future wells water chemistry. In the proxy wells, the water quality meets all health based guidelines however total dissolved solids (TDS), sodium and iron may exceed aesthetic guidelines. Future supply wells completed in aquifers at a similar depth will likely have similar water chemistry and be suitable for use, with recommendations for potential treatment to reduced TDS concentrations to palatable limits.

2. INTRODUCTION

Arletta Water Resources (Arletta) was retained by GraceLife Church to complete a Phase I Groundwater Supply assessment for a proposed expansion of their existing development located within NW-35-51-26W4, herein referred to as "the Site". The assessment was undertaken to better understand the quality and distribution of aquifer resources in the area as they relate to the future development of the property and its water requirements.

The Site is in Parkland County, approximately 2.4 kilometres (km) west of the City of Edmonton, Alberta. The Site area is occupied by high density residential subdivisions, low density farmsteads and sections of agricultural land. A portion of the Parkland County land map and subject site location is shown in Figure 1.

Figure 1. Parkland County land map and subject site ¼ section location



Water is required to supply a proposed expansion of an existing church with one or more new water supply wells being required. A map showing the proposed expansion information is included in Appendix I.

An aerial photo of the site showing the state of the property and existing water supply well locations as listed on the Alberta Environment and Parks water well database is shown in Figure 2.

Figure 2. Air photo of site quarter section with existing water well locations with GIC Well ID's



There are three wells which are listed on the AEP water well database as simply residing in the middle of the quarter section and two other wells listed as sitting in the middle of the LSD and do not reflect the true location of these wells within the Site quarter section. Additionally, there are 28 wells within the quarter section immediately west of the Site which also are listed on the AEP database as residing in the middle of the quarter section and are not accurately placed on the map.

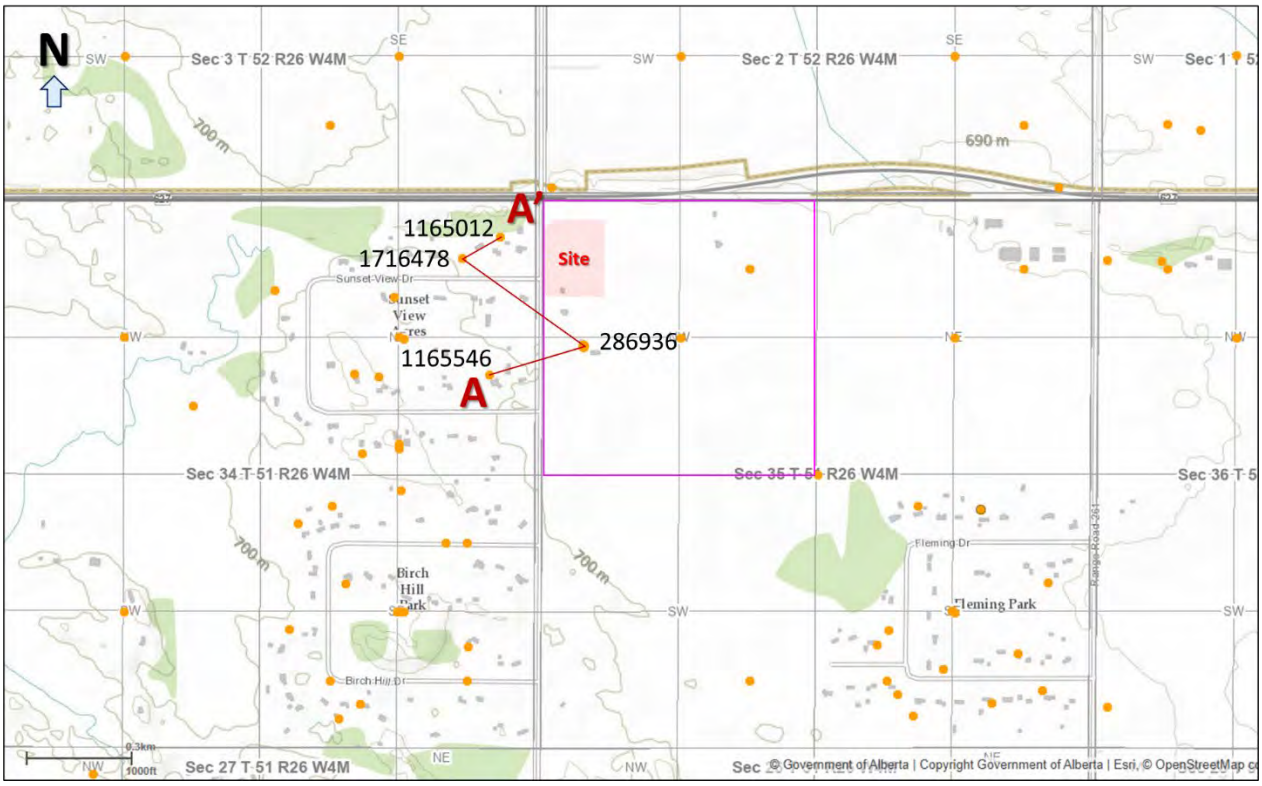
3. WATER SUPPLY NEEDS

Based on conversations with the client the Site requires water to supply staff, 1,500 parishioners on Sunday, bible study and gatherings throughout the week, weddings, funerals and some irrigation. It is understood that there is minimal cooking on Site and therefore minimal water demands related to an on-Site kitchen. Estimates of annual water demand for the Site is 4,500 m^3/year. To accommodate periods of peak water demand on Sunday's a pumping rate of 35 m^3/day is needed. Peak water demand can also be met through two or more wells producing at a lower rate. A *Water Act* License obtained through Alberta Environment and Protected Areas would need to be sought following successful well completion and testing.

4. TOPOGRAPHY

The Site surface is relatively flat and resides at an elevation of approximately 695 metres above sea level (masl). There are no localized topographic lows within the Site boundaries. The closest major surface water body is the North Saskatchewan River, located 5.5 km southeast of the Site at an elevation of approximately 630 masl. A topographic map showing surface topography contours, surface drainage and the location of wells used in the geologic cross section is as follows:

Figure 3. Topographic map and geologic cross section well locations



5. NATURE OF REGIONAL AQUIFERS

5.1. SURFICIAL GEOLOGY

The surficial geology of the area is mapped in *Surficial Geology Edmonton* (Bayrock, 1972) and indicates that the Site is underlain by glaciolacustrine (lakebed) deposits consisting of mainly sand with minor silt and clay, and minor pockets of coarse sand and gravel.

Based on the strata listed on the Water Well Drillers Report for the existing well within the Site quarter section and immediate surrounding area, the upper strata consist of 31.7 – 61.0 metres of interbedded sand, clay and gravel. This strata has been interpreted as being part of a south to north trending buried valley filled with these deposits and has been named the Devon Valley (Bedrock Topography and Valley Talwegs of the Edmonton Map Area, Andriashek, 1987). Numerous aquifers are present in these deposits.

The relatively thick surficial deposits and the presence of clay within the surficial deposits is favourable in preventing contamination from surface sources (such as septic field effluent) from entering lower bedrock aquifers.

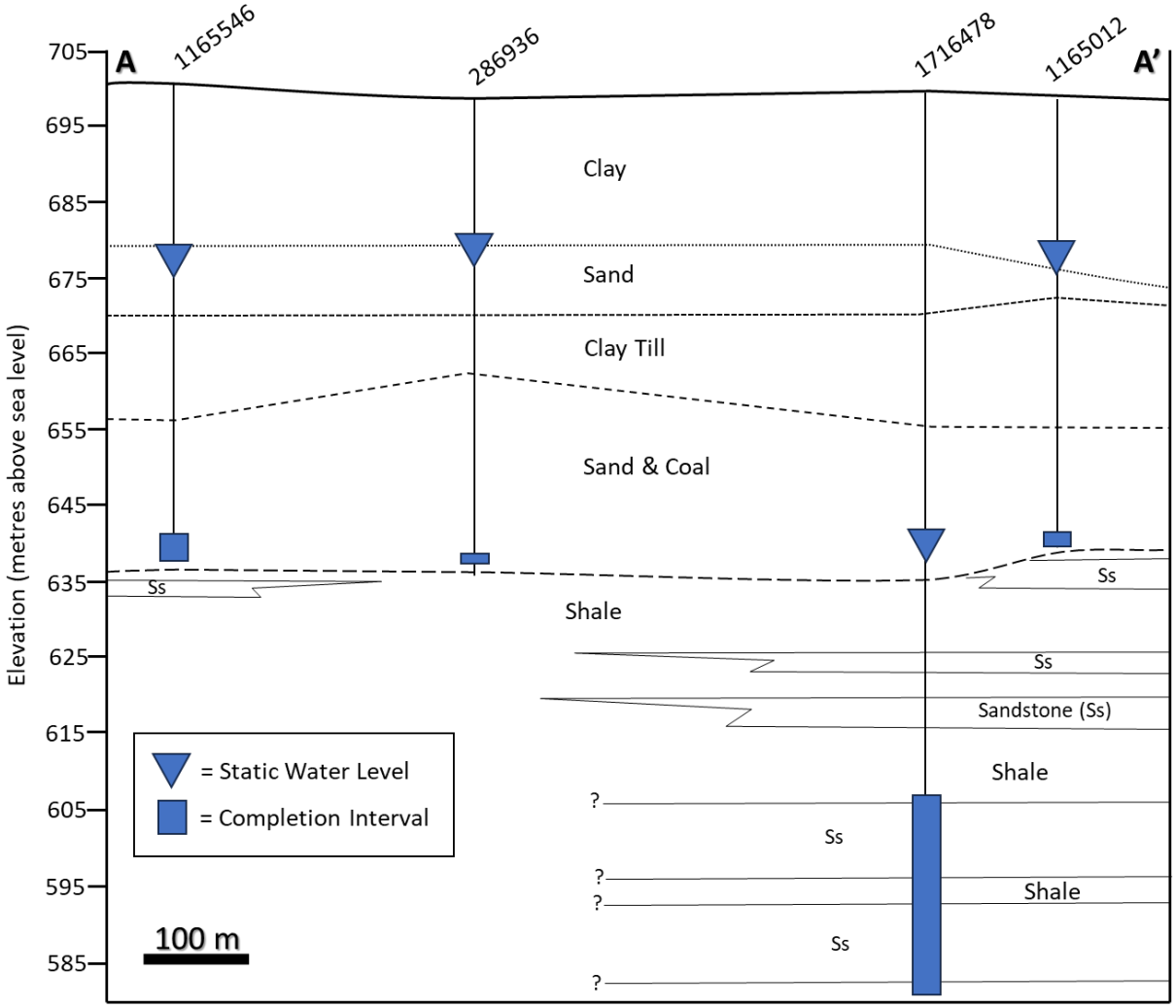
5.2. BEDROCK GEOLOGY

The underlying bedrock geology consists of the Campanian aged Wapiabi Formation. The Wapiabi Formation is a marine shale which in some parts contain abundant sideritic concretions, minor siltstone, sandstone and limestone. Water Well Drilling Reports indicate bedrock in the area consists of predominantly shale with thin, discontinuous sandstone layers.

Using existing Water Well Drilling Reports in the area, a cross section (A – A') showing the relationship between topography, target aquifers and static water levels is presented in Figure 4.

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Figure 4. Geologic cross section A – A'



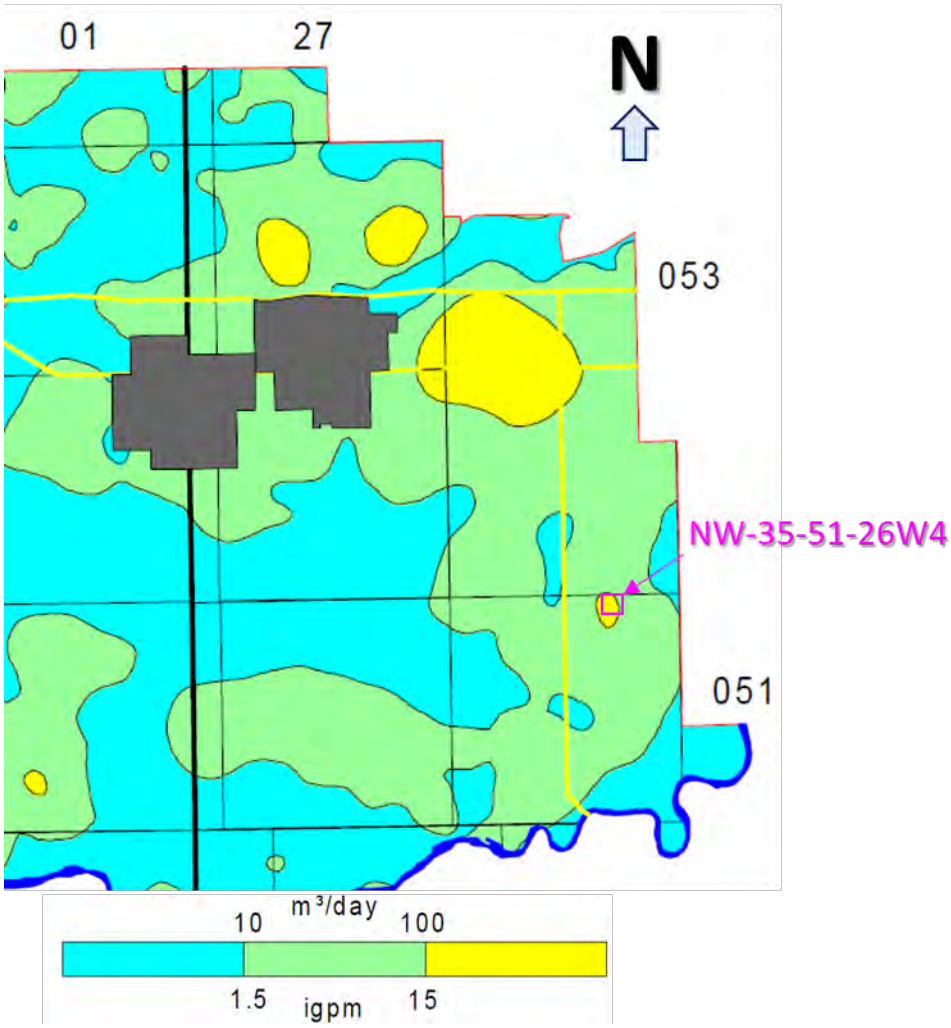
Surficial deposits consist of layers of clay, sand, and till with a base of sand with occasional coal seams overlying bedrock deposits. Many domestic wells in the area produce from the surficial sand aquifer and have static water levels that correlate with each other, indicating the wells are producing from the same hydraulically connected aquifer unit. A newer domestic well near the Site, #1716478, was completed over deeper sandstone aquifer units which may extend below the Site. This well has a much lower static water level compared to those completed in surficial sand aquifers, indicating these deeper bedrock aquifers are not in good hydraulic connection to the surficial sand aquifer.

It is recommended that future wells on the Site target the deeper bedrock aquifers likely present below the Site from 85 – 120 metres deep in order to avoid interference with existing domestic groundwater users. A well completed within a shale bedrock aquifer has a safe yield of 222.6 m^3/day, based on existing pumping test data, which would be sufficient to accommodate the water needs of the Site (See Section 6).

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Future supply wells completed over bedrock aquifer units could have an anticipated yield of 10 – 100+ m³/day based on data shown in Figure 5, compiled as part of a regional groundwater assessment of Parkland County (Hydrogeological Consultants Ltd. Report, 1998). Based on projected yields discussed further in Section 6 it appears well yields generally fall above the range interpreted in Figure 5.

Figure 5. Apparent yield for water wells completed in upper bedrock aquifers



(Portion of Figure 17 from Hydrogeological Consultants Report – Parkland County, 1998).

6. AREA GROUNDWATER USERS

A search of Alberta Environment and Parks water well data base was done to determine the number of water wells and their associated use in the area. A search was conducted of the wells within a 1.6 km (1-mile) radius of the Site. The search shows a total of 130 wells within the area. Most of the wells are designated for domestic use with one well used for both domestic & stock purposes, one for industrial purposes and three wells used for investigations. There are also nine decommissioned test holes/wells within the search radius. A summary of the well information from the AEP database is included in Appendix II.

There are records for three domestic groundwater wells and two old Alberta Research Council wells within the Site quarter section (locations shown in Figure 2), completed between 1971 and 1997. There are also records for two old Alberta Research Council wells which have sparse information. These were generally drilled to provide information on the nature of the buried valley aquifers in the area. The existing domestic supply wells within the Site quarter section are completed to 59.4 – 61.0 metres below ground and are screened across surficial sand aquifers.

Deeper domestic supply wells completed in the quarter section to the west of the Site are completed in the same surficial sand aquifer or deeper bedrocks sandstone/shale aquifers present from 80 – 115 metres below ground.

6.1. LICENSED WATER USERS

A search of AEP's authorization viewer water license database was undertaken to determine if any groundwater licenses are present in the area. A search of licenses and registrations for the subject site and adjoining eight sections was undertaken. A summary of the groundwater licenses and registrations in the area is as follows:

Table 1: Area groundwater license and registration summary

Location	Licences/ Registration	Depth Interval (m)	Volume (m^3)	Licensee/*Registrant*
26-51-26W4	0/3	--	--	*Constance Thomson*
		--	--	*Marlane & Richard Block*
		--	--	*Terry Roberts*
27-51-26W4	0/1	--	--	*Wilfred Sawyer*
34-51-26W4	1/0	Not Available	Not Available	Parkland County
35-51-26W4	0/2	--	--	*Gerard Haarsma*
		--	--	*De Leyer & Van Haren*
36-51-26W4	0/1	--	--	*Robert McIlveen*

Licenses for surface water withdrawals were not included in the Table 1 summary. One license, held by Parkland County, was found in the search area but there was no attached documentation to determine if the license is for a surface water or

groundwater diversion. Seven registrations were also found in the area. Registrations may include surface water or groundwater diversions up to 6,250 m^3 per year. The groundwater use in the area can be described as moderate, consisting largely of individual unregistered domestic groundwater users.

7. AREA AQUIFER PROPERTIES

Of the wells in the adjacent quarter sections, five existing supply wells had pumping test information included in their Water Well Drilling Reports. The pumping tests were analyzed with the aid of AQTESOLV software developed by Hydrosoft Inc. to estimate aquifer properties (Appendix III). A summary of well yield and associated aquifer properties produced from this analysis are tabulated below.

Table 2. Area aquifer properties

GIC Well ID	Completion Zone (m BGS)	Aquifer Thickness (m)	Aquifer Type	Aquifer Transmissivity (m^2/day)	Safe Well Yield (Q_{20}) (m^3/day)
1300013	61.3 – 62.8	20.1	Surficial Sand	682.8	849.6
1270060	49.4 – 50.9	11.0	Surficial Sand	133.2	363.7
1300161	54.9 – 56.4	10.1	Surficial Sand	61.9	150.6
1300285	55.5 – 57.0	6.7	Surficial Sand	16.1	76.4
1300398	49.1 – 50.6	14.3	Shale Bedrock	119.3	222.6

Analysis of pumping test data from wells completed in surficial sand aquifers produce a safe yield ranging from 76.4 – 849.6 m^3/day. There does not appear to be a correlation between aquifer depth and the calculated safe yield rate. Only 2 hour long pumping tests were available for interpretation. Longer term pumping tests (12 – 24 hours) may show drawdown in the wells increasing or reducing with time, resulting in higher or lower safe yields.

There was only one well nearby that was completed in a bedrock aquifer with available pumping test data. The shale bedrock well produced a safe yield of 222.6 m^3/day. As many domestic wells already produce from shallower surficial sand aquifers it is recommended that the client target the underlying bedrock aquifers to ensure no future impact on existing domestic water well users.

There were also 36 existing wells completed within the quarter sections adjacent to the Site which were air tested at rates of 2 – 40 igpm, with 32 of these wells having air tested rates exceeding 8 igpm.

The surficial and bedrock aquifer permeability in the area appears high. A conservative anticipated yield for future subdivision wells installed in the aquifers present below the site could be between 35 and 50 m^3/day (12,784 – 18,263

m^3/year or 5.3 – 7.6 imperial gallons per minute) based on available pumping test data and maps generated in previous reports (Figure 5). Sufficient aquifer supplies exist to meet the needs of the Site, for an estimated annual consumptive volume of 4,500 m^3 and a maximum pumping rate to accommodate periods of peak water demand (~35 m^3/day).

8. AREA WATER QUALITY

Three water chemistry reports for existing supply wells located within 1.6 km of the Site on the Alberta Water Well Database were used as a proxy for aquifer water quality in the area. The available proxy wells were completed to a depth of 36.6 – 68.6 meters below ground level. The water analysis reports for the proxy wells are attached in Appendix IV and a summary of the results, with a comparison to Health Canada Guidelines for Canadian Drinking Water Quality (2022) is as follows:

Table 3: Area water quality summary

Parameter	Units	Well ID 89066	Well ID 89047	Well ID 89053	CDWQ MAC/AO
Well Depth	metres	36.6	59.4	68.6	
Date sampled	mm/dd/yyyy	06/02/1977	10/12/1985	11/19/1986	-
pH	pH	9.0	7.9	8.0	7.0 – 10.5
EC (@ 25˚C)	µS/cm	1,640	174	1,640	--
Calcium	mg/L	6.0	84	52	--
Magnesium	mg/L	1.0	22.0	15.0	--
Sodium	mg/L	*350*	*315*	*375*	200
Potassium	mg/L	1.43	1.02	2.86	--
Chloride	mg/L	83.1	10.0	<1.0	250
Nitrate	mg/L	<0.1	Not Reported	<0.05	10
Sulfate	mg/L	260.4	216.3	210.3	500
Manganese	mg/L	Not Reported	Not Reported	Not Reported	0.12
Bicarbonate	mg/L	587.1	967.1	935.1	--
Iron	mg/L	0.27	0.23	*1.85*	0.3

Total Dissolved Solids	mg/L	*1,018*	*1,126*	*1,116*	500
Fluoride	mg/L	0.13	0.23	0.20	1.5
T-Alkalinity	mg/L	525	793	767	--
MAC – Maximum Allowable Concentration AO – Aesthetic Objective					

No maximum allowable concentration guidelines (health based) were exceeded in the well, however manganese and nitrate concentrations were not reported for all proxy wells. Aesthetic guidelines (typically for taste and odor) for the concentration of Total Dissolved Solids, sodium, and iron (in one well) were exceeded in the proxy wells.

Future supply wells completed in aquifers at a similar depth will likely have similar water chemistry and be suitable for drinking water with recommended treatment to reduce TDS concentrations to make water palatable for users. It is recommended that a sample from the future supply wells be collected and analyzed prior to long term use to ensure the water meets drinking water quality standards for long-term human consumption.

9. REFERENCES

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10. CLOSURE

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Arletta Water Resources

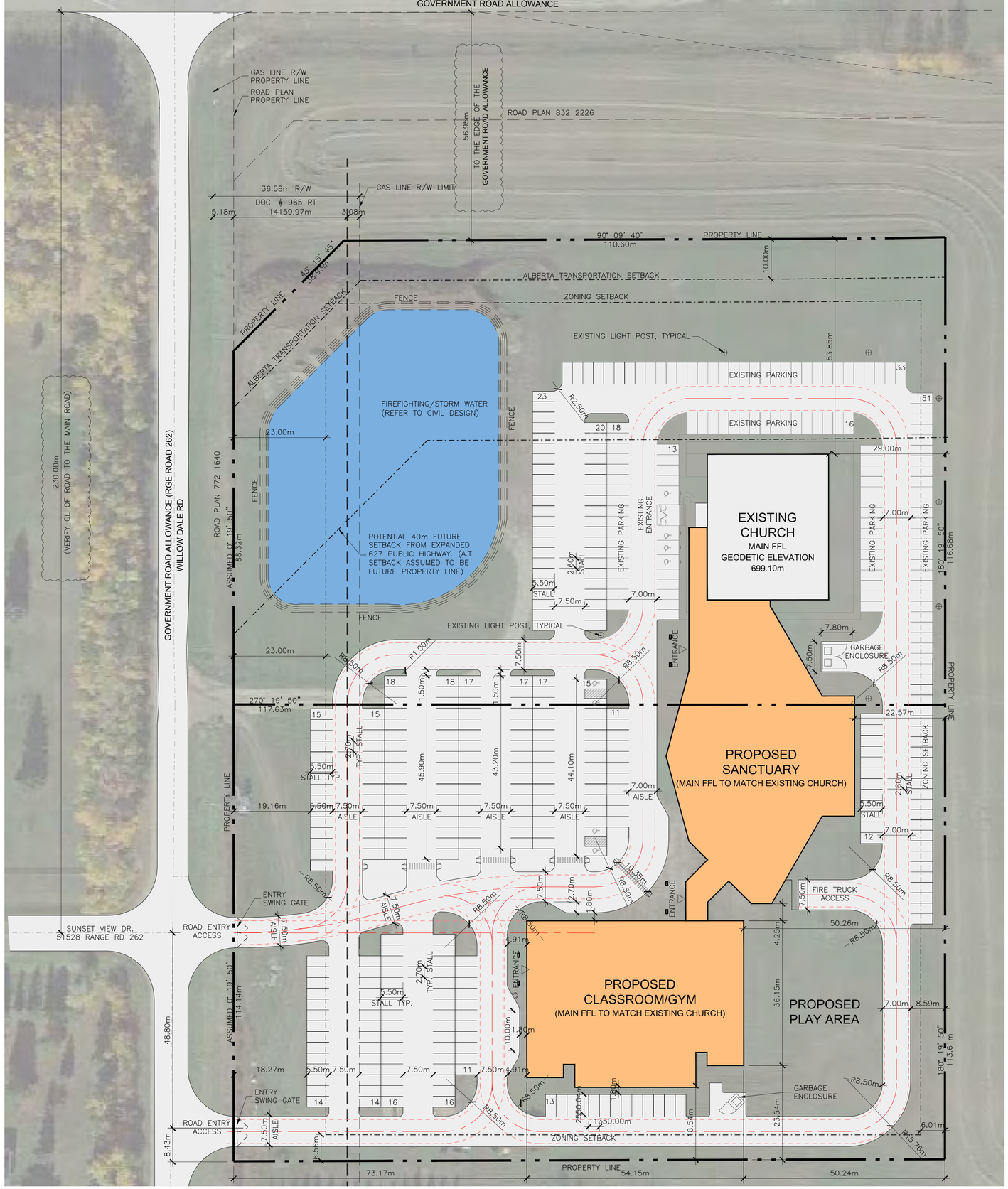
Alanna Felske, P.Geo Junior Hydrogeologist	Ken Hugo, P.Geol., Senior Hydrogeologist

APPENDICES

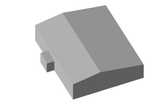
Appendix I:

Site Map

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Revised January 23, 2025 Additional Information Pages 359-364
SDAB Hearing January 27, 2025 at 11:00 a.m. - PLDPC20230804







FIRE WATER CALCULATION

EXISTING CHURCH

BUILDING VOLUME: 8,192.2 m^3
REQUIRED SPATIAL COEFFICIENT: 1.5
WATER SUPPLY COEFFICIENT: 15

THEREFORE:
Q = 8,192.2 x 1.5 x 15 = 184, 325 Liters

PROPOSED SANCTUARY

BUILDING VOLUME: 22,088.0 m^3
REQUIRED SPATIAL COEFFICIENT: 1.5
WATER SUPPLY COEFFICIENT: 15

THEREFORE:
Q = 22,088.0 x 1.5 x 15 = 496,980 Liters

PROPOSED CLASSROOM/GYM

BUILDING VOLUME: 11,744.0 m^3
REQUIRED SPATIAL COEFFICIENT: 1.5
WATER SUPPLY COEFFICIENT: 19

THEREFORE:
Q = 11,744.0 x 1.5 x 19 = 334,704 Liters

TOTAL	1,016,009.0 Liters
EXISTING CISTERN	−155,000.0 Liters
NEW FIRE WATER SUPPLY REQUIRED	861,009.0 Liters

SITE DEVELOPMENT ANALYSIS:

Legal Address: Lot 1A and Lot 1B
Block 1 Plan 1020669
NW-35-51-26-4

Municipal Address: 51529A Range Road 262,
Parkland County, AB

District: (CR) Country Residential District

Land Use: Discretionary Use

Building Classification: Existing Church – Religious Assembly
Proposed Sanctuary Bldg – Religious Assembly
Proposed Classroom/Gym Bldg. – Educational Services

SITE AREA
Lot 1A = 20,200m2 (2.02 Ha)
Lot 1B = 20,200m2 (2.02 Ha)
TOTAL: 40,400m2 (4.04 Ha)

FLOOR AREA
Existing Church
Main Floor: 1,125m2
Lobby Mezzanine: 82m2
Sanctuary Mezzanine: 37m2
1,244m2
Proposed Sanctuary
Main floor 2,645m2
Balcony Seating 698m2
3,343m2
Proposed Classroom/Gym
Floor Area 2,114m2
Total Floor Area 6,701m2

SITE COVERAGE F.A.R.
6,701m2./40,400m2 = 0.166 (17%)

MINIMUM SETBACK
North: 45.7m
South: 6.1m
East: 6.1m
West: 23m

BUILDING HEIGHT
Existing Church 8.60m
Proposed Sanctuary 25.70m
Proposed Classroom/GYM 9.55m

OCCUPANT LOAD
Existing Church: Existing 348 Seats/Occupants
Proposed Classroom/Gym Bldg:
Required classroom floor Area per person: 1.85sqm/student
Provided Classroom floor area: 52m2, Typical
Maximum No. of Students: (52m2 / 1.85m2) x 13 Classrooms=365 Students
No. Employees: 20 Approx.
Total 385 Occupants
Proposed Sanctuary Bldg:
Provided No. of Seats 1,147 Seats max (Greatest Occupant load)

PARKING REQUIREMENT
Note: Occupancy of buildings on site is nonconcurrent, therefore calculation is based on the occupancy with the greatest number of persons/occupants.

Proposed Sanctuary Bldg with greatest occupant load: 1,147 Seats
Parking Requirement for Religious Assembly: 1 parking space per 10 Seats

Required No. of Stalls (1,147 / 10): 115 Regular Stalls
Required Number of Barrier Free Stalls (51–100 req'd Stalls): 4 Barrier Free Stalls
Required Total Number of Stalls: 119 Stalls

Provided Number of Regular Stalls: 390 Stalls
Provided Number of Barrier Free Stalls: 8 Barrier Free Stalls
Provided Total number of Stalls: 398 Stalls

1 / A1.1 SITE PLAN
1:500

Frank HILBICH architect inc.
3731A - 98 STREET
EDMONTON, AB
(780) 485-5060
www.fhai.ca

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REVISIONS

ISSUED FOR	DD.MM.YYYY

PROJECT

GraceLife Church

PARKLAND COUNTY, ALBERTA

DRAWING TITLE

SITE PLAN

SCALE: AS NOTED
DATE: SEPTEMBER 20, 2023
PROJ. No.: 23-08

DWG. #
A1.1

Appendix II:
Water Well Reconnaissance Report

Reconnaissance Report

View in Imperial

Export to Excel

Groundwater Wells

Please click the water Well ID to generate the Water Well Drilling Report.

GIC Well ID	LSD	SEC	TWP	RGE	M	DRILLING COMPANY	DATE COMPLETED	DEPTH (m)	TYPE OF WORK	USE	CHM	LT	PT	WELL OWNER	STATIC LEVEL (m)	TEST RATE (L/min)	SC_DIA (cm)
40249	SE	34	51	26	4	GERALD MCGINN DRILLING LTD.	2002-01-16	59.44	New Well	Domestic		5	1	DCT SVC	25.91	63.65	15.24
40497	2	34	51	26	4	COBOB PUMPS & SERVICES LTD.	2002-01-05	0.00	Existing Well-Decommissioned	Domestic				IRVINE, CAROLYN			0.00
40785	SE	2	52	26	4	SUMMERS DRILLING LTD.	2000-10-31	54.86	New Well	Domestic		5	10	ENOCH BAND#NEW HOUSE 3	21.95	136.38	1.27
87562	SE	2	52	26	4	GERALD MCGINN DRILLING LTD.	1971-08-14	50.29	New Well	Domestic		3		ENOCH BAND	21.34	63.65	10.46
87563	1	2	52	26	4	MCDONALD DRLG	1965-09-01	57.91	New Well	Domestic		6					0.00
87564	SW	2	52	26	4	GERALD MCGINN DRILLING LTD.	1979-06-27	49.99	New Well	Domestic		7		ENOCH BAND	22.86	15.91	11.43
87565	SW	2	52	26	4	BOYD'S WATER WELL DRILLING	1985-06-21	36.58	New Well	Domestic		8		ENOCH BAND	6.71	18.18	0.00
87566	NW	2	52	26	4	MCGINNIS ROBERT		51.21	New Well	Domestic	1	10	3	PAPIN, PERCY	20.42	9.09	11.43
87567	NW	2	52	26	4	GERALD MCGINN DRILLING LTD.	1976-08-20	83.52	New Well	Domestic		21		ENOCH BAND	21.34	15.91	14.12
87568	NW	2	52	26	4	MCGINNIS ROBERT	1963-07-31	59.44	New Well	Domestic		9		COWAN, CHARLES	19.20	22.73	11.43
87569	NW	2	52	26	4	BOYD'S WATER WELL DRILLING	1985-10-24	44.81	New Well	Domestic		8		ENOCH BAND	10.67	68.19	11.43
87572	SE	3	52	26	4	GERALD MCGINN DRILLING LTD.	1965-10-15	54.86	New Well	Domestic	2	10		GORDON, BEN	21.64	45.46	11.43
87573	2	3	52	26	4	OTHER	1958-08-19	91.44	New Well	Domestic	1	11		GORDON, BEN	21.34	4.55	7.62
87574	SW	3	52	26	4	GERALD MCGINN DRILLING LTD.	1976-09-16	54.86	New Well	Domestic		6		ENOCH BAND	24.38	11.37	11.43
87575	SW	3	52	26	4	GERALD MCGINN DRILLING LTD.	1965-12-22	39.62	New Well	Domestic		7		MORIN, SAMMY	20.42	31.82	11.43
87576	SW	3	52	26	4	GERALD MCGINN DRILLING LTD.	1970-01-01	54.86	New Well	Domestic		15		ENOCH BAND	29.87	63.65	10.46
87577	SW	3	52	26	4	UHRYN'S WELL BORING	1962-09-20	12.80	New Well	Domestic		2		MORIN, LOUIS	6.10	9.09	60.96
87578	SW	3	52	26	4	MCGINNIS ROBERT	1965-12-28	36.58	New Well-Decommissioned	Domestic		11		MORIN, ROMEO			0.00
87579	SW	3	52	26	4	MCGINNIS ROBERT	1965-12-22	39.62	New Well	Domestic		8		MORIN, JIMMY	20.42	31.82	11.43
87580	SW	3	52	26	4	UNKNOWN DRILLER		10.67	New Well	Domestic				MORIN, LOUIS	6.10	9.09	0.00

Reconnaissance Report

View in Imperial

Export to Excel

GIC Well ID	LSD	SEC	TWP	RGE	M	DRILLING COMPANY	DATE COMPLETED	DEPTH (m)	TYPE OF WORK	USE	CHM	LT	PT	WELL OWNER	STATIC LEVEL (m)	TEST RATE (L/min)	SC_DIA (cm)
87581	SW	3	52	26	4	UNKNOWN DRILLER		0.00	Chemistry					ENOCH BAND			0.00
87582	SW	3	52	26	4	BOYD'S WATER WELL DRILLING	1982-09-26	77.72	New Well	Domestic		20		ENOCH BAND	4.27	6.82	0.00
87583	SW	3	52	26	4	GERALD MCGINN DRILLING LTD.	1980-05-08	60.96	New Well	Domestic		15		ENOCH BAND	6.10	31.82	11.43
87590	NE	3	52	26	4	GERALD MCGINN DRILLING LTD.	1974-10-07	88.09	New Well	Domestic & Stock		24		ENOCH BAND	7.62	9.09	11.43
87591	NE	3	52	26	4	MCAULEY DRILLING CO. LTD.		67.06	Chemistry	Domestic	1	20		THOMAS, ISADORE			0.00
87592	NE	3	52	26	4	GERALD MCGINN DRILLING LTD.	1980-10-09	32.00	New Well	Domestic		6		ENOCH BAND	7.62	22.73	11.43
89025	SE	34	51	26	4	HOKENSON WW LTD	1972-04-01	51.82	New Well	Domestic		7		GERMAIN, N.	22.86	45.46	10.16
89026	SE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1976-08-03	56.39	New Well	Domestic	1	7		VANI, FRED	33.53	9.09	11.43
89027	SE	34	51	26	4	UNKNOWN DRILLER		49.38	Chemistry	Domestic	2			KELLY, MIKE			0.00
89028	SE	34	51	26	4	UNKNOWN DRILLER		49.38	Chemistry	Domestic	2			ZERBST, K.			0.00
89029	SE	34	51	26	4	HOKENSON WW LTD	1971-01-01	50.29	New Well	Domestic		4		MCBAIN, A.	21.34	54.55	10.16
89030	SE	34	51	26	4	HOKENSON WW LTD	1971-01-01	59.44	New Well	Domestic		4		CUNNINGHAM, GERALD	22.56	36.37	10.16
89031	SE	34	51	26	4	HOKENSON WW LTD	1971-09-01	57.91	New Well	Domestic		6		PHILLIPS, TOM	21.64		0.00
89032	SE	34	51	26	4	HOKENSON WW LTD	1973-05-01	54.86	New Well	Domestic	1	4		NICHOLSON, R.	23.16	36.37	0.00
89033	SE	34	51	26	4	WESTERN DRLG & CONST	1970-07-01	73.15	New Well	Domestic		6		STONEHAWKER, JOHN	27.43	31.82	11.43
89034	SE	34	51	26	4	HOKENSON WW LTD	1970-04-11	55.78	New Well	Domestic	1	7		ZUROSKISE, C.	22.25	36.37	0.00
89035	SE	34	51	26	4	HOKENSON WW LTD	1971-08-01	54.86	New Well	Domestic		5		VANDERBERGER	22.25	45.46	0.00
89036	SE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1971-05-05	64.01	New Well	Domestic		13		RITZ, HUGH	22.86	63.65	11.43
89037	SE	34	51	26	4	HOKENSON WW LTD	1972-07-01	57.91	New Well	Domestic		4		HALIHISKA,	23.77	36.37	11.43
89038	SE	34	51	26	4	HOKENSON WW LTD	1971-08-01	56.39	New Well	Domestic		4		GOLKA,	22.25	36.37	11.43

Reconnaissance Report

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Export to Excel

GIC Well ID	LSD	SEC	TWP	RGE	M	DRILLING COMPANY	DATE COMPLETED	DEPTH (m)	TYPE OF WORK	USE	CHM	LT	PT	WELL OWNER	STATIC LEVEL (m)	TEST RATE (L/min)	SC_DIA (cm)
89039	SE	34	51	26	4	HOKENSON WW LTD	1971-05-01	56.39	New Well	Domestic		6		EDGER, R.	22.25	36.37	11.43
89040	SE	34	51	26	4	HOKENSON WW LTD	1971-05-01	57.91	New Well	Domestic		6		MAUL	22.25	45.46	11.43
89041	SE	34	51	26	4	HOKENSON WW LTD	1972-04-01	53.34	New Well	Domestic		5		AIRES, DOUG	24.38	36.37	11.43
89042	SE	34	51	26	4	HOKENSON WW LTD	1971-06-01	59.44	New Well	Domestic		4		HAROLD, J.	20.12	45.46	11.43
89043	SE	34	51	26	4	HOKENSON WW LTD	1971-05-01	51.82	New Well	Domestic		6		LEFREVE,	22.86	36.37	11.43
89044	SE	34	51	26	4	UNKNOWN DRILLER		53.34	Chemistry	Domestic	1			THOMPSON, ALLAN			0.00
89045	SE	34	51	26	4	UNKNOWN DRILLER		53.34	Chemistry	Domestic	2			KURASH, O.			0.00
89046	SE	34	51	26	4	BOYD'S WATER WELL DRILLING	1983-05-05	54.86	New Well	Domestic		10		SCHULTZ, WALTER	21.64	68.19	11.43
89047	2	34	51	26	4	GROVE DRILLING ENTERPRISES (1980) LTD.	1983-11-01	59.44	New Well	Domestic	1	8		PHILLIPS, E.	0.00		11.43
89048	SE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1984-06-15	50.29	New Well	Domestic		6		KENNEDY, RICHARD	23.77	36.37	12.70
89049	SE	34	51	26	4	HOKENSON WW LTD	1970-12-01	57.91	New Well	Domestic		3		PHILLIPS, JOHN	21.34	40.91	11.43
89050	SE	34	51	26	4	UNKNOWN DRILLER		54.86	Chemistry	Domestic	1			RANOSTAY, C.P.			0.00
89051	SE	34	51	26	4	UNKNOWN DRILLER		57.91	Existing Well-Decommissioned	Domestic	1			THOMPSON, ALLAN R.			0.00
89052	SE	34	51	26	4	UNKNOWN DRILLER		56.39	Chemistry	Domestic	1			IRVINE, ROY A.			0.00
89053	SE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1986-06-18	68.58	New Well	Domestic	1	7		HALABISKY, WAYNE	24.38	31.82	11.43
89054	7	34	51	26	4	MID-WEST DRILLING LTD.	1988-10-15	50.29	Reconditioned	Domestic		1		SMITH, JOHN	27.43	5.68	11.43
89054	7	34	51	26	4	COBOB PUMPS & SERVICES LTD.	1999-03-24	0.00	Existing Well-Decommissioned	Domestic				SMITH, DON			0.00
89055	SE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1989-11-14	64.01	New Well	Domestic		4		MURDOC, BILL	24.38	34.10	14.12
89056	SE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1981-07-15	62.48	New Well	Domestic	1	6		MARCINKOWSKI, NELLY	27.43	15.91	11.43
89057	SE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1985-05-23	55.47	New Well	Domestic		6		STONEHOCKER, JOHN	27.43	22.73	12.70

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89058	SE	34	51	26	4	UNKNOWN DRILLER		57.91	Chemistry	Domestic	1			MARCINKOSKI, W.			0.00
89059	1	34	51	26	4	UNKNOWN DRILLER		6.10	Federal Well Survey	Domestic & Stock				MORTZ, E.			0.00
89060	8	34	51	26	4	UNKNOWN DRILLER		5.49	Well Inventory	Investigation	1			ARC#WELL 5			0.00
89064	11	34	51	26	4	HOKENSON WW LTD	1970-03-01	56.08	New Well	Domestic		11		WOLOSHYN#WELL 1	18.29	36.37	11.46
89065	NW	34	51	26	4	UNKNOWN DRILLER		45.72	Chemistry	Domestic	1			ST CYR, PAUL/KAREN			0.00
89066	NE	34	51	26	4	UNKNOWN DRILLER	1974-01-01	36.58	Chemistry	Domestic	1			BROWN, G.			0.00
89067	NE	34	51	26	4	UNKNOWN DRILLER	1974-02-25	64.01	New Well	Domestic	1	7		B&H HOMES	33.53	63.65	11.43
89068	NE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1974-08-28	64.01	New Well	Domestic		6		BOTS, JOE	0.00	18.18	11.43
89069	NE	34	51	26	4	HOKENSON WW LTD	1972-07-01	54.25	New Well	Domestic		5		WESTON	21.34	45.46	11.43
89070	NE	34	51	26	4	HOKENSON WW LTD	1972-09-01	50.29	New Well	Domestic		4		SCHENFIELD, H.	19.51	36.37	11.43
89071	NE	34	51	26	4	HOKENSON WW LTD	1972-05-01	51.82	New Well	Domestic		5		SCHNIDER, T.	19.20	45.46	11.43
89072	NE	34	51	26	4	HOKENSON WW LTD	1973-07-01	55.47	New Well	Domestic		6		GOUER	23.16	36.37	11.46
89073	NE	34	51	26	4	UNKNOWN DRILLER		152.40	Chemistry	Domestic	1			MELECH, V.P.			0.00
89074	NE	34	51	26	4	UNKNOWN DRILLER	1973-10-05	51.82	Chemistry	Domestic	1			FITZSIMMONS, GEORGE			0.00
89075	NE	34	51	26	4	UNKNOWN DRILLER	1973-07-01	48.77	Chemistry	Domestic	1			VANDENBERG, RALPH			0.00
89076	NE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1978-07-25	50.60	New Well	Domestic		9		BERTLEFF, JOHN	21.95	68.19	11.43
89077	NE	34	51	26	4	GROVE DRILLING ENTERPRISES (1980) LTD.	1978-02-01	68.58	New Well	Domestic		12		NOVELASKI, GARY	18.29	10.23	11.43
89078	NE	34	51	26	4	HOKENSON WW LTD	1974-08-24	48.77	New Well	Domestic		5		BRINKMAN, DON	33.53	27.28	11.43
89079	NE	34	51	26	4	UNKNOWN DRILLER		6.10	Chemistry	Domestic	1			FORD, GARTH			152.40
89080	NE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1983-06-22	65.84	New Well	Domestic		8		NORMAND, TED	27.43	63.65	11.43

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89081	NE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1984-08-11	53.95	New Well	Domestic		6		GOUR, N.	24.08	22.73	12.70
89082	NE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1984-09-02	53.34	New Well	Domestic		7		BELL, JAMES	23.16	81.83	12.70
89083	NE	34	51	26	4	KAP'S DRILLING LTD.	1985-07-23	56.39	New Well	Domestic		1		MELECH, VIC	10.67	6.82	11.43
89084	NE	34	51	26	4	UNKNOWN DRILLER		33.53	Chemistry	Domestic	1			YEATHEARD, KEN			0.00
89085	NE	34	51	26	4	UNKNOWN DRILLER		79.25	Chemistry	Domestic	1			BROWN, DENNIS			0.00
89086	NE	34	51	26	4	UNKNOWN DRILLER		48.77	Chemistry	Domestic	1			ST CYR, PAUL/KAREN			0.00
89087	NE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1986-12-16	65.23	New Well	Domestic		7		PARKINSON, GEORGE	25.91	34.10	12.70
89088	NE	34	51	26	4	KAP'S DRILLING LTD.	1986-10-31	57.61	New Well	Domestic		11		ERICKSON, LISA	22.86	18.18	14.12
89089	NE	34	51	26	4	GROVE DRILLING LTD	1988-02-24	59.74	New Well	Domestic		6		ST CYR, PAUL	18.29	13.64	11.43
89090	NE	34	51	26	4	KAP'S DRILLING LTD.	1988-06-09	60.96	New Well	Domestic		4		KILLIPS, DON	30.48	22.73	11.43
89091	NE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1989-02-09	65.53	New Well	Domestic		5		EMMERLING, DONALD	27.43	95.47	14.12
89092	NE	34	51	26	4	UNKNOWN DRILLER		0.00	Chemistry	Domestic				HOWLE, COLETTE			0.00
89093	NE	34	51	26	4	UNKNOWN DRILLER		0.00	Chemistry	Domestic				KOZAK, CYNTHIA			0.00
89094	NE	34	51	26	4	UNKNOWN DRILLER		62.79	Chemistry	Domestic				THEOPHILE, JOANNE			0.00
89095	NE	34	51	26	4	UNKNOWN DRILLER		24.38	Chemistry	Domestic				SCHNEIDER, ANNETTE			0.00
89096	SE	35	51	26	4	UNKNOWN DRILLER	1972-01-01	13.72	Chemistry	Domestic	1			MEDWED, JOHN			0.00
89097	SE	35	51	26	4	GROVE DRILLING LTD	1975-11-01	41.15	New Well	Domestic		5		KARARRIGAN	15.24	31.82	11.43
89098	SE	35	51	26	4	GROVE DRILLING LTD	1975-11-01	44.20	New Well	Domestic	1	6		HALLMARK HOME	18.29	22.73	11.43
89099	SE	35	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1977-10-12	41.76	New Well	Domestic	1	5		KOHLRUSS, DOUGLAS W.	16.76	27.28	11.43
89100	SE	35	51	26	4	UNKNOWN DRILLER		44.50	Chemistry	Domestic	2			SUTTON, B.			0.00

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89101	SE	35	51	26	4	UNKNOWN DRILLER		37.19	Chemistry	Domestic	2			HOLMES, A.D.			0.00
89102	SE	35	51	26	4	UNKNOWN DRILLER		48.77	Chemistry	Domestic	1			LAMMERS			0.00
89103	SE	35	51	26	4	UNKNOWN DRILLER		41.15	Chemistry	Domestic	1			VLECK, WAYNE M.			0.00
89104	SE	35	51	26	4	UNKNOWN DRILLER	1975-03-15	57.91	Chemistry	Domestic	1			BABOR, JOHN			0.00
89104	SE	35	51	26	4	SUMMERS DRILLING LTD.			Existing Well-Decommissioned	Domestic				BABOR, JOHN			
89105	SE	35	51	26	4	UNKNOWN DRILLER		8.53	Chemistry	Domestic	1			SHEPPARD, T.W.			0.00
89106	SE	35	51	26	4	UNKNOWN DRILLER		15.24	Chemistry	Domestic	1			LAIRD, TERRY			0.00
89107	SE	35	51	26	4	UNKNOWN DRILLER		41.15	Chemistry	Domestic	1			MARTYNIUK, HENRY			0.00
89108	SE	35	51	26	4	UNKNOWN DRILLER		36.58	Chemistry	Domestic	2			LEONARD, D.H.			0.00
89109	SE	35	51	26	4	UNKNOWN DRILLER	1973-07-08	9.75	Chemistry	Domestic	1			MEDWED, JOHN			60.96
89110	SE	35	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1979-06-02	35.36	New Well	Domestic		9		CEBLANE, G.	17.68	40.91	11.43
89111	SE	35	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1979-08-29	36.58	New Well	Domestic	1	11		DEVOS, ROY	3.35	18.18	11.43
89112	SE	35	51	26	4	UNKNOWN DRILLER		18.29	Chemistry	Domestic	1			KUCHER, LEON			0.00
89113	SE	35	51	26	4	UNKNOWN DRILLER	1975-03-21	81.69	Chemistry	Domestic	1			BABOR, JOHN			0.00
89114	SE	35	51	26	4	GERALD MCGINN DRILLING LTD.	1980-10-25	36.58	New Well	Domestic	2	8		SHEPPARD, BILL	16.76	15.91	11.43
89115	SE	35	51	26	4	UNKNOWN DRILLER		0.00	Chemistry	Domestic				GULKA, M.			0.00
89116	SE	35	51	26	4	UNKNOWN DRILLER		45.42	Chemistry	Domestic	1			MARTYNIUK, HENRY			0.00
89117	SE	35	51	26	4	UNKNOWN DRILLER		48.16	Chemistry	Domestic	1			GIBSON, J.M.			0.00
89118	2	35	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1983-09-02	49.99	New Well	Domestic		5		FERRY, DON	18.59	29.55	12.70
89119	SE	35	51	26	4	LANDO ENTERPRISES LTD.	1983-07-06	45.72	New Well	Domestic	1	8		JONES, OWEN	10.67	68.19	11.43

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89120	SE	35	51	26	4	GERALD MCGINN DRILLING LTD.	1983-11-16	53.34	New Well	Domestic		5		GIBSON, MAC	19.81	95.47	11.43
89121	2	35	51	26	4	GROVE DRILLING ENTERPRISES (1980) LTD.	1983-10-06	50.29	Chemistry	Contamination Invest.	1	5		TOMTE, DOUG	5.49	22.73	10.16
89122	7	35	51	26	4	GERALD MCGINN DRILLING LTD.	1984-04-06	115.52	New Well	Domestic		20	2	MARTYNIUK, HENRY	21.34	11.37	14.12
89123	SE	35	51	26	4	UNKNOWN DRILLER		42.67	Chemistry	Domestic	1			MCQUARRIE, A.V.			0.00
89124	SE	35	51	26	4	GERALD MCGINN DRILLING LTD.	1985-12-13	118.87	New Well	Domestic		23		LEENTVAAR, HUGO	22.86	31.82	11.43
89125	SE	35	51	26	4	GROVE DRILLING LTD	1976-05-01	59.44	New Well	Domestic		15		LAIARD	9.14	63.65	11.43
89126	SE	35	51	26	4	UNKNOWN DRILLER		0.00	Chemistry	Domestic				THOMPSON, JUDY			0.00
89127	SE	35	51	26	4	UNKNOWN DRILLER		39.62	Chemistry	Domestic	1			KOEBEL, SANDRA			0.00
89128	SE	35	51	26	4	GERALD MCGINN DRILLING LTD.	1986-06-23	50.29	New Well	Domestic		6		OLIVER, SHELDON	18.29	31.82	11.43
89129	SE	35	51	26	4	GROVE DRILLING LTD	1986-05-05	36.58	New Well	Domestic		5		JORGENSON, WAYNE	15.24	22.73	11.43
89130	SE	35	51	26	4	GROVE DRILLING LTD	1987-02-05	50.29	New Well	Domestic		4		JOSIASSEN, TOM	13.72	27.28	11.43
89131	SE	35	51	26	4	BIG IRON DRILLING LTD.	1987-05-08	45.72	New Well	Domestic		11		HORCH, RICHARD	18.29	22.73	14.12
89132	SE	35	51	26	4	UNKNOWN DRILLER		48.77	Chemistry	Domestic				LENTON, F.F.			0.00
89133	SE	35	51	26	4	UNKNOWN DRILLER		12.19	Chemistry	Domestic				ALBERT, HAROLD			0.00
89134	SE	35	51	26	4	UNKNOWN DRILLER		30.48	Chemistry	Domestic				NORMAND, JOHN/ALISON			0.00
89135	SE	35	51	26	4	GERALD MCGINN DRILLING LTD.	1989-05-16	42.67	New Well	Domestic		7		HODGSON, TOM	19.81	63.65	0.00
89136	SE	35	51	26	4	UNKNOWN DRILLER		0.00	Chemistry	Domestic				SKOCZYLAS, SARAH			0.00
89137	3	35	51	26	4	SUMMERS DRILLING LTD.	1980-06-10	7.92	New Well	Domestic		2		MELCOR DEV	4.27	272.77	63.50
89138	NW	35	51	26	4	HOKENSON WW LTD	1971-04-01	60.96	New Well	Domestic		4		PAHALL	18.59	45.46	11.43
89139	NW	35	51	26	4	UNKNOWN DRILLER		60.96	Chemistry	Domestic	1			GINTHER, RON			0.00

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89140	14	35	51	26	4	UNKNOWN DRILLER		64.01	Well Inventory	Investigation	1	2		RESEARCH COUNCIL#WELL 4A			0.00
89141	14	35	51	26	4	UNKNOWN DRILLER		137.16	Well Inventory	Domestic	1			RESEARCH COUNCIL#WELL 4B			0.00
89142	NE	35	51	26	4	HOKENSON WW LTD	1971-08-01	54.86	New Well	Domestic		5		BELL	22.25	36.37	11.43
89143	NE	35	51	26	4	GROVE DRILLING LTD	1986-05-13	11.89	New Well	Domestic		8		WESTRIDGE	4.57	31.82	76.20
89144	16	35	51	26	4	UNKNOWN DRILLER		7.62	Well Inventory	Investigation	1			RESEARCH COUNCIL#WELL 13			91.44
89145		35	51	26	4	UNKNOWN DRILLER		0.00	Chemistry	Domestic				SHEPPARD, T. WM			0.00
89146		35	51	26	4	UNKNOWN DRILLER		15.24	Chemistry	Domestic	1			POMNITZ, H.			0.00
89147		35	51	26	4	UNKNOWN DRILLER		36.58	Chemistry	Domestic	2			HIGGINS, ROBERT C.			0.00
101025	SE	34	51	26	4	HOKENSON WW LTD	1970-09-01	60.35	New Well	Domestic		4		DOUCETTE	21.34	36.37	10.16
101026	SE	34	51	26	4	UNKNOWN DRILLER		41.76	Chemistry	Domestic	1			DOUCETTE, A.	24.38		0.00
101027	NE	34	51	26	4	UNKNOWN DRILLER		59.44	Chemistry	Domestic	1			URBANOSKI, W.J.			0.00
101028	NE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1977-02-18	59.44	New Well	Domestic		3		CZUROSKI, ROD	0.00	63.65	11.43
101029	NE	34	51	26	4	UNKNOWN DRILLER		50.90	Chemistry	Domestic	1			BELL, JAMES	22.86		0.00
101030	NE	34	51	26	4	UNKNOWN DRILLER		48.77	Chemistry	Domestic	1			BELL, JAMES	18.29		0.00
101031	NE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1978-07-21	54.25	New Well	Domestic	3	6		SPADAFORA, FRANK	21.34	54.55	11.43
101032	NE	34	51	26	4	UNKNOWN DRILLER		45.72	Chemistry	Domestic	1			SPADAFORA, FRANK	21.34		0.00
101125	5	2	52	26	4	MCALLISTER WATERWELLS LTD.	1981-10-16	71.32	Cathodic Protection	Industrial		7		CHEVRON			15.24
150184	NE	35	51	26	4	BAR K DRILLING LTD.	1990-03-02	59.74	New Well	Domestic		5		HAARWEST FARMS	17.68	54.55	12.70
151109	NE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1990-05-01	68.58	New Well	Domestic		10		AINSLIE, BOB	30.48	45.46	14.12
151202	SE	34	51	26	4	COBOB PUMPS & SERVICES LTD.	1990-02-27	60.96	New Well	Domestic		6		SMITH, JIM	26.00	68.19	13.97

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151203	SE	34	51	26	4	COBOB PUMPS & SERVICES LTD.	1990-02-24	60.96	New Well	Domestic		6		ARTUM, BILL	24.38	22.73	15.24
151983	SE	34	51	26	4	GROVE DRILLING ENTERPRISES (1980) LTD.	1989-05-14	53.34	New Well	Domestic		4		VANI, ROGER	29.87	11.37	12.70
151984	NW	35	51	26	4	BAR K DRILLING LTD.	1989-11-29	59.74	New Well	Domestic		5		PAHAL, DOROTHY	20.12	54.55	12.70
152767	NE	34	51	26	4	COBOB PUMPS & SERVICES LTD.	1990-08-28	97.54	New Well	Domestic		25		GINIS, G.	21.34	9.09	15.24
153363	NE	34	51	26	4	MID-WEST WATER WELLS LTD.	1990-10-16	57.91	New Well	Domestic		8		KOZAK, CYNTHIA	18.29	136.38	14.12
154832	NE	34	51	26	4	MID-WEST WATER WELLS LTD.	1991-02-20	59.44	New Well	Domestic		8		DOWSETT, JOHN	18.29	90.92	14.12
154850	SE	3	52	26	4	SUMMERS DRILLING LTD.	1990-07-02	64.01	New Well	Domestic		15		GORDON, RITA	8.23	13.64	14.12
156627	SE	35	51	26	4	UNKNOWN DRILLER		44.81	Chemistry	Domestic				GOODWIN, MURRAY			0.00
157628	SW	3	52	26	4	SUMMERS DRILLING LTD.	1991-03-16	35.05	New Well	Domestic		4		ENOCH INDIAN RESERVE	12.19	13.64	12.70
157689	NE	34	51	26	4	HOKENSON WW LTD	1973-06-01	54.86	New Well	Domestic		4		ZYP, H.	22.56	36.37	10.16
158254	SE	34	51	26	4	IRMC WATER WELL SERVICE & SUPPLY CO. LTD.	1975-06-09	57.91	New Well	Domestic		4		MURDOCH, BILL	21.34	9.09	11.43
158931	SE	35	51	26	4	BIG IRON DRILLING LTD.	1991-08-03	42.98	New Well	Domestic		8		FRANCIS, BRIAN	18.29	45.46	14.12
160783	SE	35	51	26	4	UNKNOWN DRILLER		121.92	Chemistry	Domestic				DEVOS, REYN			0.00
165814	SE	34	51	26	4	COBOB PUMPS & SERVICES LTD.	1992-04-28	64.01	New Well-Decommissioned	Domestic		14		VANDERZYL, TONY	24.99	136.38	15.24
166527	SE	35	51	26	4	GERALD MCGINN DRILLING LTD.	1992-05-19	56.39	New Well	Domestic		4		SCHNELL, GRACE	21.34	90.92	14.12
167569	SE	35	51	26	4	UNKNOWN DRILLER		45.72	Chemistry	Domestic				LABRANCHE, DAREN			0.00
169926	SE	34	51	26	4	GERALD MCGINN DRILLING LTD.	1992-11-17	65.53	New Well	Domestic		10		LAWRENCE, SAMUEL	33.53	63.65	14.12
193959	NE	34	51	26	4	UNKNOWN DRILLER		7.62	Chemistry	Domestic				BUCK, STAN			0.00
238746	SE	34	51	26	4	D&D WATER WELL DRILLING & SERVICING LTD.	1994-03-23	65.53	New Well	Domestic		9	6	SANCHE, DENNIS	24.38		15.24
241862	SE	34	51	26	4	COBOB PUMPS & SERVICES LTD.	1994-08-16	62.79	New Well	Domestic		4	8	ARTUM, BILL	27.43	181.84	15.24

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GIC Well ID	LSD	SEC	TWP	RGE	M	DRILLING COMPANY	DATE COMPLETED	DEPTH (m)	TYPE OF WORK	USE	CHM	LT	PT	WELL OWNER	STATIC LEVEL (m)	TEST RATE (L/min)	SC_DIA (cm)
270824	SW	3	52	26	4	SUMMERS DRILLING LTD.	1994-08-02	33.53	New Well	Domestic		4	17	ENOCH CREE NATION #HOUSE 2008	17.68	159.11	12.70
280466	4	2	52	26	4	UNKNOWN DRILLER	1951-04-20	225.55	Structure Test Hole	Industrial				ROYALITE OIL CO			0.00
280692	1	2	52	26	4	UNKNOWN DRILLER	1951-04-23	213.97	Core Hole	Industrial				ROYALITE OIL CO			0.00
281103	NE	34	51	26	4	D&D WATER WELL DRILLING & SERVICING LTD.	1996-03-12	58.52	New Well	Domestic		10	5	JETHON, GINA	23.77		15.24
282289	NE	34	51	26	4	D&D WATER WELL DRILLING & SERVICING LTD.	1996-03-12	0.00	Existing Well-Decommissioned	Domestic				JETHON, GINA			0.00
285670	SE	34	51	26	4	COBOB PUMPS & SERVICES LTD.	1996-07-15	60.96	New Well	Domestic		10	13	LAPOINTE, W.	21.95	50.01	15.24
285673	10	34	51	26	4	GORDON'S DRILLING LTD.	1996-07-25	53.64	New Well	Domestic		8		HALBERT, OLIVE	28.04	113.65	12.70
286932	SE	34	51	26	4	BIG IRON DRILLING LTD.	1997-03-27	0.00	Existing Well-Decommissioned	Domestic				HOULE, COLLETTE			0.00
286933	SE	34	51	26	4	BIG IRON DRILLING LTD.	1997-03-26	57.00	New Well	Domestic		11	23	HOULE, COLLETTE	20.73	68.19	15.24
286934	SE	35	51	26	4	D&D WATER WELL DRILLING & SERVICING LTD.	1997-02-13	45.72	New Well	Domestic		9	12	FINDLAY, ED	19.20		15.24
286935	SE	35	51	26	4	D&D WATER WELL DRILLING & SERVICING LTD.	1997-02-14	0.00	Existing Well-Decommissioned	Domestic				FINDLAY, ED			0.00
286936	NW	35	51	26	4	D&D WATER WELL DRILLING & SERVICING LTD.	1997-02-24	59.44	New Well	Domestic		5	7	HAARSMA, GARY	20.73		15.24
287125	SW	2	52	26	4	SUMMERS DRILLING LTD.	1992-05-10	44.20	New Well	Domestic		4		SAMMY#HOUSE	18.29	36.37	12.70
287728	SE	34	51	26	4	SUMMERS DRILLING LTD.	1997-05-25	53.34	New Well	Domestic		8	19	YEATHEARD, KEN	19.20	45.46	12.70
289033	NE	34	51	26	4	BAR K DRILLING LTD.	1998-03-31	58.52	New Well	Domestic		20	8	ZURCHER, HANS	25.79	38.64	12.70
290863	SE	34	51	26	4	COBOB PUMPS & SERVICES LTD.	1999-03-24	62.18	New Well	Domestic		13	10	SMITH, DON	25.60	136.38	15.24
296997	SE	35	51	26	4	MAR-WAYNE WATER WELL DRILLING SERVICES LTD.	2001-06-21	59.74	New Well	Domestic		7	13	OSWALD, SHAWN	20.42	95.47	15.24
299598	NE	34	51	26	4	COBOB PUMPS & SERVICES LTD.	2002-01-05	60.96	New Well	Domestic		4	4	IRVINE, CAROLYN	25.30	113.65	22.86
1165011	15	34	51	26	4	CALIBRE DRILLING LTD.	2004-03-20	91.44	New Well	Domestic		27	25	BROWN DENNIS	22.01	27.28	15.24
1165012	16	34	51	26	4	CALIBRE DRILLING LTD.	2003-12-10	60.96	New Well	Domestic		15	25	CLARKE, CASEY	22.09	136.38	15.24

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GIC Well ID	LSD	SEC	TWP	RGE	M	DRILLING COMPANY	DATE COMPLETED	DEPTH (m)	TYPE OF WORK	USE	CHM	LT	PT	WELL OWNER	STATIC LEVEL (m)	TEST RATE (L/min)	SC_DIA (cm)
1165408	SE	34	51	26	4	CALIBRE DRILLING LTD.	2008-06-17	68.58	New Well	Domestic		10	25	REA, KEITH W.	26.92	159.11	15.24
1165546	9	34	57	26	4	CALIBRE DRILLING LTD.	2010-05-20	65.53	New Well	Domestic		12	22	PANNEBAKER, BILL	24.37	136.34	15.24
1165680	7	34	51	26	4	CALIBRE DRILLING LTD.	2012-09-12	67.06	New Well	Domestic		12	24	SMITH, DON	25.74	45.42	
1166095	SE	35	51	26	4	CALIBRE DRILLING LTD.	2016-07-13	51.21	New Well	Domestic		13	26	DURAN, SERGIO	19.81	90.92	15.24
1270060	NE	34	51	26	4	ELK POINT DRILLING CORP.	1996-12-15	60.96	New Well	Domestic		14	23	CUMMINGS, GEORGE	24.54	37.28	14.12
1300013	SE	34	51	26	4	GERALD MCGINN DRILLING LTD.	2003-05-01	64.31	New Well	Domestic		6	25	TURNER, FLOYD	28.74	31.82	15.24
1300161	8	34	51	26	4	GERALD MCGINN DRILLING LTD.	2007-01-23	59.44	New Well	Domestic		8	22	BRENT, RICK	29.17	31.82	15.24
1300285	10	34	51	26	4	GERALD MCGINN DRILLING LTD.	2002-11-27	59.44	New Well	Unknown		15	22	BRINKMAN, GLEN	29.42	22.73	15.24
1300398	2	35	51	26	4	GERALD MCGINN DRILLING LTD.	2012-04-26	53.95	New Well	Domestic		9	22	SCHAFER, DOUG	22.86	31.82	15.24
1495257	2	35	51	26	4	MAR-WAYNE WATER WELL DRILLING SERVICES LTD.	2006-05-29	52.73	New Well	Domestic		7	12	LEENTVAAR, HUGO	22.00	90.92	15.24
1495278	8	35	51	26	4	MAR-WAYNE WATER WELL DRILLING SERVICES LTD.	2006-10-06	49.07	New Well	Domestic		4	25	FORNARA, BERNARD	20.36	86.38	15.24
1640677	2	34	51	26	4	RODCO DRILLING	2023-07-18	56.39	New Well	Domestic		7	12	MAUL, BRIGEITTE	24.77	136.38	15.24
1640703	8	34	51	26	4	RODCO DRILLING	2023-10-11	54.25	New Well	Domestic		8	12	KOMANIECKI, WALTER	25.08	90.92	
1715082	1	34	51	26	4	SUMMERS DRILLING LTD.	2004-07-26	64.01	New Well	Domestic		6	16	PONTELUK, STEVE	14.78	136.38	15.24
1715620	SE	34	51	26	4	SUMMERS DRILLING LTD.	2011-03-09	60.96	New Well	Domestic		8	21	HANSEN, KEN	23.64	129.97	15.24
1715621	SE	34	51	26	4	SUMMERS DRILLING LTD.	2011-03-08	60.96	New Well	Domestic		9	25	HANSEN, KEN	22.91	44.96	15.24
1715913	9	34	51	26	4	SUMMERS DRILLING LTD.	2014-01-15	65.53	New Well	Domestic		9	24	BURBRIDGE, GARY	28.48	136.38	
1715939	2	34	51	26	4	SUMMERS DRILLING LTD.	2012-05-10		Existing Well-Decommissioned	Domestic				HANSEN, KEN			
1715952	9	34	51	26	4	SUMMERS DRILLING LTD.	2014-01-17		Existing Well-Decommissioned	Domestic				BURBRIDGE			
1716005	SE	35	51	26	4	SUMMERS DRILLING LTD.	2014-05-14	64.01	New Well	Domestic		2	25	HAARSMA, ANDREW	20.51	68.19	

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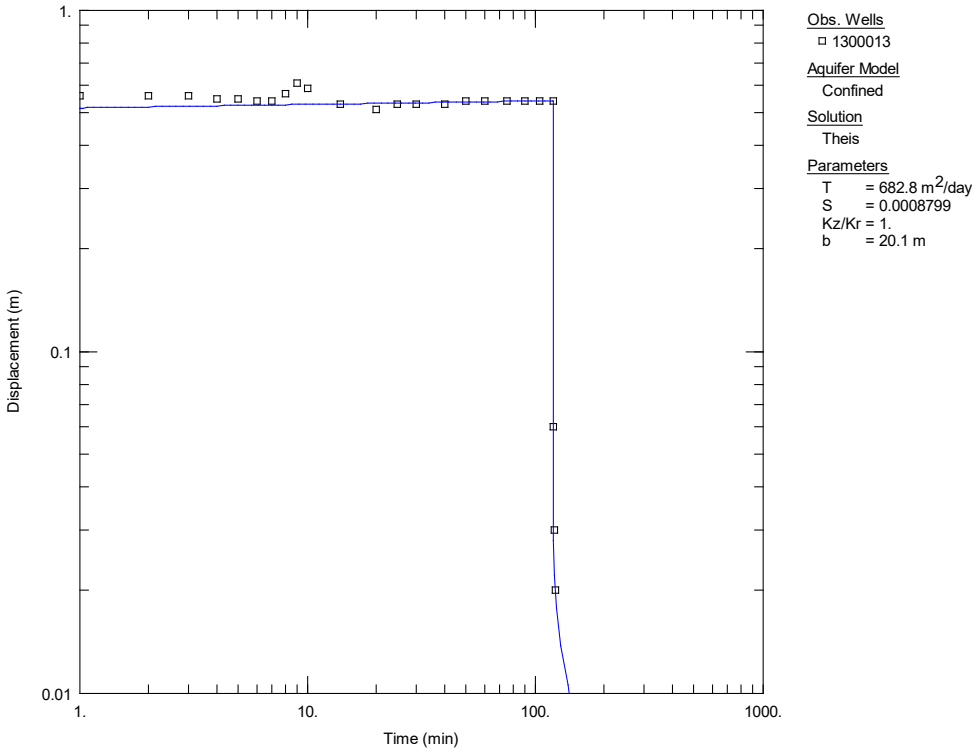
View in Imperial

Export to Excel

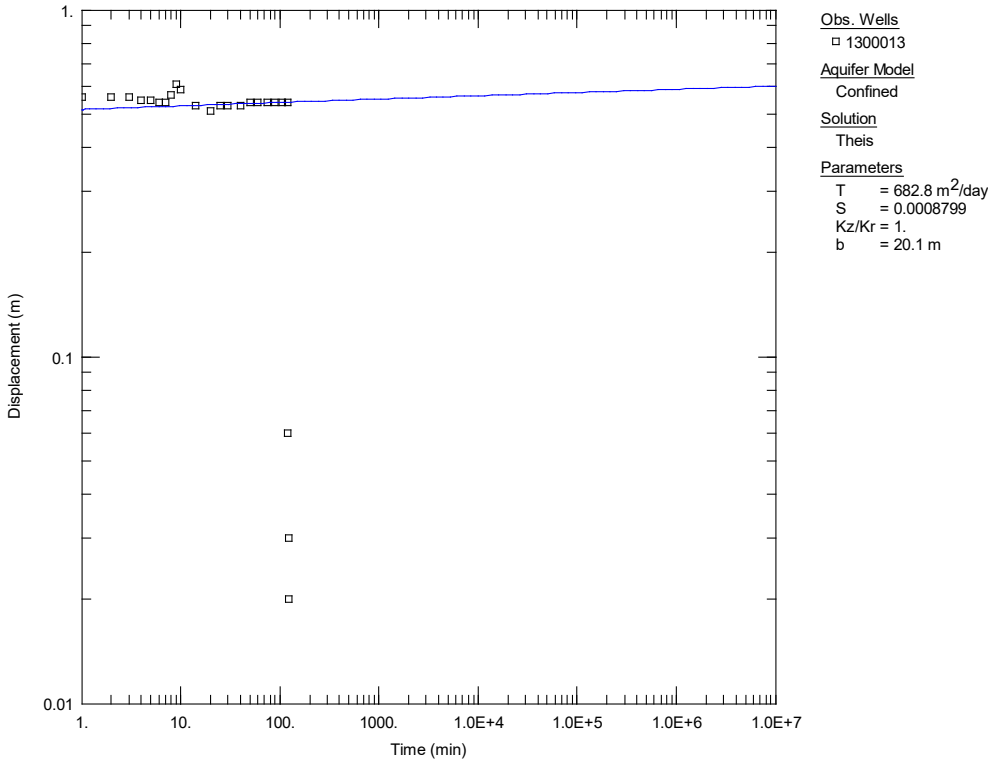
GIC Well ID	LSD	SEC	TWP	RGE	M	DRILLING COMPANY	DATE COMPLETED	DEPTH (m)	TYPE OF WORK	USE	CHM	LT	PT	WELL OWNER	STATIC LEVEL (m)	TEST RATE (L/min)	SC_DIA (cm)
1716478	16	34	51	26	4	SUMMERS DRILLING LTD.	2017-09-18	114.30	New Well	Domestic		14	20	MCCONNELL, JEREMY	59.44	18.18	15.24
1716557	7	34	51	26	4	SUMMERS DRILLING LTD.	2017-10-23	64.01	New Well	Domestic		8	17	HANSMA, JASON	25.96	45.46	15.24
1716790	13	26	51	26	4	SUMMERS DRILLING LTD.	2018-09-27	68.58	New Well	Domestic		6	26	THOMSON, DAVID	31.44	45.46	15.24
1965830	SE	34	51	26	4	SUMMERS DRILLING LTD.	2002-03-26	50.90	New Well	Domestic		5	20	JOHNSTON, GORDON	12.68	136.38	12.70
2086199	15	34	51	26	4	BLACK DOG DRILLING & ENV SERV. LTD.	2019-05-16	103.63	New Well	Domestic		7	15	GINIS, GREG	26.82	9.09	14.13
2094128	SE	35	51	26	4	UNKNOWNDRILLINGCOMP11	1977-01-07	36.58	Well Inventory	Domestic		1		LEENTVAAR, HUGO			
10096551	10	34	51	26	4	SUMMERS DRILLING INC.	2023-11-14	60.96	New Well	Domestic		13	11	LEDHOWSKI, MICHAEL & DEANNA	28.06	68.19	

Appendix III:
AQTESOLV Plots

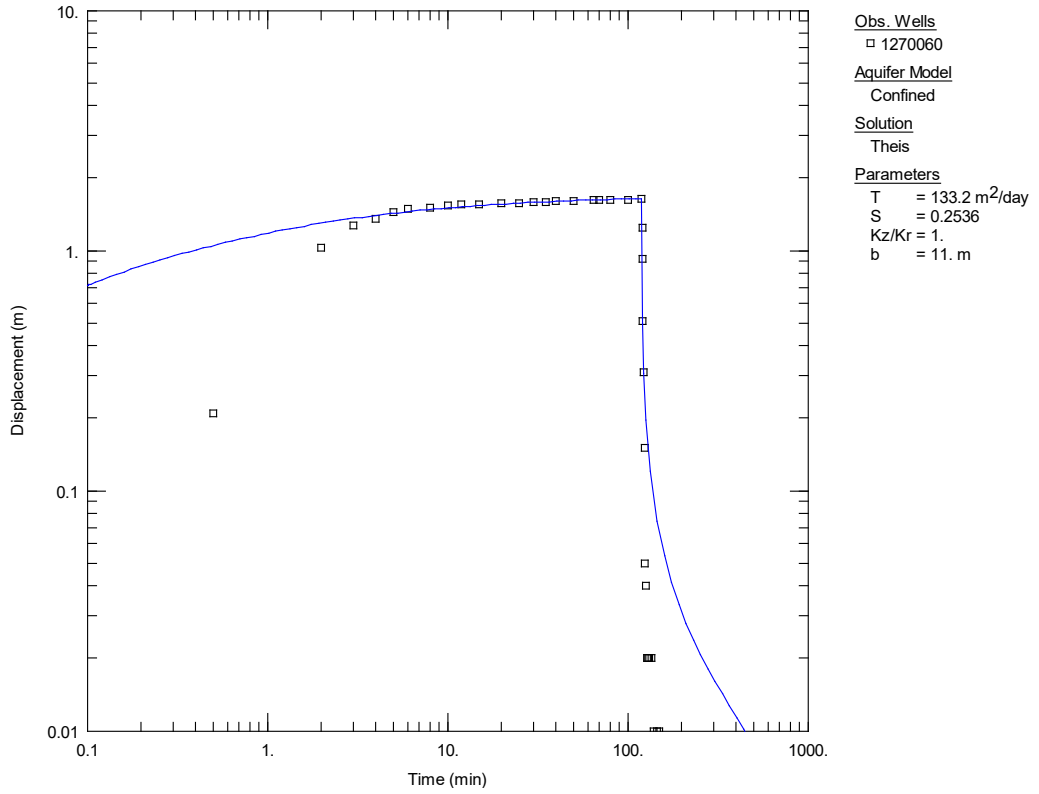
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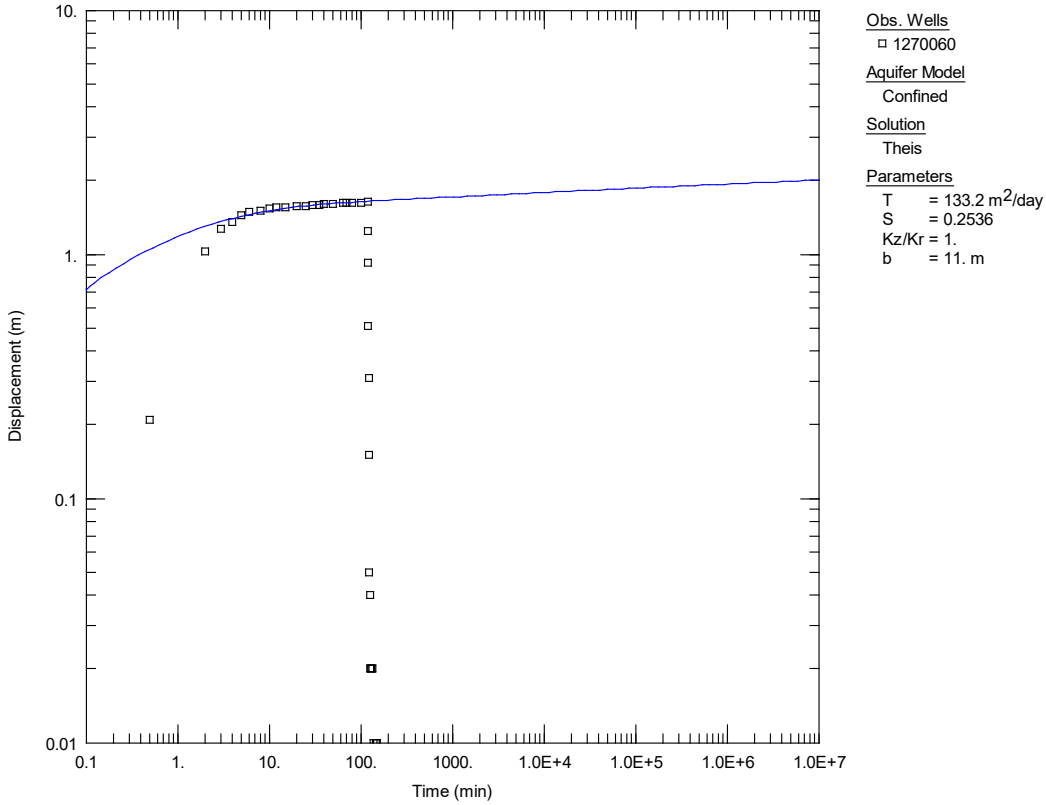
III.A. Pumping test solution fit to data from GIC Well ID 1300013



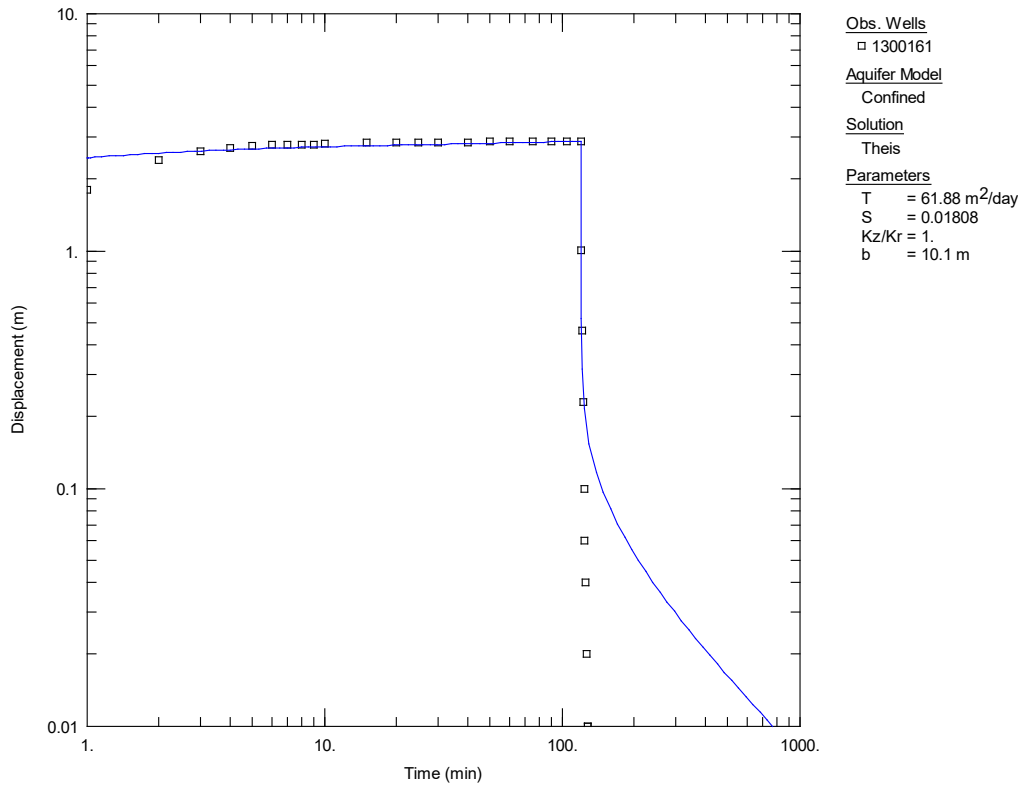
III.B. Solution extrapolated to 20 years of pumping



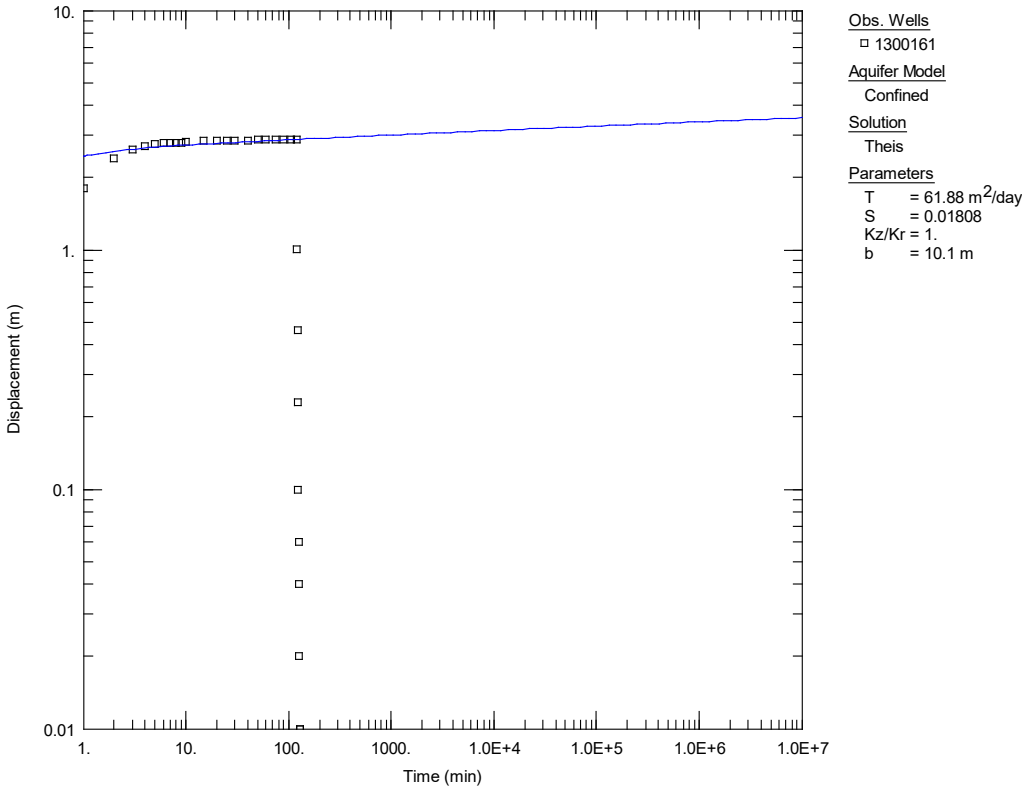
III.C. Pumping test solution fit to data from GIC Well ID 1270060



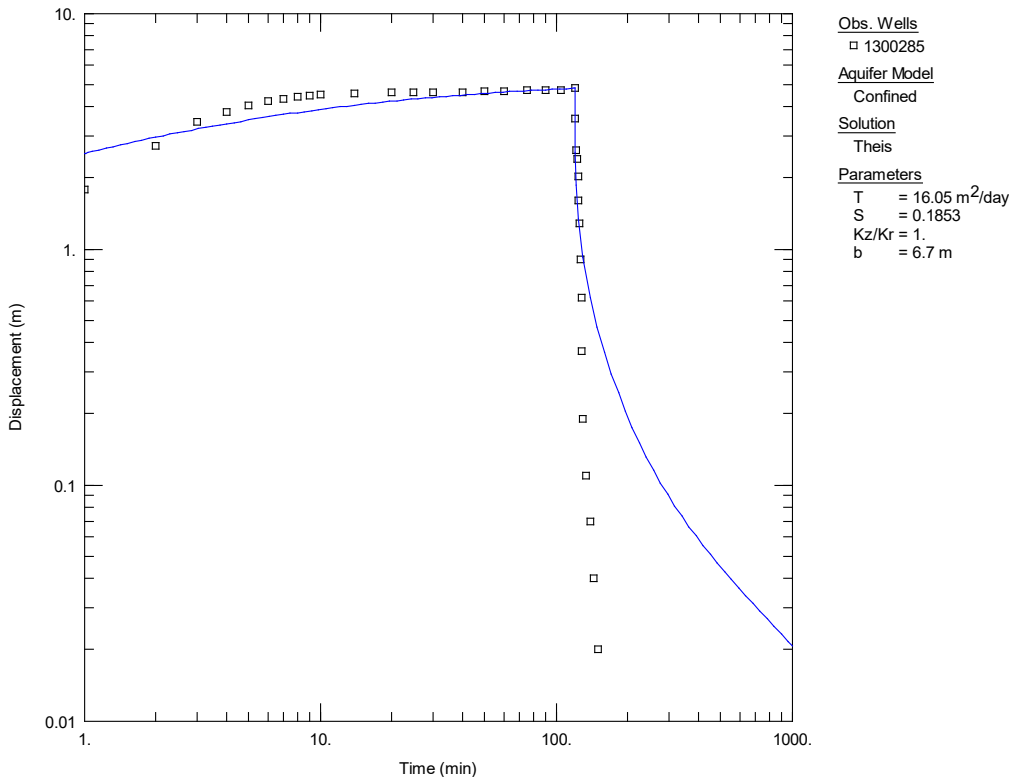
III.D. Solution extrapolated to 20 years of pumping



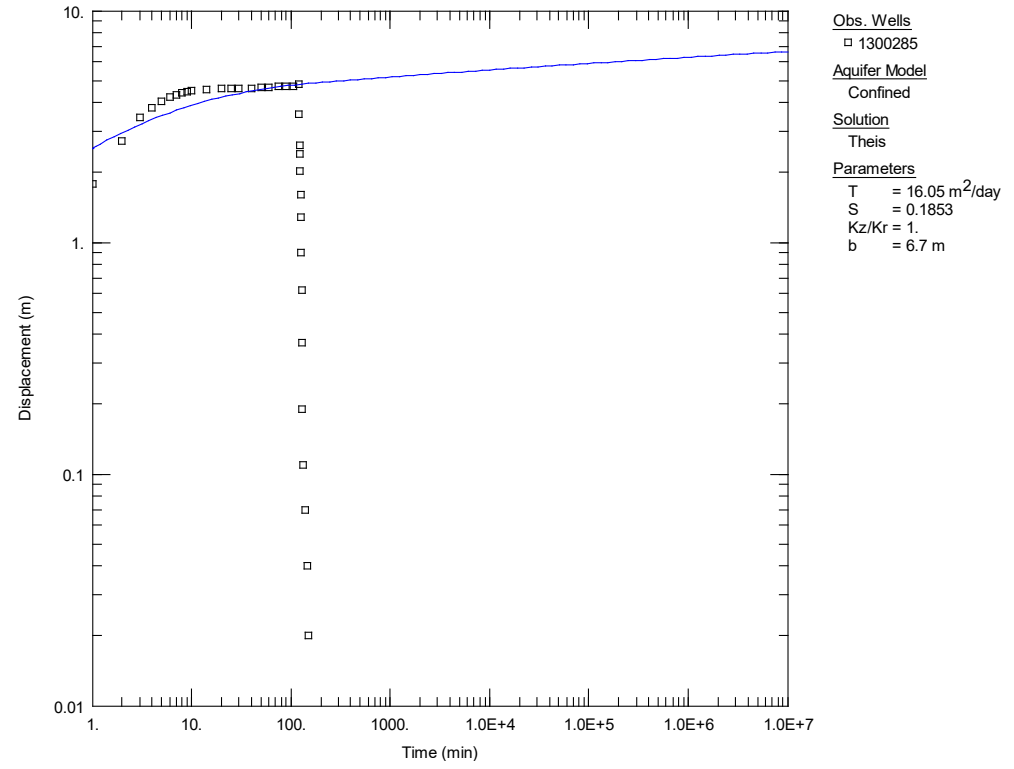
III.E. Pumping test solution fit to data from GIC Well ID 1300161



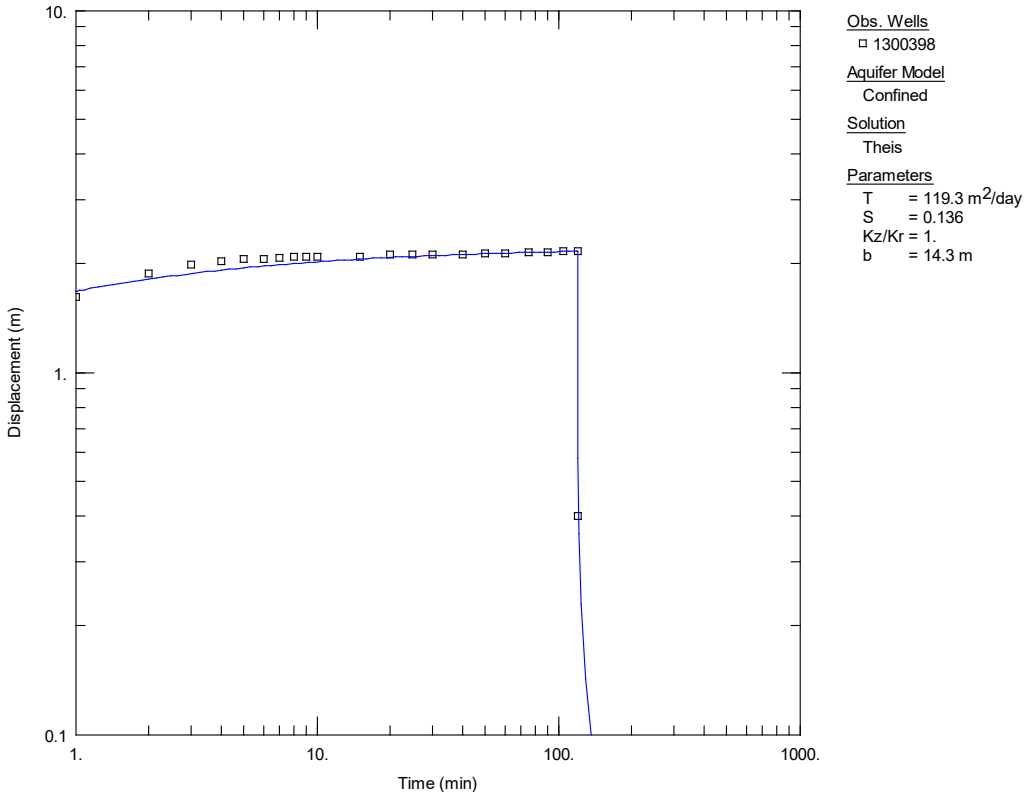
III.F. Solution extrapolated to 20 years of pumping



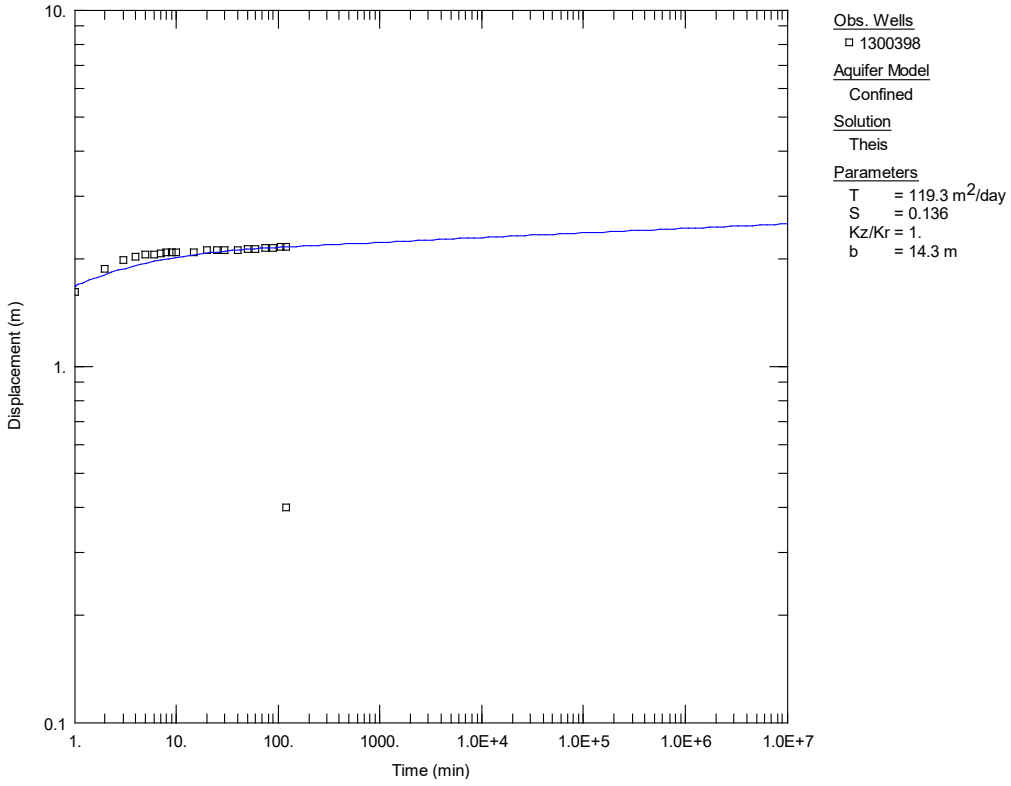
III.G. Pumping test solution fit to data from GIC Well ID 1300285



III.H. Solution extrapolated to 20 years of pumping



III.I. Pumping test solution fit to data from GIC Well ID 1300398



III.J. Solution extrapolated to 20 years of pumping

Appendix IV:
Water Quality Reports

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CHEMICAL ANALYSIS REPORT

WELL NAME	PHILLIPS, E.	**GIC WELL ID**	89047
LOCATION	LSD 2 SEC 34 TWP 51 RG 26 M 4	**SAMPLE NO.**	2073
WELL DEPTH	195.00 ft	**WATER LEVEL**	23.60 ft
AQUIFER		**LABORATORY**	AE
SAMPLING DATE	1985-10-12		

FIELD	MG/L	FIELD	MG/L
BICARBONATE		CARBONATE	
CHLORIDE		CONDUCTIVITY	
DISSOLVED OXYGEN		EH	
IRON		MANGANESE	
PH		SULPHATE	
S2		TEMPERATURE(C)	0
TOTAL ALKALINITY		TOTAL HARDNESS	

LABORATORY		Analysis Date	1985-11-08
COD		CONDUCTIVITY	174
DIC		FLUORIDE	0.2300
ION BALANCE		PH	7.90
SAR	7.9000	SIO2	
TOTAL ALKALINITY	793.0000	TC	
TDS	1,126	TN	
DOC			
AMMONIUM-N		BICARBONATE	967.0973
CALCIUM	83.9997	CARBONATE	0.0000
CHLORIDE	10.0146	MAGNESIUM	22.0181
NITRATE-N		NITRITE-N	-0.0700
PHOSPHATE		POTASSIUM	1.0240
SODIUM	315.0011	SULPHATE	216.3153
NO2 + NO3		TOTAL HARDNESS	300.0000

ALUMINUM		ARSENIC	
BARIUM		BERYLLIUM	
CADMIUM		CHROMIUM	
COBALT		COPPER	
IRON	0.2300	LEAD	
MANGANESE		MERCURY	
MOLYBDENUM		NICKEL	
SELENIUM		STRONTIUM	
VANADIUM		ZINC	

HYDROCARBONS	PESTICIDES
PHENOLICS	

Remarks:

WELL SAMPLE.

Temperature reported in Degree Centigrade. Conductivity reported in microsiemens/cm, pH in pH units. Alkalinity and Hardness expressed as Calcium Carbonate. FE, VA, PB, AL, AG expressed as extractable. FE in field measurements and all remaining metals expressed as total.
'-' indicates concentrations less than.

EH	- Oxidation-Reduction Potential	SAR	- Sodium Adsorption Ratio	DIC	- Dissolved Inorganic Carbon
COD	- Chemical Oxygen Demand	DOC	- Dissolved Organic Carbon	TN	- Total Particulate Nitrogen
TDS	- Total Dissolved Solids	TC	- Total Particulate Carbon		

Note: this data may not be fully checked. The Province disclaims all responsibility for its accuracy

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CHEMICAL ANALYSIS REPORT

WELL NAME	HALABISKY, WAYNE	**GIC WELL ID**	89053
LOCATION	LSD SE SEC 34 TWP 51 RG 26 M 4	**SAMPLE NO.**	14401
WELL DEPTH	225.00 ft	**WATER LEVEL**	80.00 ft
AQUIFER		**LABORATORY**	VG
SAMPLING DATE	1986-11-19		

FIELD	**MG/L**	**FIELD**	**MG/L**
BICARBONATE		CARBONATE	
CHLORIDE		CONDUCTIVITY	
DISSOLVED OXYGEN		EH	
IRON		MANGANESE	
PH		SULPHATE	
S2		TEMPERATURE(C)	0
TOTAL ALKALINITY		TOTAL HARDNESS	

LABORATORY		Analysis Date	1986-12-02
COD		CONDUCTIVITY	1,640
DIC		FLUORIDE	0.2000
ION BALANCE	1.0200	PH	8.00
SAR		SIO2	14.0000
TOTAL ALKALINITY	767.0000	TC	
TDS	1,116	TN	
DOC			
AMMONIUM-N		BICARBONATE	935.0892
CALCIUM	51.9998	CARBONATE	
CHLORIDE	-1.0011	MAGNESIUM	15.0127
NITRATE-N		NITRITE-N	-0.0504
PHOSPHATE		POTASSIUM	2.8640
SODIUM	374.9989	SULPHATE	210.3076
NO2 + NO3	-0.0504	TOTAL HARDNESS	192.0000

ALUMINUM		ARSENIC	
BARIUM		BERYLLIUM	
CADMIUM		CHROMIUM	
COBALT		COPPER	
IRON	1.8500	LEAD	
MANGANESE		MERCURY	
MOLYBDENUM		NICKEL	
SELENIUM		STRONTIUM	
VANADIUM		ZINC	

HYDROCARBONS	PESTICIDES
PHENOLICS	

Remarks:

TAP SAMPLE.

Temperature reported in Degree Centigrade. Conductivity reported in microsiemens/cm, pH in pH units. Alkalinity and Hardness expressed as Calcium Carbonate. FE, VA, PB, AL, AG expressed as extractable. FE in field measurements and all remaining metals expressed as total.
'-' indicates concentrations less than.

EH	- Oxidation-Reduction Potential	SAR	- Sodium Adsorption Ratio	DIC	- Dissolved Inorganic Carbon
COD	- Chemical Oxygen Demand	DOC	- Dissolved Organic Carbon	TN	- Total Particulate Nitrogen
TDS	- Total Dissolved Solids	TC	- Total Particulate Carbon		

Note: this data may not be fully checked. The Province disclaims all responsibility for its accuracy

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CHEMICAL ANALYSIS REPORT

WELL NAME	BROWN, G.	**GIC WELL ID**	89066
LOCATION	LSD NE SEC 34 TWP 51 RG 26 M 4	**SAMPLE NO.**	5541
WELL DEPTH	120.00 ft	**WATER LEVEL**	ft
AQUIFER		**LABORATORY**	AE
SAMPLING DATE	1977-06-02		

FIELD	MG/L	FIELD	MG/L
BICARBONATE		CARBONATE	
CHLORIDE		CONDUCTIVITY	
DISSOLVED OXYGEN		EH	
IRON		MANGANESE	
PH		SULPHATE	
S2		TEMPERATURE(C)	0
TOTAL ALKALINITY		TOTAL HARDNESS	

LABORATORY		Analysis Date	1977-06-28
COD		CONDUCTIVITY	1,640
DIC		FLUORIDE	0.1300
ION BALANCE	0.8600	PH	9.00
SAR		SIO2	
TOTAL ALKALINITY	525.0000	TC	
TDS	1,018	TN	
DOC			
AMMONIUM-N		BICARBONATE	587.0579
CALCIUM	6.0000	CARBONATE	26.0010
CHLORIDE	83.1162	MAGNESIUM	1.0008
NITRATE-N		NITRITE-N	-0.0994
PHOSPHATE		POTASSIUM	1.4320
SODIUM	350.0002	SULPHATE	260.3797
NO2 + NO3	-0.0994	TOTAL HARDNESS	20.0000

ALUMINUM		ARSENIC	
BARIUM		BERYLLIUM	
CADMIUM		CHROMIUM	
COBALT		COPPER	
IRON	0.2700	LEAD	
MANGANESE		MERCURY	
MOLYBDENUM		NICKEL	
SELENIUM		STRONTIUM	
VANADIUM		ZINC	

HYDROCARBONS	PESTICIDES
PHENOLICS	

Remarks:

TAP SAMPLE.

Temperature reported in Degree Centigrade. Conductivity reported in microsiemens/cm, pH in pH units. Alkalinity and Hardness expressed as Calcium Carbonate. FE, VA, PB, AL, AG expressed as extractable. FE in field measurements and all remaining metals expressed as total.
'-' indicates concentrations less than.

EH	- Oxidation-Reduction Potential	SAR	- Sodium Adsorption Ratio	DIC	- Dissolved Inorganic Carbon
COD	- Chemical Oxygen Demand	DOC	- Dissolved Organic Carbon	TN	- Total Particulate Nitrogen
TDS	- Total Dissolved Solids	TC	- Total Particulate Carbon		

Note: this data may not be fully checked. The Province disclaims all responsibility for its accuracy

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Pages 327 of 367

PARAGON
soil & environmental consulting

Wetland Assessment and Impact Report for the GraceLife Church of Edmonton Expansion Project

Prepared for:

GraceLife Church of Edmonton

Prepared by:

Paragon Soil and Environmental Consulting Inc.

February 2024

THIS REPORT CONTAINS PROVISIONS LIMITING LIABILITY, THE SCOPE OF THE REPORT AND THIRD PARTY RELIANCE

These documents and the information contained therein are confidential and the private property of **Paragon Soil and Environmental Consulting Inc.** and **GraceLife Church of Edmonton**. These documents and the information contained herein are intended solely for the reliance and use of **GraceLife Church of Edmonton** and may not be utilized, relied on or shared by any person or entity without the written consent and authorization of **Paragon Soil and Environmental Consulting Inc.** or **GraceLife Church of Edmonton**.

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The investigation undertaken by ***Paragon Soil and Environmental Consulting Inc.*** *with respect to this report and any conclusions or recommendations made in this report reflect* ***Paragon Soil and Environmental Consulting Inc.'s*** *judgment based on the site conditions observed at the time of the site inspection on the date(s) set out in this report and on information available at the time of preparation of this report. This report has been prepared for specific application to this site and it is based, in part, upon visual observation of the site, subsurface investigation at discrete locations and depths, and specific analysis of specific chemical parameters and materials during a specific time interval, all as described in this report. Unless otherwise stated, the findings cannot be extended to previous or future site conditions, portions of the site which were unavailable for direct investigation, subsurface locations which were not investigated directly, or chemical parameters, materials or analysis which were not addressed. Substances other than those addressed by the investigation described in this report may exist within the site, substances addressed by the investigation may exist in areas of the site not investigated and concentrations of substances addressed which are different than those reported may exist in areas other than the locations from which samples were taken.*

If site conditions or applicable standards change or if any additional information becomes available at a future date, modifications to the findings, conclusions and recommendations in this report may be necessary.

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ABBREVIATIONS

AA	Assessment Area
ABWRET-A	Alberta Wetland Rapid Evaluation Tool – *Actual*
ABWRET-E	Alberta Wetland Rapid Evaluation Tool – Estimate of Relative Wetland Value
ACIMS	Alberta Conservation Information Management System
AGRASID	Agricultural Regions of Alberta Soil Inventory Database
AEPA	Alberta Environment and Protected Areas
AWCS	Alberta Wetland Classification System
Chomiak	Chomiak Builds Ltd.
cm	centimetres
FWMIS	Fish and Wildlife Management Information System
GLC	GraceLife Church of Edmonton
GOA	Government of Alberta
ha	hectares
HUC	Hydrologic Unit Code
km^2	square kilometres
m	metres
Paragon	Paragon Soil and Environmental Consulting Inc.
RV	recreational vehicle
WAIR	Wetland Assessment and Impact Report

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1 INTRODUCTION

1.1 Purpose

Paragon Soil and Environmental Consulting Inc. (Paragon) was approached by Chomiak Builds Ltd. (Chomiak) on behalf of GraceLife Church of Edmonton (GLC) to prepare a *Wetland Assessment and Impact Report* (WAIR) for the GraceLife Church Expansion Project (the Project). This document is part of GLC's application for *Water Act* approval for wetland disturbance on private land (Government of Alberta [GOA] 2000).

Preparation of this document was directed by the *Alberta Wetland Assessment and Impact Report Directive* (GOA 2017) in accordance with the *Alberta Wetland Policy* (GOA 2013). This document describes a pre-disturbance wetland assessment, relative wetland value, anticipated impacts to wetlands, and outlines mitigation and replacement plans.

1.2 General Information

The wetland field assessment was completed on October 11, 2023 by Vincent Futoransky (B.Sc., P.Biol., R.P.Bio.) and Jasmine Lamarre (M.Sc., P.Ag., P.Biol.). The WAIR is authenticated by Vincent Futoransky (B.Sc., P.Biol., R.P.Bio.).

1.3 Project Overview

The proposed Project Area has an estimated extent of 2.01 hectares (ha). It is located on private land at 13-35-051-26-W4M, directly south of and adjacent to the current GLC property to the east of Range Road 262 and south of Highway 627 at 51529A Range Road 262, near Spruce Grove, Alberta in Parkland County (Figure 1). The Project Area overlaps a wetland; civil works will cause the permanent removal of a portion of the wetland.

Construction is anticipated to begin in Summer 2025, with the project expected to be operational in Summer 2026. Additional construction phases could potentially be ongoing until 2028.

1.4 Current Land Use

The Project Area lies within the Central Parkland Natural Subregion (Natural Regions Committee 2006) and currently contains a garage, yard, and a wetland (Figure 2). Other land uses within 150 metres (m) of the Project Area include the GLC, cropland, residential properties, a recreational vehicle (RV) storage lot, and a corn maze.

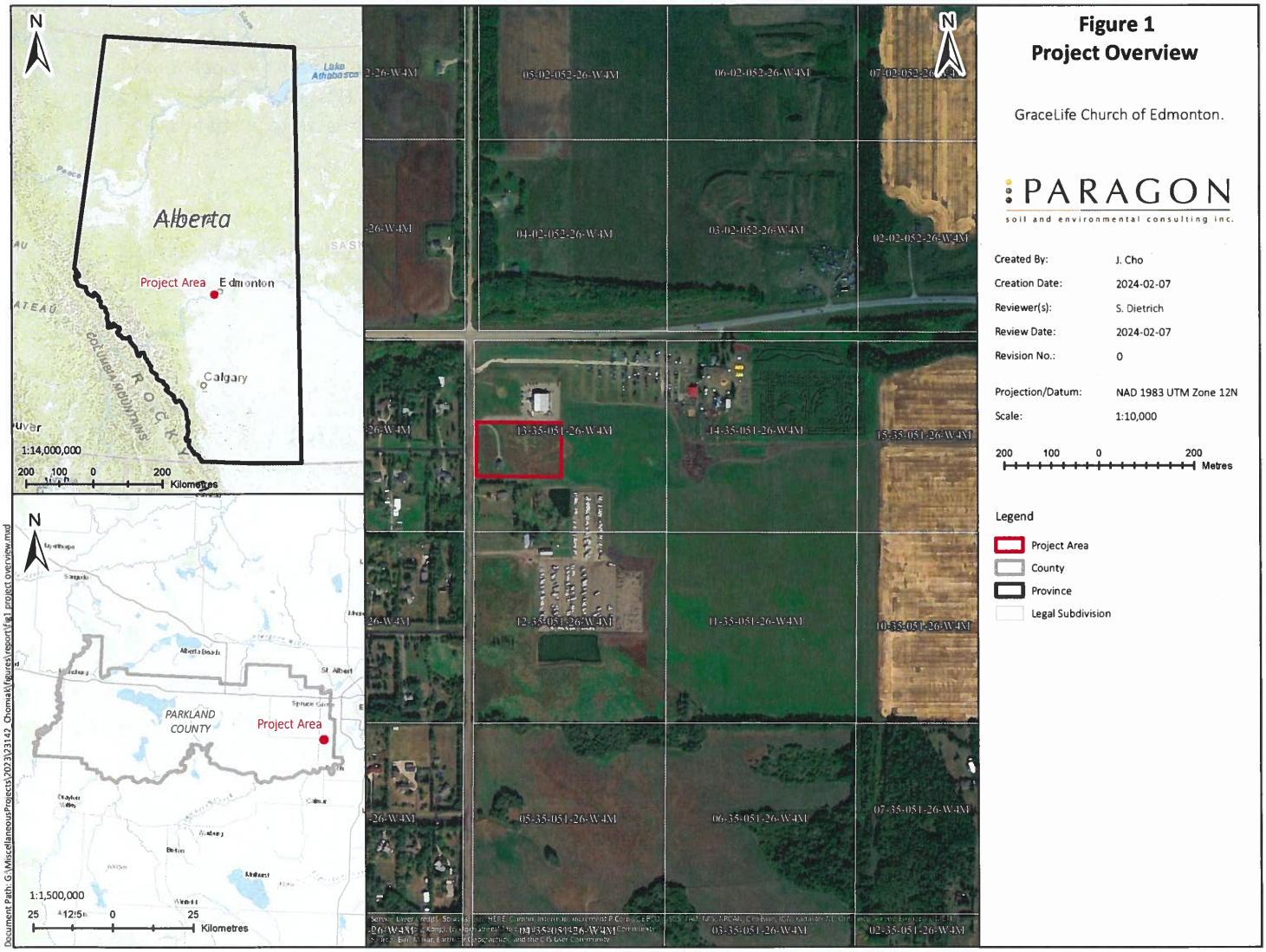
2 METHODS

2.1 Desktop Review

2.1.1 Wetland Identification, Classification and Delineation

Paragon identified, classified, and delineated all potential wetlands within the Project Area following the *Alberta Wetland Identification and Delineation Directive* (*Delineation Directive*; GOA 2015a) and the *Alberta Wetland Classification System* (AWCS) (GOA 2015b). Preliminary desktop wetland mapping was based on publicly available database searches along with interpretation of aerial photographs and digital imagery.

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N
Alberta
Project Area
Edmonton
Calgary
1:14,000,000
200 100 0 200
Kilometres
N
PARKLAND COUNTY
Project Area
1:1,500,000
25 12.5 0 25
Kilometres
05-02-052-26-W4M
06-02-052-26-W4M
04-02-052-26-W4M
03-02-052-26-W4M
02-02-052-26-W4M
13-35-051-26-W4M
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06-35-051-26-W4M
07-35-051-26-W4M
03-35-051-26-W4M
02-35-051-26-W4M
N
Figure 1
Project Overview
GraceLife Church of Edmonton.
PARAGON
soil and environmental consulting inc.
Created By: J. Cho
Creation Date: 2024-02-07
Reviewer(s): S. Dietrich
Review Date: 2024-02-07
Revision No.: 0
Projection/Datum: NAD 1983 UTM Zone 12N
Scale: 1:10,000
200 100 0 200
Metres
Legend
Project Area
County
Province
Legal Subdivision
Document Path: G:\MiscellaneousProjects\2023\23142- Chomaki\figures\report\fig1 project overview.mxd

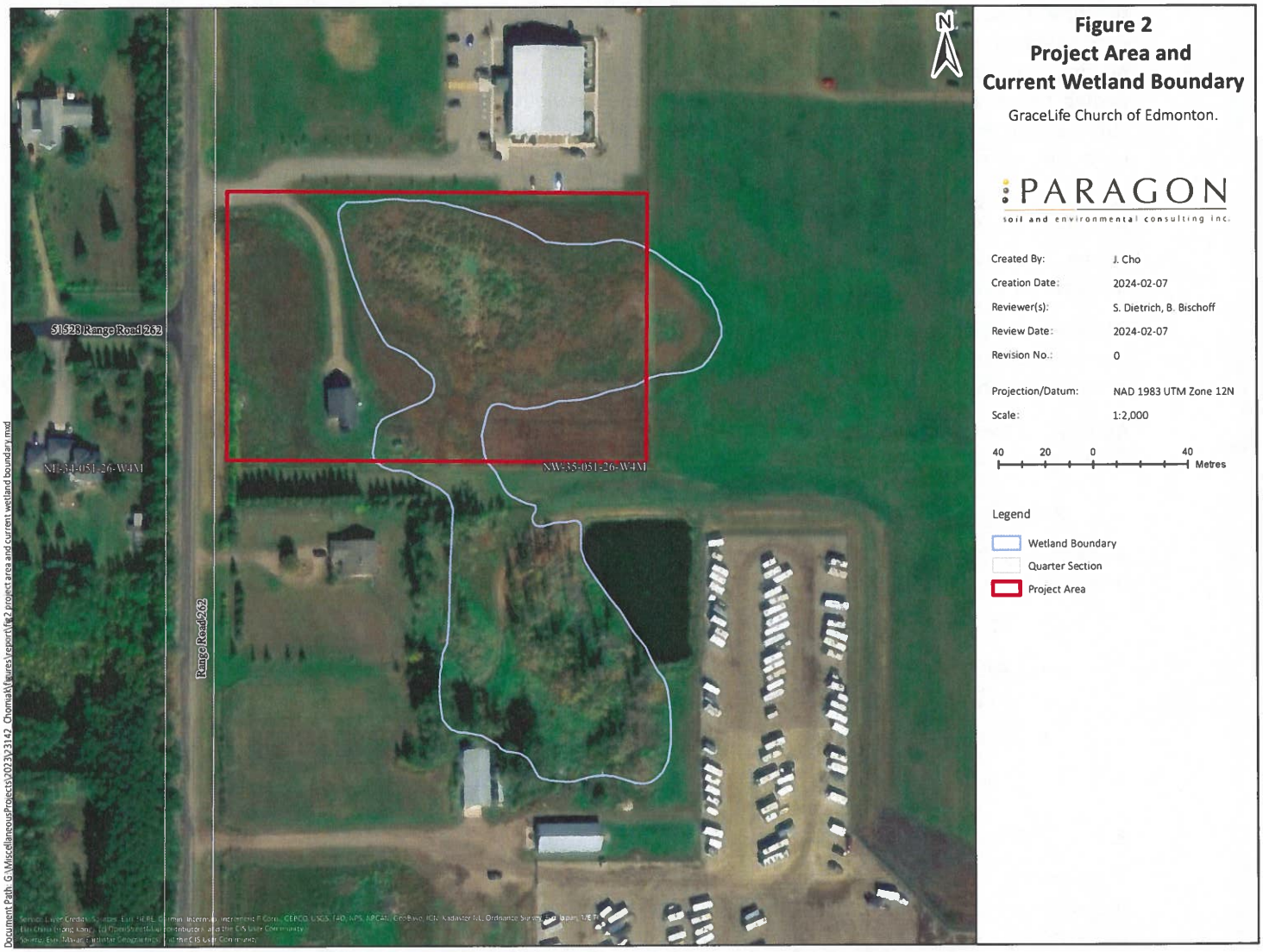


Figure 2
Project Area and Current Wetland Boundary

GraceLife Church of Edmonton.

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Created By:	J. Cho
Creation Date:	2024-02-07
Reviewer(s):	S. Dietrich, B. Bischoff
Review Date:	2024-02-07
Revision No.:	0
Projection/Datum:	NAD 1983 UTM Zone 12N
Scale:	1:2,000

40 20 0 40 Metres

Legend

- Wetland Boundary
- Quarter Section
- Project Area

Historical aerial photographs were used to evaluate visible surface water, wet areas, and land use change over time. Aerial photographs were purchased from the GOA's Air Photo Library and used along with free online imagery from multiple years and seasons to capture different climate (i.e., wetter or drier) periods (GOA 2023a). Historical aerial photographs from 1950, 1967, 1973, 1987, 1994, 2007, and 2015 along with current (2022) ESRI GIS Mapping Software imagery in ArcGIS were chosen for the Project.

To select relevant photos for assessment, a cumulative historical precipitation departure graph was developed using the annual total precipitation values (rain and snow) for the nearest weather station over the time period available (Alberta Agriculture and Forestry 2020). The deviation from average total precipitation for each year was calculated by subtracting the historic precipitation average from the yearly precipitation value. The cumulative deviation from historical precipitation average was calculated by adding the deviation from the current year to the previous year's cumulative value. The resulting cumulative precipitation departure graph is presented in Figure 3. A summary of imagery and climate data used is presented in Table 1.

During the historical aerial imagery review, wetlands were identified based on the presence of hydrological influence (e.g., areas of standing water). All desktop-mapped wetland boundaries were drawn, and a wetland class was assigned based on water permanence and observed vegetation. Once mapped, an initial wetland type was assigned using the AWCS (GOA 2015b).

Paragon also reviewed available topographic and base hydrology information to evaluate drainage patterns and to assess potential wetland connectivity useful to wetland identification, classification, and delineation.

Additional observations of land use and visible wetland boundary locations from aerial photograph review within and around the Project Area are presented in Appendix A.

2.1.2 Database Searches

A search of publicly available databases was undertaken for the Project Area to determine the following information:

- Alberta Merged Wetland Inventory (GOA 2023b)
- Alberta Wetland Rapid Evaluation Tool – Estimate of Relative Wetland Value by Section Index (ABWRET-E) (GOA 2023b)
- Agricultural Region of Alberta Soil Inventory Database (AGRASID; GOA 2024a)
- Strawberry Watershed Riparian Area Assessment (Fiera Biological Consulting 2018)

2.2 Field Survey

Paragon 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 refined and documented by taking photographs and compiling a representative species list. Regulated weed species were also recorded. Wetland boundaries were confirmed using vegetation indicators, with soil and hydrologic indicators where available and necessary.

The wetland boundary outside of the Project Area was not included in the field assessment due to access restrictions. Following *Delineation Directive* and *Alberta Wetland Rapid Evaluation Tool – Actual* (ABWRET-A) terminology, the term "AA" (for "assessment area") is used to discuss the wetland boundary that was accessible and field-verified (GOA 2015a; 2015c).

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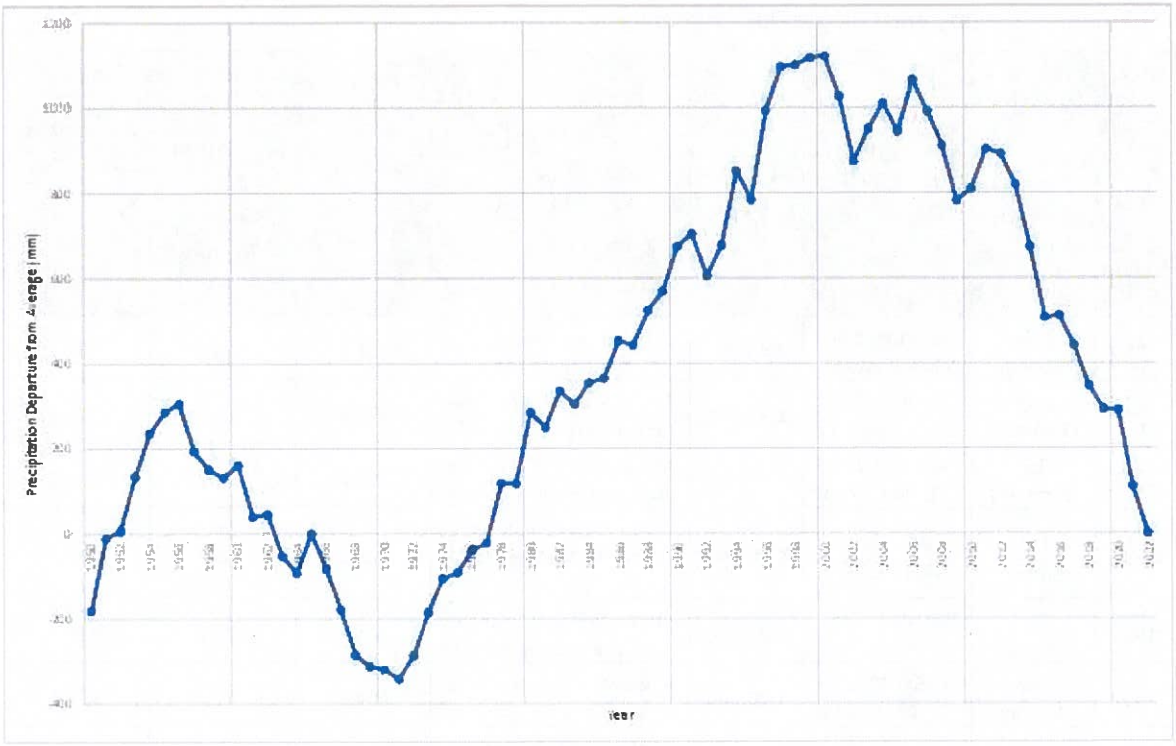


Figure 3 **Cumulative Precipitation Departure Graph for T051 R26 W4M (1950-2022)**

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Table 1 Imagery and Climate Data Summary

Aerial Photograph		Photo ID (Roll, Line and Photo)	Scale	Precipitation			
Year	Month (Season)			Period Trend[1]	Annual Total (mm)[2]	Deviation from Average (mm)[3]	Cumulative Deviation from Average (mm)[4]
1950	May (Spring)	AS-0136, Line 5308, Photo 58	1:40,000	Below Average: In a wetting period	297.7	-181.1	-181.1
1967	Aug (Summer)	AS-0979, Line 5311, Photo 42	1:31,680	Below Average: Near the end of a drying period	383.4	-95.4	-178.3
1973	Jul (Summer)	AS-1248, Line 11, Photo 256	1:31,680	Above Average: Near the start of a wetting period	580.0	101.2	-185.5
1987	Jun (Spring)	AS-3590, Line 47, Photo 37	1:30,000	Below Average: In the middle of a wetting period	468.2	-10.6	442.3
1994	Sep (Summer)	RMNL6, Photo 105	1:20,000	Above Average: Near the end of a wetting period	654.0	175.2	851.4
2007	Apr (Spring)	AS-5404B, Line 5E, Photo 230	1:20,000	Below Average: Near the start of a drying period	404.8	-74.0	991.4
2015	Sep (Summer)	DS-2015219, Photo 434	1:12,000	Below Average: In the middle of a drying period	312.7	-166.1	507.0
2022	Sep (Summer)	N/A	N/A	Below Average: At the end of the most recent drying period	368.1	-110.7	0

Notes:

[1] Drying or wetting period trend interpreted from the cumulative precipitation departure graph (Figure 3).

[2] Data from Alberta Agriculture and Forestry (2020).

[3] Deviation from average calculated as the Annual Total Precipitation minus Period Average (478.8 mm between 1950 and 2022).

[4] Deviation added from the current year to the previous year's cumulative value.

N/A indicates "not applicable".

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Following field inspection, data were reviewed, and survey results were summarized. Any observed direct and/or indirect impacts on the wetland within the Project Area (AA) were also evaluated. ABWRET-A "F" and "S" forms were prepared, along with the wetland boundary digital shapefile layer, as required for a *Water Act* application. Wetland mapping followed Pathway 5 – comprehensive desktop delineation with field verification (GOA 2015a).

2.3 Relative Value Assessment

The desktop review and the field survey data were used to complete forms following the *Alberta Wetland Rapid Evaluation Tool-Actual* (*ABWRET-A*) *Guide* (GOA 2015c). ABWRET-A forms were submitted to Alberta Environment and Protected Areas (AEPA) to determine relative wetland value, and results provided by AEPA were used to assess potential effects to wetlands and recommend mitigation measures.

3 RESULTS

3.1 Desktop Review

3.1.1 Wetland Identification, Classification and Delineation

Prior to 2015, the main land use within the Project Area was cultivated cropland (Appendix A, Figures A.1 to A.6). During this period, a wetland (or portions thereof) has been present every year assessed within the Project Area (1950 to 2007). The wetland's extent (boundary) and connectivity have changed over time, which is primarily attributed to low or high annual precipitation variation through drier and wetter periods, and has often been observed historically to extend north, east, and south of the Project Area. The portion of the wetland within, north and east of the Project Area always appears to be graminoid dominant (i.e., graminoid marsh [MG]), while the portion of the wetland to the south has developed pockets of trees (i.e., wooded deciduous swamp [SWd]) within graminoid marsh areas.

Land use appeared to change in 2015 with the development of a road network entering the Project Area from Range Road 262 at the northwest corner and then splitting into two directions (Appendix A, Figure A.7); one road heading northeast and further north into the land where GLC is currently located and one road heading south towards a building (confirmed later to be a garage). The upland and wetland area east of the road and garage in the Project Area appears to be cropped and/or mowed while the area west of the road and garage no longer appears to be a wetland and seems to be mowed only (no longer agricultural use). A small portion of the wetland remains in the property to the north and connectivity to the Project Area is still maintained to the south (Appendix A, Figure A.7).

By 2022, the church building and parking space around it had been developed to the north of the Project Area where wetland presence or connectivity is no longer seen (Figure 2). To the southeast of the Project Area, a dugout and RV storage lot have been created within the historic wetland boundary; these are no longer part of the current wetland boundary (Figure 2). Even though aerial photography was taken at the end of the most recent drying period and below average precipitation recorded in 2022, a large wetland dominated by graminoid marsh communities is visible within the Project Area.

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3.1.2 Database Searches

Alberta Merged Wetland Inventory

This wetland within the Project Area was not present in the *Alberta Wetland Merged Inventory* layer (GOA 2023b).

Alberta Wetland Rapid Evaluation Tool – Estimate

There are approximately 36 hectares (ha) of D-Value wetlands in the entirety of section 35-051-26-W4M. A value of "D" is the lowest rating category applied to Alberta wetlands.

Agricultural Region of Alberta Soil Inventory Database

Upland soils mapped within the Project Area consist of Ponoka (Eluviated Black Chernozem) soils in upper slope positions and Winterburn (Orthic Dark Gray Chernozem) soils in middle slope positions. Both soil series are described as well drained and medium textured, with mineral topsoil that is approximately 43 centimetres (cm) in depth. Topsoil textures are expected to range from loam to silt loam (GOA 2024a). Gleysolic and Organic soils are commonly mapped in lower, level and depressional slope positions in the area. Gleysols are described as poorly drained Orthic Humic Gleysols with approximately 20 cm of topsoil (loam textured) overlying clay loam subsoil. Organic soils are described as very poorly drained Typic Mesisols and can have upwards of 160 cm of peat (GOA 2024a).

Hydrology

The Project Area is located within the North Saskatchewan Strawberry Hydrologic Unit Code (HUC) 8 watershed (Fiera Biological Consulting 2018), which is in the Middle North Saskatchewan River HUC 4 watershed. The Project Area accounts for less than 0.001 % of the approximately 3,000 square kilometre (km^2) HUC 8 watershed. There are no defined waterbodies or watercourses within the proposed Project Area; however, there is an unnamed tributary approximately 200 metres (m) north of the Project Area (Figure 4).

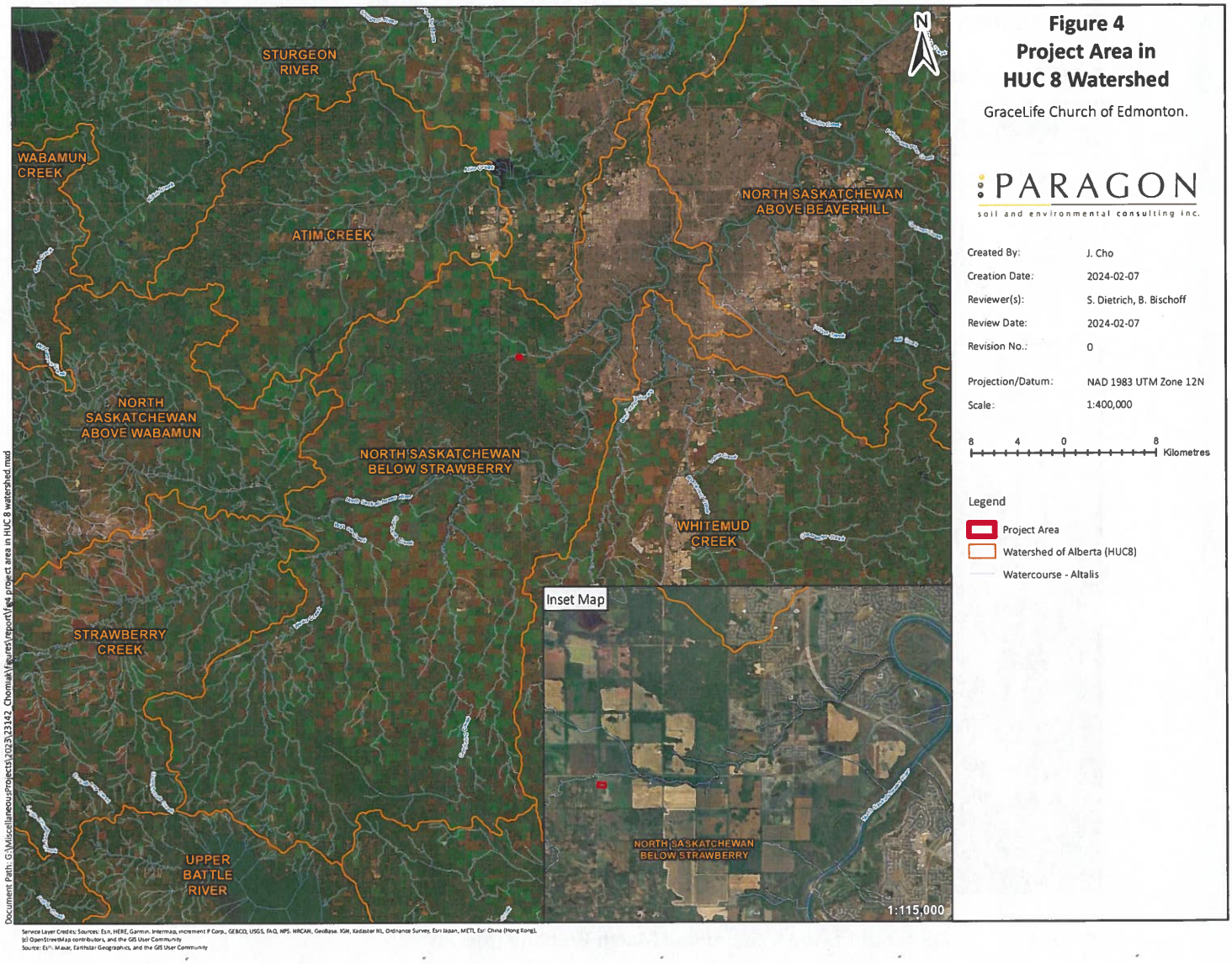
Rare Plants and Rare Ecological Communities

In January 2024, a review of the ACIMS dataset (GOA 2024b) within 1 km of the Project Area returned no sensitive or non-sensitive Element Occurrences. There were also no records of rare ecological communities within 1 km of the Project Area (GOA 2024b).

Fish and Wildlife Management System

In January 2024, a review of the FWMIS dataset (GOA 2024c) returned two historical wildlife records within 3 km of the Project Area: the Canadian toad (*Anaxyrus hemiophyrs*) and the Least Flycatcher (*Empidonax minimus*). The Canadian Toad is considered May Be at Risk in Alberta (GOA 2024d), while federally, under the *Committee on the Status of Endangered Wildlife in Canada* (COSEWIC), this species is designated as Not at Risk (Government of Canada [GOC] 2023a). Canadian Toads breed in shallow aquatic habitats across the prairie and aspen parkland, including ponds, lake margins, slow flowing water, wetlands, and ditches (Canadian Herpetological Society 2024). The Least Flycatcher is considered Secure in Alberta (GOA 2024d) and is not federally listed under COSEWIC (GOC 2023a). Least Flycatchers live in deciduous and mixed forests during the breeding season (Cornell University 2024).

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STURGEON RIVER
WABAMUN CREEK
ATIM CREEK
NORTH SASKATCHEWAN ABOVE BEAVERHILL
NORTH SASKATCHEWAN ABOVE WABAMUN
NORTH SASKATCHEWAN BELOW STRAWBERRY
WHITEMUD CREEK
STRAWBERRY CREEK
UPPER BATTLE RIVER
Inset Map
NORTH SASKATCHEWAN BELOW STRAWBERRY
1:115,000
N
Figure 4
Project Area in
HUC 8 Watershed
GraceLife Church of Edmonton.
PARAGON
soil and environmental consulting inc.
Created By: J. Cho
Creation Date: 2024-02-07
Reviewer(s): S. Dietrich, B. Bischoff
Review Date: 2024-02-07
Revision No.: 0
Projection/Datum: NAD 1983 UTM Zone 12N
Scale: 1:400,000
8 4 0 8 Kilometres
Legend
Project Area
Watershed of Alberta (HUC8)
Watercourse - Altalis
Document Path: G:\Miscellaneous\Projects\2023\23142_Chomiak\Figures\report\fig4 project area in HUC 8 watershed.mxd
Service Layer Credits: Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

3.2 Field Survey

3.2.1 Wetland Identification, Classification and Delineation

The assessed graminoid marsh within the AA was determined to be seasonal (Class III) and is classified as MG III. The wetland within the AA is part of a larger marsh-swamp wetland complex (Figure 5).

The total wetland area currently associated with the Project Area is approximately 1.98 ha. Overall, graminoid marsh communities represent 83 % of the entire wetland composition (Figure 5; Table 2; Photo 1). The remaining 17 % of the wetland is made up of wooded deciduous swamp (SWd).

Table 2 Wetland Community Distribution Within and Surrounding the Project Area

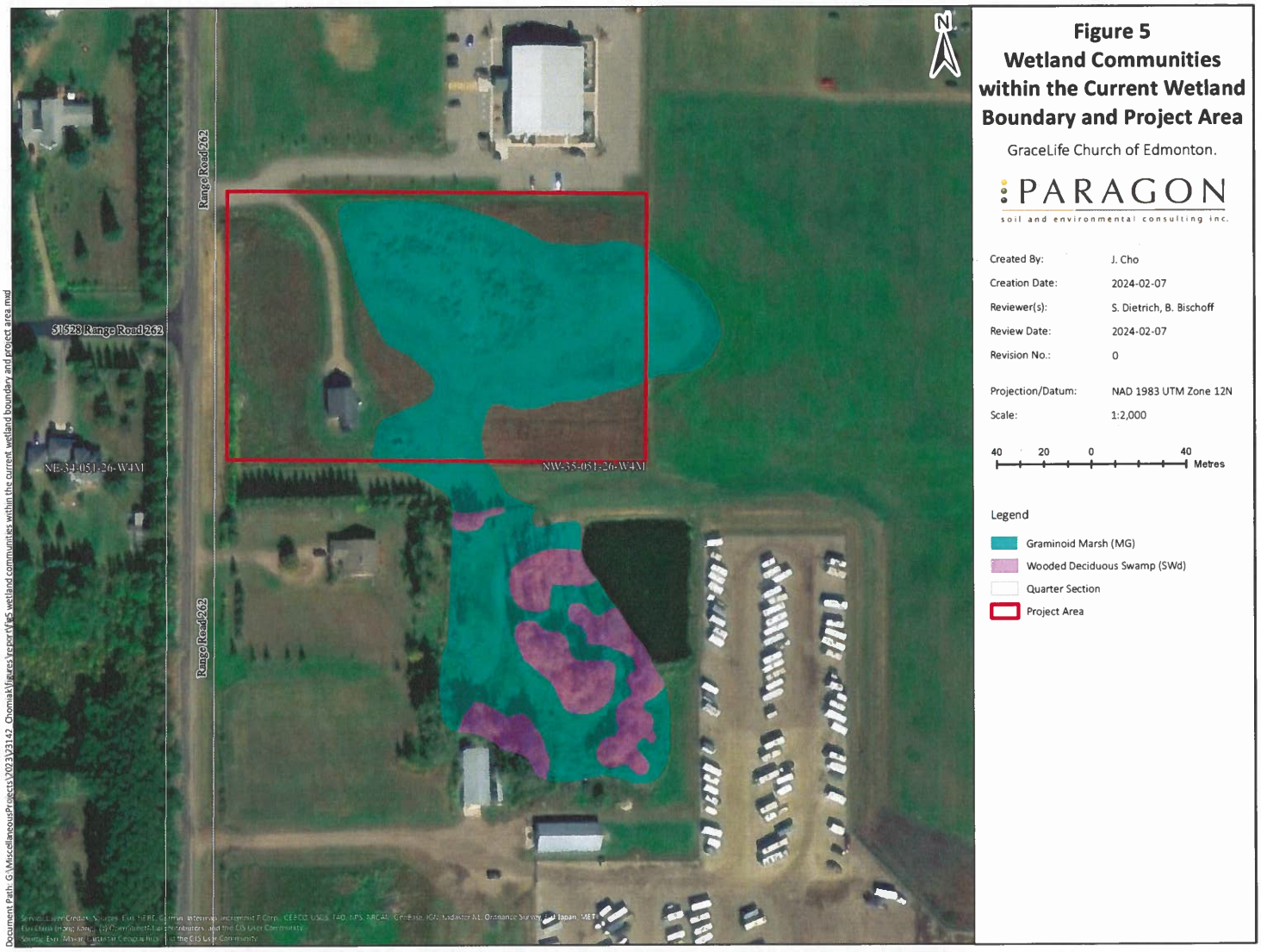
Project Area	Wetland Community Name	Wetland Map Unit (Class/Form)	Area (ha)	Proportion of Entire Wetland (%)
Inside	Graminoid Marsh	MG	0.97	49
Outside	Graminoid Marsh	MG	0.69	34
	Wooded Deciduous Swamp	SWd	0.33	17
		Total	**1.98**	**100**



Photo 1 Center of Seasonal Graminoid Marsh Wetland (MG III)

Wetland within 13-35-051-26-W4M, photograph facing east (October 11, 2023).

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N
Range Road 262
51528 Range Road 262
NE-34-051-26-W4M
NW-35-051-26-W4M
Range Road 262
Document Path: G:\Miscellaneous\Projects\2023\23142 Chomiak\figures\report\as wetland communities within the current wetland boundary and project area.mxd
Figure 5
Wetland Communities within the Current Wetland Boundary and Project Area
GraceLife Church of Edmonton.
PARAGON
soil and environmental consulting inc.
Created By: J. Cho
Creation Date: 2024-02-07
Reviewer(s): S. Dietrich, B. Bischoff
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Projection/Datum: NAD 1983 UTM Zone 12N
Scale: 1:2,000
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Metres
Legend
Graminoid Marsh (MG)
Wooded Deciduous Swamp (SWd)
Quarter Section
Project Area

3.2.1 Plant Species Including Regulated Weeds

Plant species identified within the AA were predominantly forbs, such as common cattail (*Typha latifolia*) and common plantain (*Plantago major*), along with graminoids, such as canary grass species (*Phalaris* sp.), slough grass (*Beckmannia syzigachne*), and manna grass (*Glyceria* sp.). Several non-native and invasive plant species, including one noxious weed, creeping thistle (*Cirsium arvense*), was noted during the field survey. A plant species list is provided in Table 3.

Table 3 Plant Species List of the Seasonal Graminoid Marsh Wetland in 13-35-051-26-W4M

Vegetation Layer	Scientific Name	Common Name
Forb	*Typha latifolia*	common cattail
	*Plantago major**	common plantain*
	*Cirsium arvense***	creeping thistle**
	*Thlaspi arvense**	stinkweed*
	*Taraxacum officinale**	common dandelion*
	Draba sp.	draba species
	Potentilla norvegica	rough cinquefoil
	Rumex sp.	dock
	*Trifolium hybridum**	alsike clover*
Graminoid	*Phalaris* sp.	canary grass
	Beckmannia syzigachne	slough grass
	Glyceria sp.	manna grass
	Carex aquatilis	water sedge
	Hordeum jubatum	foxtail barley
	Scirpus sp.	bulrush
Bryophyte	*Campylium* sp.	campylium moss

NOTES:
Species listed in observed order of abundance (highest to lowest) within each layer.
* ABWRET invasive list species and is exotic/introduced.
** Noxious weed (GOA 2016).

3.2.2 Incidental Wildlife

No incidental wildlife were noted during the field visit on October 11, 2023. Based on the site visit and review of aerial imagery, there does not appear to be habitat in the Project Area for sensitive wildlife such as raptors or sharp-tailed grouse but there is potential for Canadian toad habitat.

3.3 Relative Value Assessment

Completed ABWRET-A results were received from AEPA in December 2023. The results of the ABWRET-A evaluation, including relative wetland values, are presented in Appendix B. The relative wetland value for the AA was D.

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4 IMPACTS AND MITIGATION

Approximately 0.97 ha of the total 1.98 ha wetland is anticipated to be disturbed due to proposed development within the Project Area (Figure 5, Table 2). The remaining undisturbed sections of the wetland are a temporary graminoid marsh (MG II) located to the east of the Project Area as well as a mixture of a temporary graminoid marsh (MG II) and a wooded deciduous swamp (SWd) communities located to the south of the Project Area.

Permanent removal will directly impact the wetland within the Project Area. Wetland function outside the AA may be indirectly impacted by the loss of wetland within the Project Area. Further details on changes to wetland function, including impacts to soil, vegetation, fish, and wildlife, are presented below.

4.1 Historic Impacts

The wetland within the Project Area has been used as agricultural land since at least 1950. More recently in 2015, the area was developed through the addition of roads and a garage with the adjacent church and associated parking lot built by 2022.

4.2 Soil and Vegetation

Site preparation for construction will include the removal of vegetation and topsoil from within the Project Area. Additional infill will be supplied for grading and civil works.

Vegetation cover will be impacted by construction within the Project Area. No rare plant species or rare plant communities were noted in the Project Area during the desktop or field assessments; therefore, no mitigation is planned.

Weed monitoring and control will be implemented to prevent weed species establishment in the proposed disturbance area, and to reduce impacts to surrounding lands from potential weed colonization, as indicated under the Alberta *Weed Control Act* and associated Regulation (GOA 2016, 2023c).

4.3 Fish and Wildlife

Within the Project Area, there are no anticipated direct impacts to fish or wildlife species. There is no fish habitat within the Project Area and therefore no anticipated effects to fish species. There is potential for small loss of wildlife habitat.

Pre-construction amphibian sweeps will also be planned, to mitigate potential impacts to Canadian toads or other amphibians. If any wildlife is encountered during construction activities, species-specific mitigation will be developed and implemented.

4.4 Hydrology

Historically, the Project Area appears to have drained northwest towards an unnamed tributary approximately 200 m to the north, which ultimately flows to the North Saskatchewan River. Development in the area in the last decade, specifically the construction of the two roads directly north and west of the wetland, have likely altered natural surface water flow within the catchment, resulting in additional water retention within the wetland.

Portions of the wetland outside of the Project Area may be indirectly impacted by the development. Construction plans will include measures to promote current surface water flow patterns, volumes and hydrologic connectivity to the larger catchment. No change to wetland communities outside of the Project Area are anticipated.

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Natural area drainage may also be indirectly impacted by the proposed development, particularly during high flow events such as snowmelt or heavy precipitation, through the loss of the wetland as a natural buffer. High flow events may lead to higher immediate volumes; however, constructions plans will help to mitigate potential negative offsite impacts to the natural area drainage. Impacts to the unnamed tributary north of the Project Area are not expected.

5 WETLAND MITIGATION PROPOSAL

Wetland mitigation plans were guided by the Mitigation Hierarchy outlined in the *Alberta Wetland Mitigation Directive* (GOA 2018). Proposed strategies for avoidance, minimization and replacement are discussed below.

5.1 Avoidance

Wetland avoidance is not possible within the proposed Project Area.

5.2 Minimization

The wetland within the Project Area is planned to be removed during Project construction. Mitigation measures for indirect impacts outside the Project Area are detailed in Section 4.

5.3 Replacement

Given direct impacts to 0.97 ha of wetland, replacement costs will be paid at a rate of 19,100 dollars per hectare ($/ha). Total replacement cost to be paid to the GOA is expected to be $ 19,353.08 including taxes. The total replacement cost was calculated using the following details:

- Lost wetland area (ha): 0.965
- Wetland classification: MGIII
- RWVAU: 1
- Relative Wetland Value: D
- Hydrologic Unit Code (HUC 4): 1102

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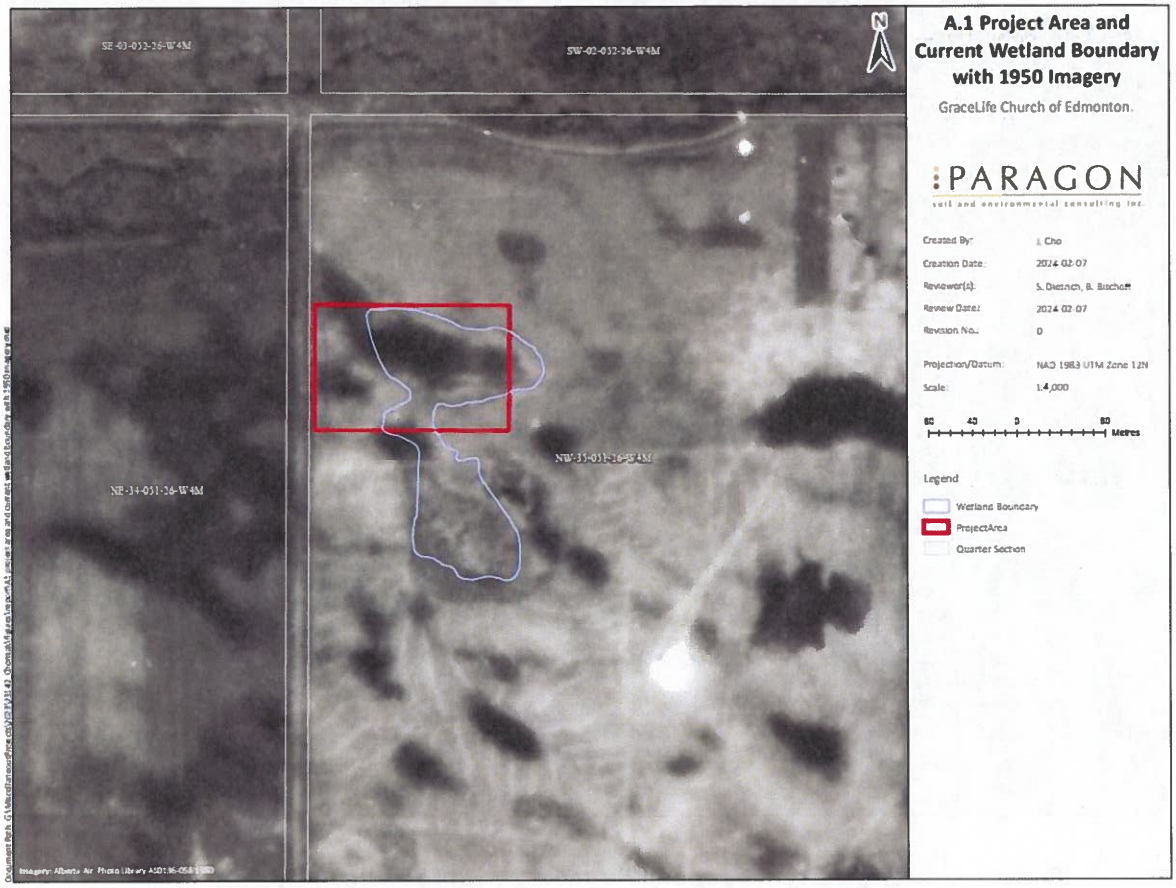
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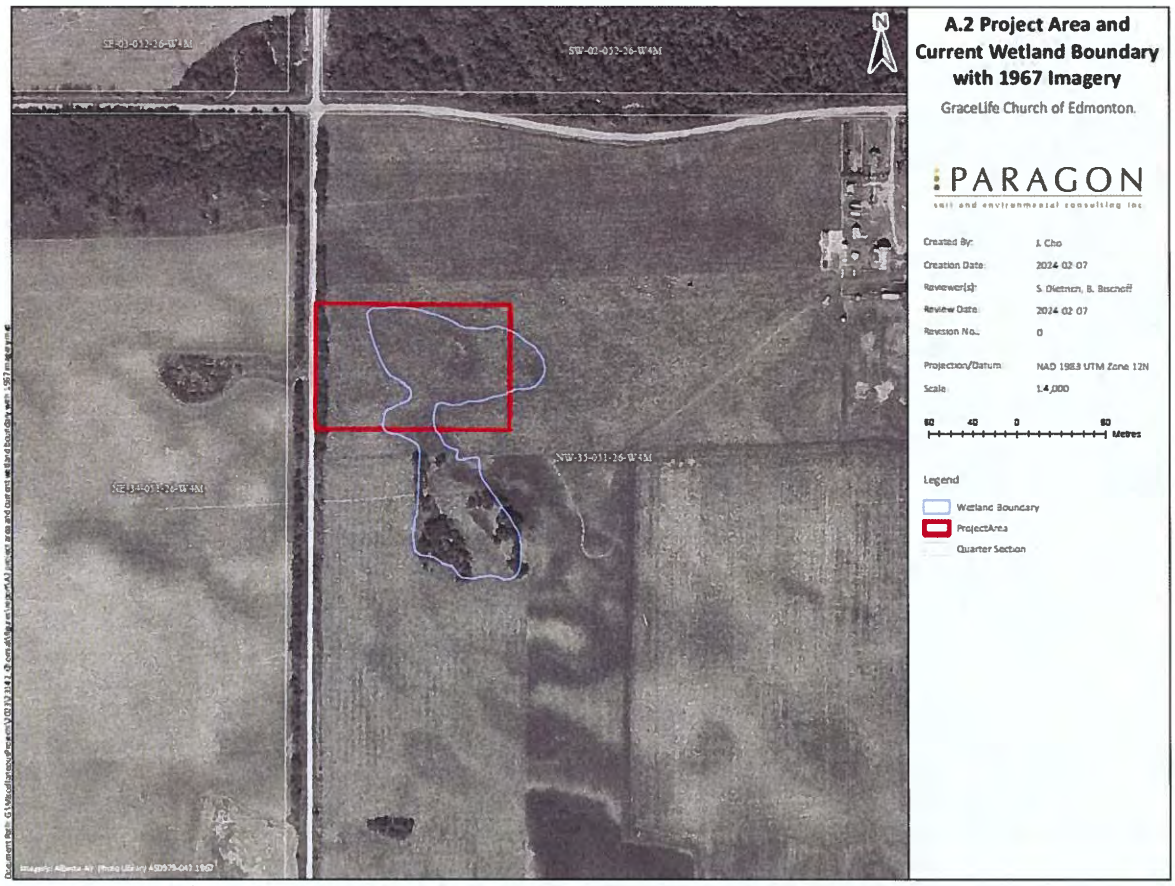
Appendix A Historical Imagery



A.1 Project Area and Current Wetland Boundary with 1950 Imagery

The land use within the Project Area appears to be cultivated cropland with a large proportion of wetland that is also cropped. The historic wetland boundary extends north, east, and south of the current Project Area location and appears to be predominantly graminoid.

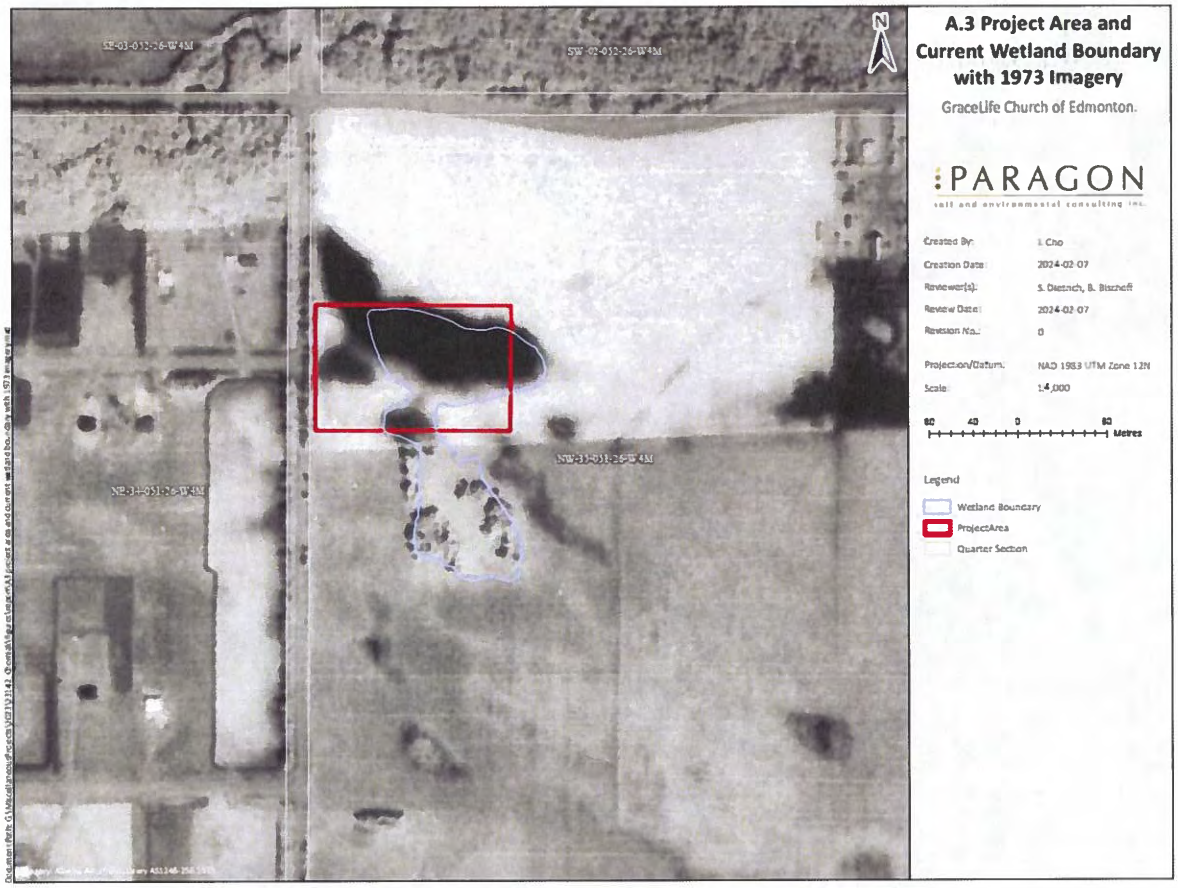
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A.2 Project Area and Current Wetland Boundary with 1967 Imagery

Near the end of a drying period, a marginal decrease in proportion of wetland is observed. The visible historic wetland portions appear to be cropped and less connected. Trees are noticeable along the western property edge and are growing within portions of the wetland to the south of the Project Area connected to a graminoid wetland within the Project Area.

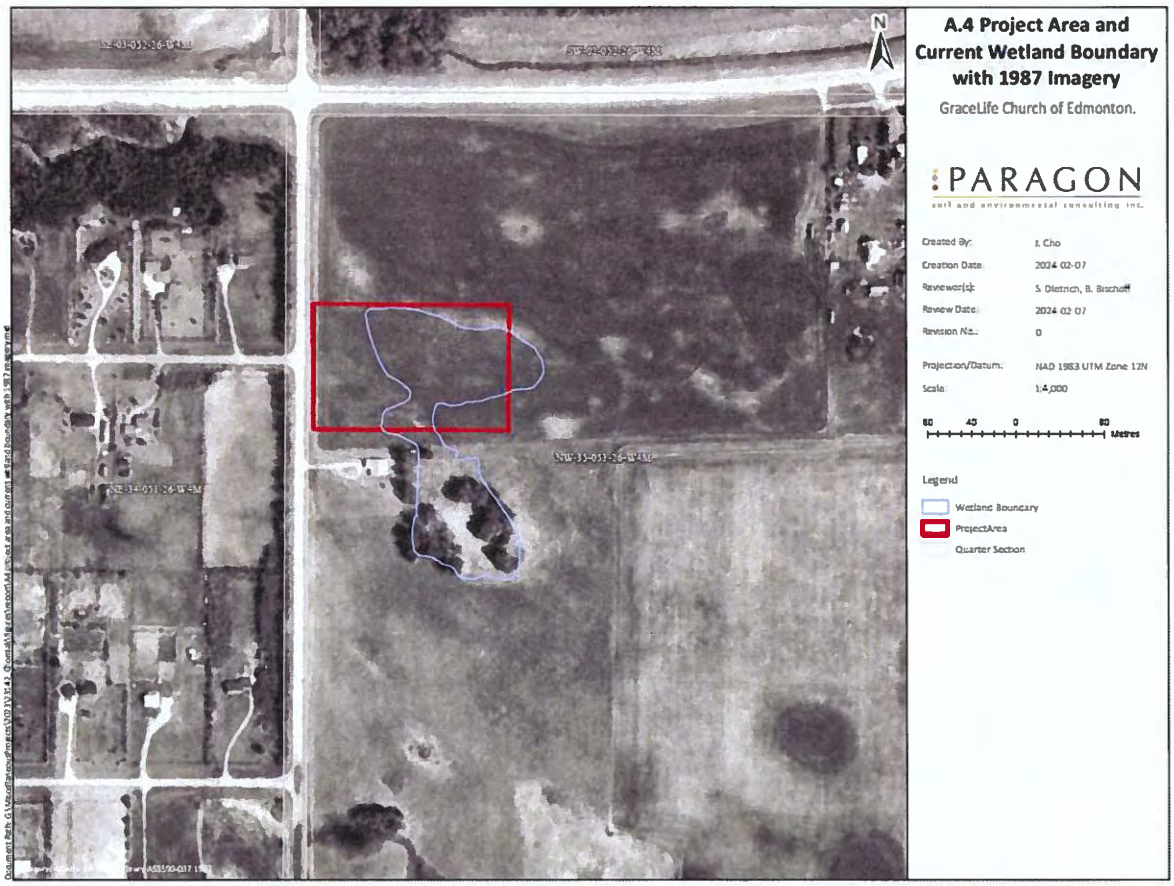
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A.3 Project Area and Current Wetland Boundary with 1973 Imagery

Near the start of a wetting period in an above average year for precipitation where a large historic wetland extent like that of 1950 is observed. The historic wetland portion within the Project Area appears to be cultivated, cropped, and connected to portions north, east, and south of the Project Area. Trees continue to grow in portions of the wetland to the south forming the beginnings of a wooded swamp.

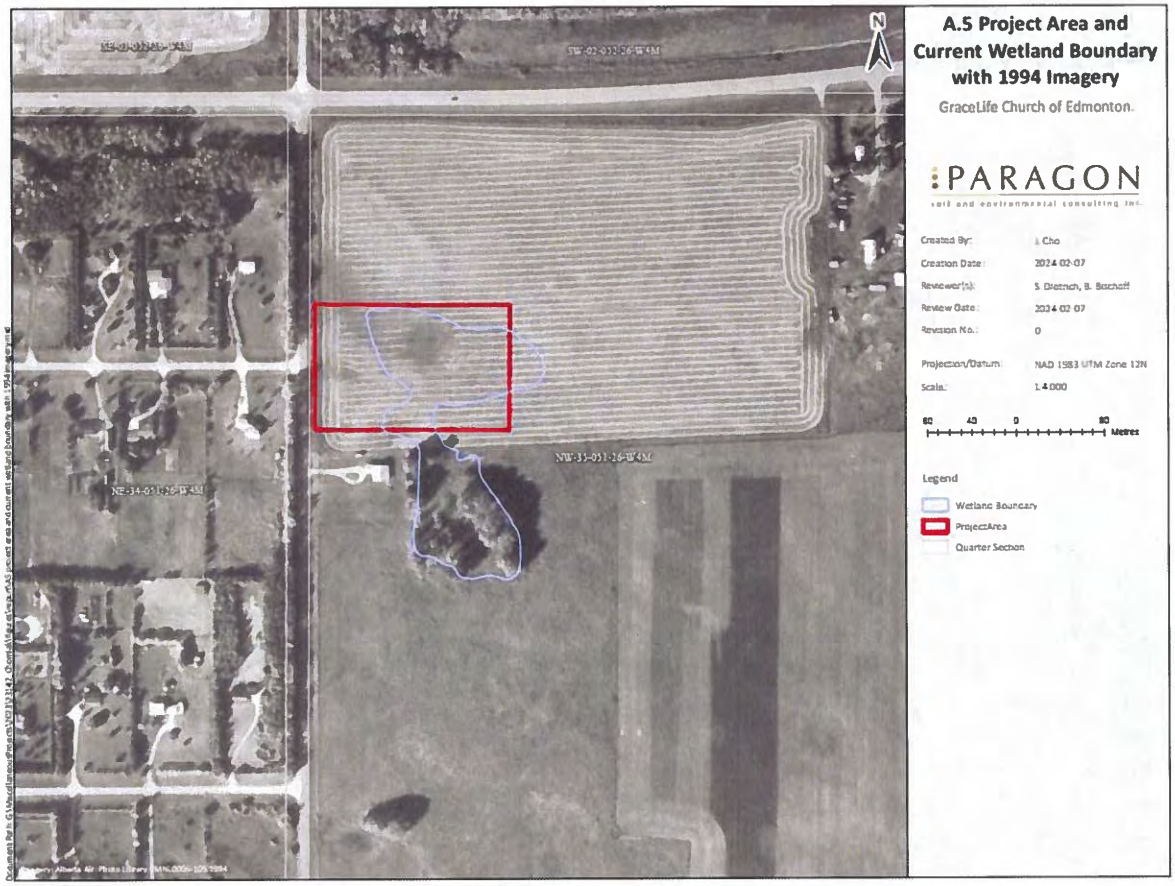
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A.4 Project Area and Current Wetland Boundary with 1987 Imagery

During a wet period with near average precipitation, the historic wetland boundary does not appear to be too much different from 1973. The historic wetland portion within the Project area appears to be cultivated, cropped, and connected with portions that extend north, east, and south of the Project area. While the historic wetland in the Project Area appears to remain graminoid based, wetland types to the south appear to be both graminoid and wooded.

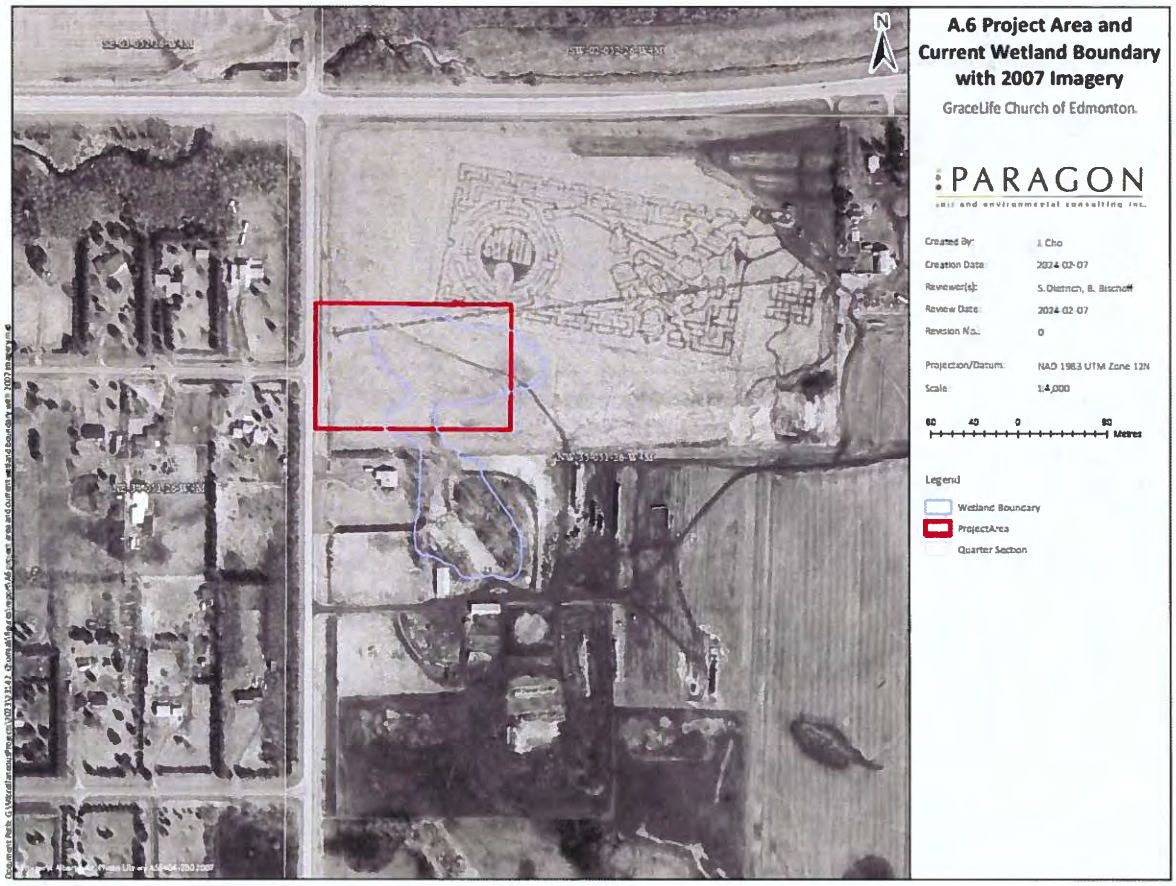
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A.5 Project Area and Current Wetland Boundary with 1994 Imagery

Land use within the Project Area is cultivated and cropped with wetland presence and extents less visible than previous years. The photo was taken at the end of summer (August) but within a wetter period in a year with above average precipitation. Connections north of the Project Area are still visible but less so to the east and south.

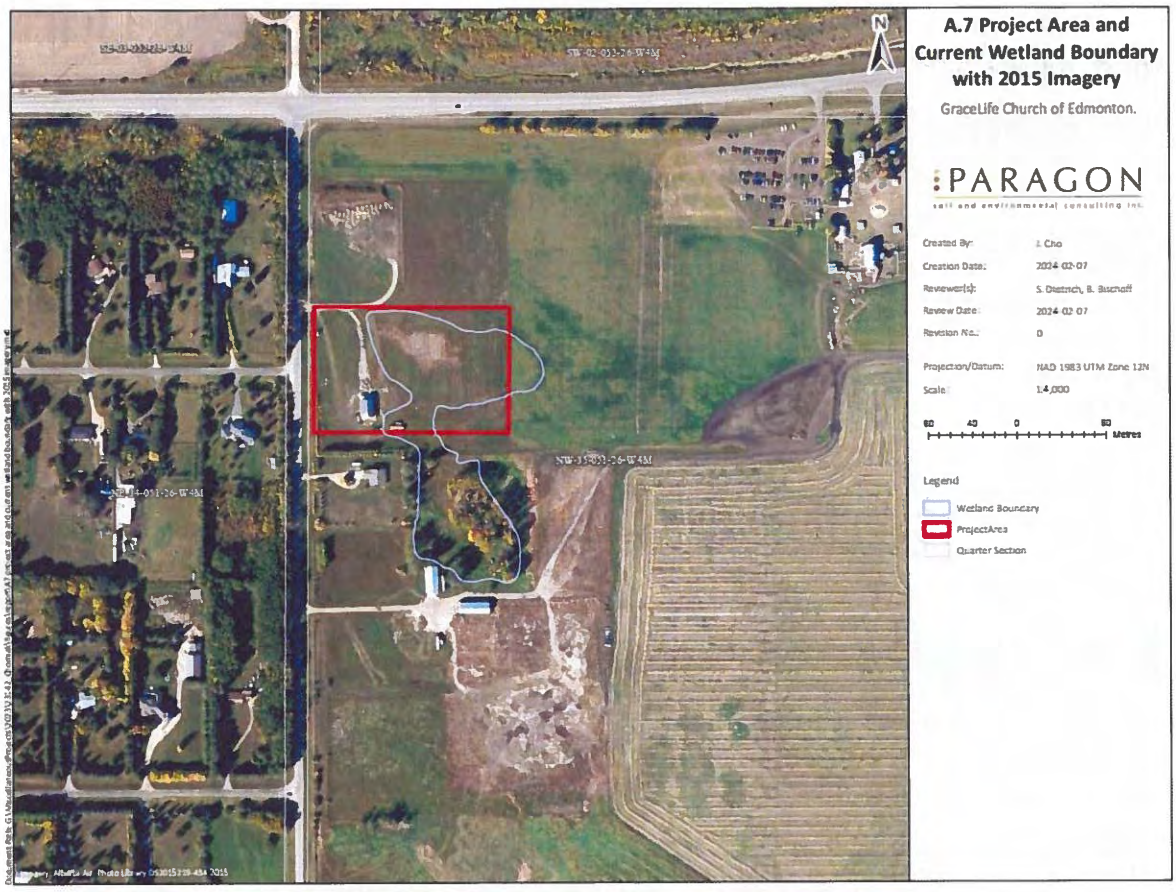
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A.6 Project Area and Current Wetland Boundary with 2007 Imagery

Near the start of a drying period with below average annual precipitation, wetlands are more difficult to see within the Project Area in 2007, but are still visible within the crop. Connections to the north, east, and south are still visible. Deciduous trees in the portion of the wetland south of the Project Area do not appear to have leaves yet (spring photo) but soil moisture is visible confirming wetland presence.

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A.7 Project Area and Current Wetland Boundary with 2015 Imagery

Land use within the Project Area appears to be primarily agricultural, but there are now visible signs of development present with the addition of roads and a building (garage) on the property. The historic wetland within the Project Area is still visible but is fragmented and appears to be cropped and/or mowed. While the historic wetland portions to the north and west seem to have been disconnected by the roads, portions of the existing wetland connecting east and south remain. All wetland areas within the Project Area still appear to be graminoid based with graminoid and wooded communities present to the south.

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Appendix B ABWRET-A Results

Function (ABWRET-A Raw Score)	MG
Surface Water Storage (WS)	5.61
Stream Flow Support (SFS)	0.00
Streamwater Cooling (WC)	0.00
Sediment & Toxicant Retention & Stabilization (SR)	10.00
Phosphorus Retention (PR)	10.00
Nitrate Removal & Retention (NR)	10.00
Organic Nutrient Export (OE)	0.00
Fish Habitat (FH)	0.00
Aquatic Invertebrate Habitat (INV)	4.47
Amphibian Habitat (AM)	2.29
Waterbird Habitat (WB)	3.75
Songbird, Raptor, & Mammal Habitat (SBM)	2.68
Pollinator & Native Plant Habitat (PH)	2.52
Human Use & Recognition (HU)	1.62
Function (ABWRET-A Normalized Score)	MG
Surface Water Storage (WS)	0.75
Stream Flow Support (SFS)	0.00
Streamwater Cooling (WC)	0.00
Sediment & Toxicant Retention & Stabilization (SR)	1.00
Phosphorus Retention (PR)	1.00
Nitrate Removal & Retention (NR)	1.00
Organic Nutrient Export (OE)	0.00
Fish Habitat (FH)	0.00
Aquatic Invertebrate Habitat (INV)	0.43
Amphibian Habitat (AM)	0.28
Waterbird Habitat (WB)	0.23
Songbird, Raptor, & Mammal Habitat (SBM)	0.21
Pollinator & Native Plant Habitat (PH)	0.14
Human Use & Recognition (HU)	0.11
Normalized Score (ABWRET_A) Based on Wetlands in RWVAU	MG
Normalized Hydrological Health (HH)	0.75
Normalized Water Quality (WQ)	1.00
Normalized Ecological Health (EH)	0.43
Normalized Human Use (HU)	0.11
RWVAU #	1
Normalized Value Score (ABWRET_a)	0.67
Value Category (a, b, c, d)	d
Abundance Factor	0
Final Score(A, B, C, D)	D

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From: Laurie Thurlbeck
To: SDAB
Cc: dan bracken; Ayman Hassan
Subject: Request for extension of appeal PLDPC20230804
Date: January 11, 2025 8:41:05 PM

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CAUTION: This email originated from outside of Parkland County. Do not click links or open attachments unless you recognize this sender and know the contents are safe.

Subdivision and Development Appeal Board:

Thank you for accepting our request for an extension of the appeal deadline for the approved development submitted for the GraceLife Church Expansion.

However, due to the short time frame we're working with and the delays in getting the necessary documentation regarding the proposed expansion, as well as the conditions placed on GraceLife by Parkland County, together with a summary of the Public Engagement held at GraceLife on February 12, 2024 (meeting with Planning January 13th), we are unable to mount an effective appeal by the dates stipulated.

We respectively request a two (2) week extension of the January 27th hearing date, as well as a two (2) extension of the January 21st date for written submissions.

We thank you for your consideration and look forward to a timely response.

Laurie Thurlbeck
Sunset View Acres
#24 & 25 – 51528 Range Road 262
780- 619-0165

January 21, 2025

RECEIVED
JAN 21 2025
Parkland County

Subdivision and Development Appeal Board

Legislative Services, Parkland County Centre
53109A Hwy 779
Parkland County, Alberta T7Z 1R1

Appeal of: Development permit Approval Permit Number PLDPC20230804
Appellant: Laurie Thurlbeck of 24-51528 Range Road 262 Spruce Grove AB T7Y 1C1

We are writing this appeal concerning the recent decision made by the Development Authority (DA) of Parkland County in relation to the approved development permit (PLDPC20230804) which authorizes the RELIGIOUS ASSEMBLY as a DISCRETIONARY USE located at 51529A Range Road 262 (legal description 2421282/1/2, NW-35-51-26-4), also referred to as the Grace Life Church Expansion (GLCE). We represent a group of local residents (primarily the subdivisions: Sunset View Acres & Birch Hill Park) that believe they are directly impacted by this approval permit. We believe there are several critical points that necessitate further consideration and review by the Board.

Background and Timeline

February 2024: The Grace Life Church Expansion notification letter was sent out to residents living within 800m of the GLCE land and was received approximately February 6, 2024. A public engagement presentation occurred on February 12, 2024. Notification of the proposal.

Public concerns were raised by mail in form, online submission or during the public engagement. All feedback was being collected by the builder (a member of Grace Life) or the Grace Life staff who conducted the public engagement.

We were told in writing (GLCE notification letter) and at the engagement night that the feedback would be summarized and submitted to DA. In addition, any changes to site design or operational details as a result of the feedback would also be submitted.

Residents were lead to believe that they would be made aware of how their comments were addressed and any changes prior to development permit approval.

Summer 2024: This did not occur despite some residents who reached out to the County (County clerk) several times over the summer 2024 and were told each time that the GLCE application had not been submitted.

December 23, 2024: The next time residents received information about the GLCE application came in a Notice of Approved Development via mail on December 23, 2024. It detailed an approval date of November 15, 2024 and deadline for appeal of December 6, 2024. The DA (Aman Jhawer) was unavailable to answer any questions (out of office email return until January 6, 2025.

The CANADA POST mail strike went into effect on November 15, 2024 (until December 17,2024) which resulted in a delay of sending out the Notices (Post marked December 4,2024) and the subsequent receipt by the residents (December 23, 2024).

January 2025: January 2, 2025 - the first day the Parkland County office was opened after the holiday break a small group of local residents (from Sunset View Acres) filed a group appeal to the subdivision and development appeal board (SDAB) to find out what changes were made to the GLCE based on the public feedback.

We asked the Parkland County staff (January 2, 2025) for the complete information that was submitted to the DA for approval. We repeated our request for information on January 6, 2025 (phone call to DA).

A meeting with a few residents of Sunset View Acres and the DA (January 13, 2025) was held with a condensed presentation review session but residents were told that all the information could not be released due to legal reasons. Specifically residents were not shown technical reports or the public engagement summary.

A suggestion was made by the DA to contact the church builder, which was done via email January 14, 2025. Some technical reports were made available January 19, 2025 (on the GLCE website https://gracelife.ca/building-project/); however, the request to provide the Public Engagement summary was denied (January 16, 2025).

A meeting with Parkland County Mayor Allan Gamble, Councillor Sally Kucher Johnson and CAO Laura Swain occurred on January 15, 2025, again requesting all the submitted documents and as of January 21, 2025 not all the documents have been made available to the group that filed the SDAB appeal.

It has been very difficult to mount a proper appeal without all of the relevant information. The full documentation of the application will not be made available to residents until January 25, 2025. This is four days after our appeal submission has to be submitted with all reasons for appeal. This is also only two days prior to the Appeal Hearing. The entire appeal process was done under duress with time constraints that were very difficult to achieve. There was no time to obtain proper legal counsel if it was needed.

Grounds for Appeal

A. Confusion in the application of Land Use Bylaw

The "Parkland County Land Use Bylaw 2017-18" [LUB] classifies RELIGIOUS ASSEMBLY as a DISCRETIONARY USE under Section 5.3.2(e) for land designated as County Residential District (CR). This designation grants the Development Authority (DA) significant flexibility in determining the acceptability of a proposed development. In the context of the CR District, this could mean fewer specific restrictions on factors like building height, size, and overall development impact compared to other adjacent types of development.

For example, the GLCE has no height limits (building height 45'4" & with steeple 85') and no size/ area limits "50,000 sq/ft plus the existing church building" imposed for its lot size (9.98 acres). (GLCE submitted drawing plan)

While the LUB does not explicitly state maximum building height or total building size restrictions, the Development Authority has a responsibility to carefully consider site suitability.

In direct contrast, if it was a proposed Residential Development (on the same parcel of land) such as a single family residence and an accessory building like a shop, it would be a height limit of 26'2" and size limit of a total of 4,036 sq/ft (directly adjacent to a residential subdivision) according to The Parkland County Development Permit Guide 2023 https://www.parklandcounty.com/en/business-and-development/resources/Documents/PPP-Checklist-PL-DPR-Accessory.pdf .

If the proposed residential development would exceed these values a variance would need to be approved. This creates confusion for the public as to why height & size limits apply in one case but not in another. It also creates a large disparity between building sizes adjacent to rural subdivisions.

We believe that the DA did not give enough consideration for the large disparity between what is allowed normally (26 feet maximum height) vs the approved steeple height (85 feet).

B. Incompatibility with Surrounding Land Uses and Rural Character

The approved development permit would allow a Megachurch like structure with 45" tall buildings plus an 85" steeple, like you would find in urban development areas like the city of Edmonton, rather than a structure more appropriate for a rural setting.

The large scale and significant height of the church expansion, including the 85-foot steeple, will dominate the rural landscape: Creating a visually intrusive and out-of-scale structure that detracts from the rural character of the area.

C. Conflict with Planning Documents

We believe the GLCE project will prematurely urbanize the rural community without taking into consideration the "Woodbend - Graminia Area Structure Plan [ASP]" (July 2013) of maintaining "a pleasant rural environment" (Section 1.1)

It also doesn't align with the "Parkland County Municipal Development Plan [MDP] (2017-14), section 7.1.1(e) where the development should be encouraged "to reduce the development footprint while maintaining a rural character". Allowing a Megachurch structure adjacent to rural subdivision communities does not maintain rural character.

Any updates required to the ASP should have full public involvement. This is crucial to ensure that future development in the Woodbend-Graminia area is compatible with the rural character and addresses potential impacts on residents and the environment.

D. Lack of effective public engagement

We believe the approval of the GLCE defined as a "major development" by the Development Authority (DA) was conducted without adequate public engagement and sets a dangerous precedent for future developments in the area.

The process of collecting most of the public comments (from either the presentation February 12,2024, mail-in or online) was not conducted independently from the applicant for the development permit (builder is a GLC member). This creates mistrust and reluctance from the public input (residents raised this concern and didn't want to risk potential retaliation or harassment apposing the GLCE).

In addition, how those public concerns were addressed was left up to the applicant for the development permit, with no further review by the public (to see how concerns were addressed or changed). Plus, there is no actionable measure of whether the concerns were addressed by the DA. We believe with a major development like this, there should be a robust, adequate framework to follow which would have checks and balances with meaningful public engagement.

Shortly after receiving the initial notice of GLCE (February 6, 2024) residents of Sunset View Acres took it upon themselves to inform all neighbours of the upcoming Public Consultation. This included contacting Enoch Cree Nation which we understood were unaware of the proposal for GLCE.

Following that, with the Notice of the Approval of GLCE, we again made contact with Enoch Cree Nation and were told that they had not been notified of the approval. According to the MDP, section 12.0.4 iv. (Intermunicipal Collaboration & Local Governance section), a development application for a DISCRETIONARY USE, "the County shall send any of the following applications to ... First Nations when the application affects lands within 0.8 km". This application referral would have had to occur prior to approval. Based on our communication with Enoch, we question if this process occurred as laid out in the MDP. If it didn't then this would violate the MDP bylaw.

E. Traffic disruption

The traffic impact assessment data that were provided by GLC did not take into consideration the apparent desire of the church to have a K-12 school operating on site in the future. Residents are concerned that this would have a direct impact on early morning and afternoon commutes within our rural community.

The other data that was missing in the traffic impact assessment was any special events where the expectation is that there may be a maximum building occupancy.

The traffic assessment made also no mention of the combined impact of additional traffic from The Edmonton Corn Maze which has thousands of visitors in the months of August and September every year.

The proposed realignment of the GLCE entrance at the first intersection into Sunset View Acres has had no consideration for impact on noise. Sound is known to travel along open road corridors and the current location of Grace Life Church road entrance is offset and sound is attenuated by trees.

F. Ground water supply assessment

GLCE public consultation in February 2024 stated that they were going to continue with a cistern for water supply with the church expansion. However, the GLCE application now shows that they intend to have a well. GLCE has been recommended that water wells should be drilled to the depth of bedrock aquifers below the site (between 85-120+meters). One of the most important concerns for residents was the impact of water usage with a church of this size on their residential water table. Residents would ask that the recommendation of deep drilled wells be required for any approval of a church expansion.

Conclusion

We believe the approval of this development permit represents a significant departure from established planning principles and creates a precedent that could have negative long-term consequences for the rural character of Parkland County.

It is difficult to believe that the public consultation was accurate when we already have over 150 nearby residents who have signed a petition against this approved permit.

In light of these concerns, we respectfully request that the Subdivision and Development Appeal Board reconsider the decision made by the Development Authority. It is crucial that the potential negative impacts on the environment, community, and local infrastructure are thoroughly assessed and addressed.

We appreciate the opportunity to present our appeal and trust that the Board will give due consideration to the points raised. We are confident that a more comprehensive review will lead to a decision that balances development needs with the well-being of the community and the preservation of our natural environment.

Thank you for your time and consideration.

January 20, 2025

Subdivision and Development Appeal Board
53109A Hwy 779
Parkland County, AB
T7Z 1R1

Re: Written Submissions of the Enoch Cree Nation
Development Permit: PLDPC 20230804
Municipal Address of Site: 51529A Range Rd. 262
Appellant: Laurie Thorlbeck

I write in my capacity as Chief of the Enoch Cree Nation ("**Enoch**") in respect of development permit PLDPC 20230804 pertaining to Grace Life Church's expansion project (the "**Permit**"). Please accept this correspondence as Enoch's written submissions in relation to the appeal filed by Laurie Thorlbeck. Enoch opposes the Permit and submits that Subdivision and Development Appeal Board ("**SDAB**") should allow the Appeal. Grace Life Church must be required to consult with Enoch to ensure the project's impacts on Enoch's aboriginal and treaty rights are avoided.

Background: Enoch Cree Nation

Enoch's reserve lands are 20 square miles and are located west of and adjacent to the City of Edmonton. Parkland County is also adjacent to Enoch's reserve lands on three sides to the north, south, and west (the "**Reserve**"). Enoch's members and their ancestors have inhabited the area in and around the Reserve since time immemorial. The Reserve was first surveyed and set aside in 1884. This is before the Province of Alberta existed and before Parkland County existed. The very lands on which the Grace Life Church's expansion project is situated are part of Enoch's traditional territory and have been used by Enoch's members since prior to European settlement in what is now Parkland County.

Treaty 6 between her Majesty the Queen and the Plains and Wood Cree and other First Nations was signed at Fort Carlton on August 23, 1876 and Fort Pitt on September 9, 1876. Enoch is a adherent to Treaty 6 and is the beneficiary of the promises made through Treaty 6. Canada obtained immeasurable benefits from the promises exchanged in Treaty 6. This contained a range of promises relating to Enoch's ongoing use of its traditional territory for activities like hunting, trapping, and fishing. Enoch's treaty rights are constitutionally protected and these rights supersede non-constitutional laws, by-laws, regulations, and other legal instruments.

The Failure to Consult with Enoch:

There has been no attempt by the Grace Life Church to consult with the Enoch Cree Nation about how this project may impact Enoch's Aboriginal and Treaty rights. Enoch's members have treaty and aboriginal rights in relation to these lands and there has been no attempt to consider how those rights may be impacted.

The Parkland County Land Use By-Law provides that Religious Assembly is a discretionary use for the land at issue. Enoch submits that, in exercising this discretion, the SDAB must consider the public interest in a project where the proponent has made no attempt to consult with an adjacent First Nation on whose traditional territory the proponent occupies. The Supreme Court of Canada in *Clyde River* explained that "the duty to consult, being a constitutional imperative, gives rise to a special public interest that supersedes other concerns typically considered by tribunals tasked with assessing the public interest... A project authorization that breaches the constitutionally protected rights of Indigenous peoples cannot serve the public interest".[1]

Enoch also submits that there is also a practical benefit to consulting First Nations on projects of this nature. Enoch knows the land better than anyone and is uniquely positioned to provide information to assist with predicting impacts and determining how the project's impacts on Enoch's rights can be avoided or minimized. There has been no attempt to take these steps or incorporate any knowledge that Enoch can provide.

Enoch would encourage the SDAB to consider the commitments made by Canada in the *United Nations Declaration on the Rights of Indigenous Peoples* ("**UNDRIP**"). Some of the key sections of UNDRIP include the following:

> *19. States shall consult and cooperate in good faith with the indigenous peoples concerned through their own representative institutions in order to obtain their free, prior and informed consent before adopting and implementing legislative or administrative measures that may affect them.*[2]
> *…*

[1] *Clyde River (Hamlet) v. Petroleum Geo-Services Inc*., 2017 SCC 40, at para 40
[2] United Nations Declaration on the Rights of Indigenous Peoples, A/RES/61/295, UNGAOR, 61st Sess, Supp No 53, available online.

25. Indigenous peoples have the right to maintain and strengthen their distinctive spiritual relationship with their traditionally owned or otherwise occupied and used lands, territories, waters and coastal seas and other resources and to uphold their responsibilities to future generations in this regard.

…

26(2) Indigenous peoples have the right to own, use, develop and control the lands, territories and resources that they possess by reason of traditional ownership or other traditional occupation or use, as well as those which they have otherwise acquired.

26(3) States shall give legal recognition and protection to these lands, territories and resources. Such recognition shall be conducted with due respect to the customs, traditions and land tenure systems of the indigenous peoples concerned.

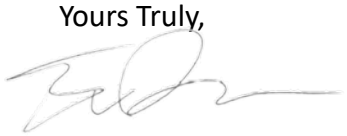
There has been no free, prior, and informed consent in relation to the issuance of the Permit, nor has there been any attempt to obtain that consent. Enoch submits that this should inform the SDAB's consideration of the Permit.

Conclusion:

Enoch opposes the Permit on the basis that neither Grace Life Church nor any representative of Parkland County have attempted to consult with Enoch about how this project will impact Enoch's aboriginal and treaty rights. This proposed development is immediately adjacent to Enoch's Reserve and is located on lands that Enoch has occupied since time immemorial.

Enoch will be sending a representative to the hearing of this matter to answer any questions or concerns that the SDAB may have about Enoch's position. We thank you for your consideration of our submissions.

Yours Truly,



for: Chief Cody Thomas
Enoch Cree Nation