

Canadian Reformed Church Submission to Sturgeon County Council. Request for share road work funding

File: 2015-S-036 SE Corner of Highway 633 (Villeneuve Road) and Range Road 261



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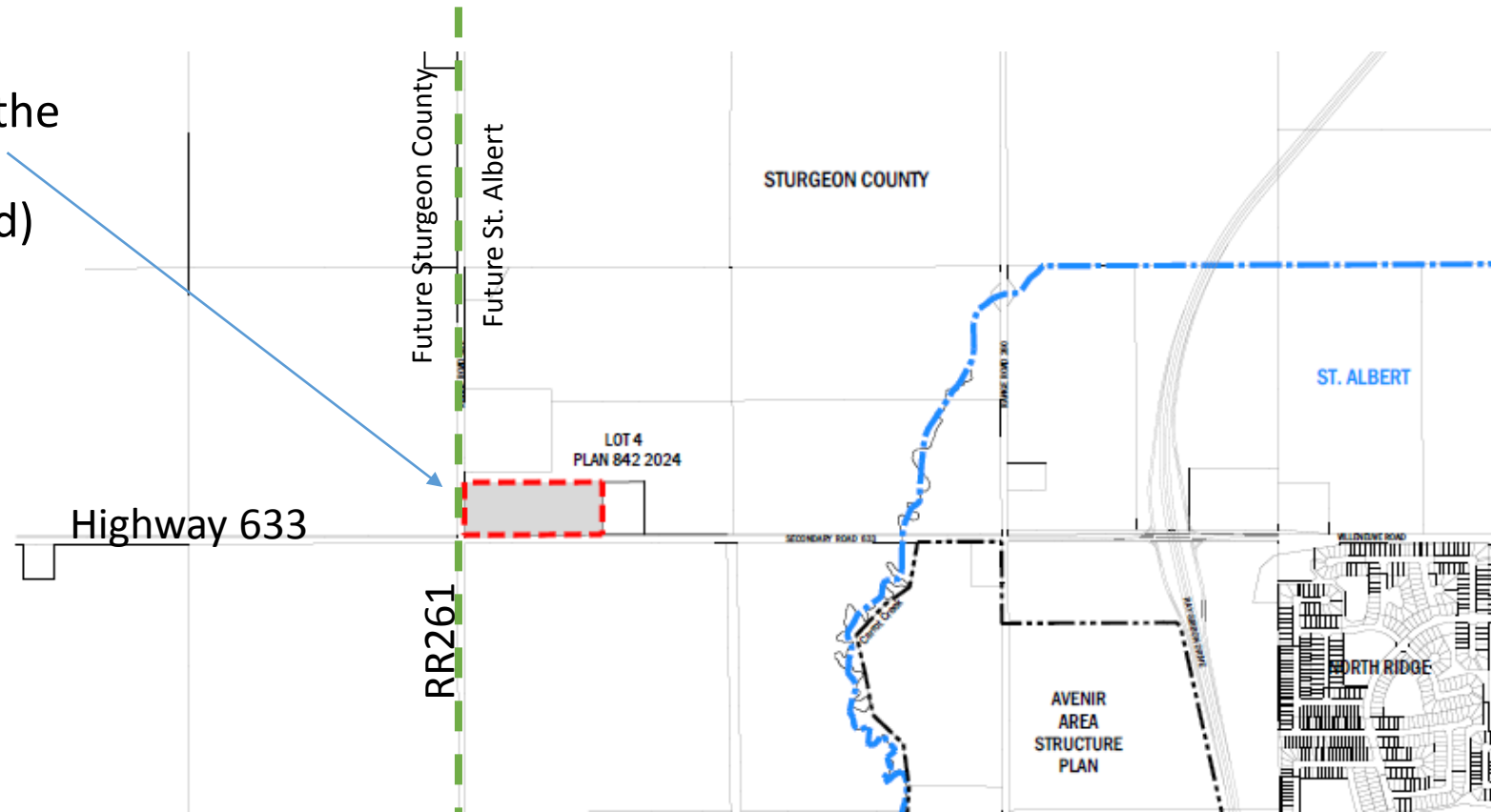
Summary

- We are appealing to the County to cost share funding for the upgrade of Range Road 261 at Villeneuve Road (Highway 633)
- The value of this infrastructure will increase considerably with these upgrades. A portion of this infrastructure may be annexed by St. Albert in the future. We are requesting that the County “Endeavour to Assist” the developer (church) to recover some of this cost should it become available as a result of the annexation negotiations with St. Albert.
- This road upgrade was necessary to receive a development permit, but it is our understanding that traffic levels already exceeded the County’s existing criteria.
- This requirement has placed a financial burden on the church that does not really reflect the cost expected from some additional light vehicle traffic during the week and from somewhat higher light vehicle traffic only one day on the weekend (Sunday).
- This upgrade will benefit many others and provide improved intersection safety.
- The church is a charitable institution that will offer benefits to the community and is not expected to see any compensation from existing users or from other future developments.
- As it is, we are relying entirely on the goodwill of Council

Background

- St. Albert Canadian Reformed Church has received approval for:
 - Subdivision (Conditionally approved by the MPC April 16th 2016)
 - Development permit (Permit No. 305305-16-D0242 Issued Mar 28th 2017)
 - Construction permit (Permit No. 305305-17-B0054 Issued Apr. 10th 2017)

Our property is located at the NE corner of RR261 and highway 633 (Villeneuve Rd) and is included in the proposed St. Albert annexation.



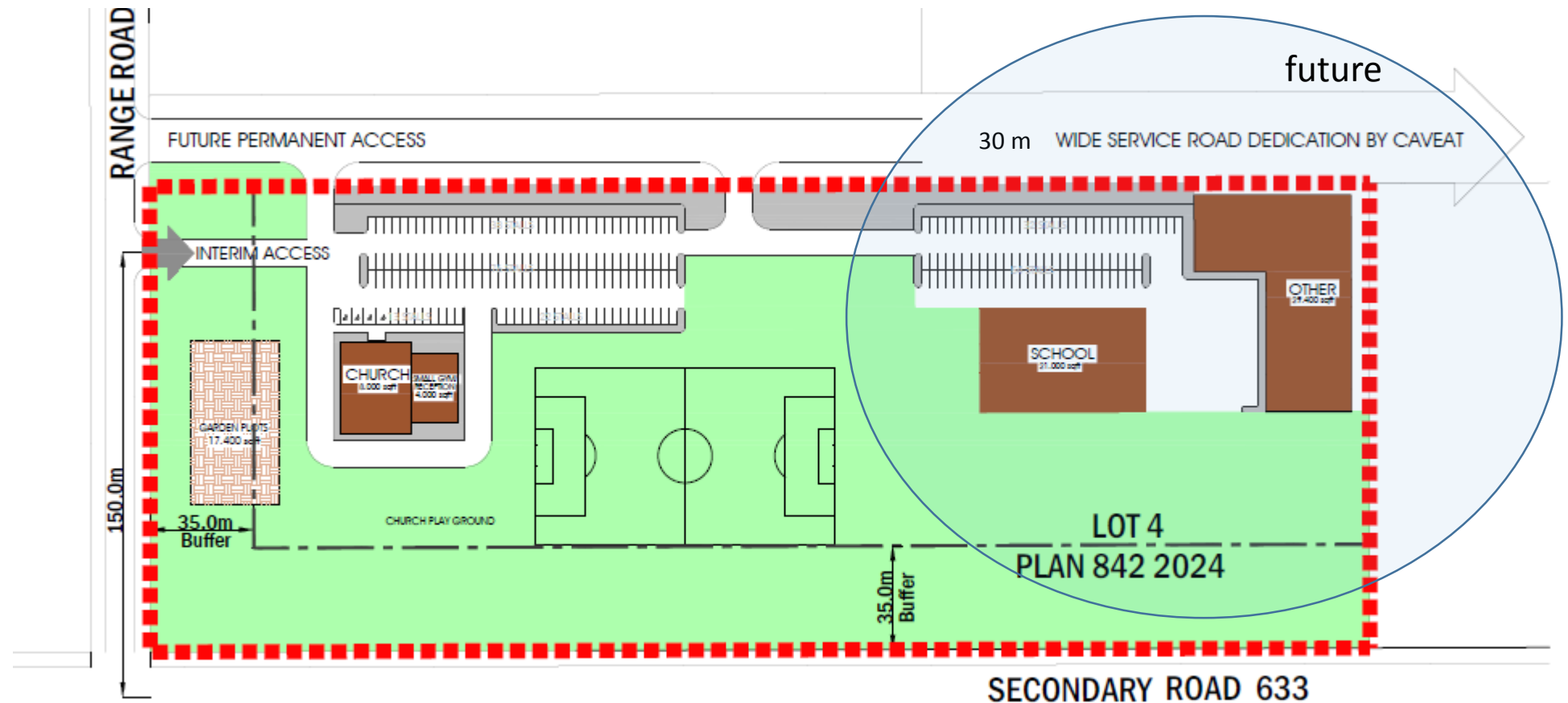
Background (continued)

- We completed traffic studies, concept plans, and the engineering for constructing the church building, and upgrading the road and intersection.
- Site grading is complete, including a 500,000 gallon storm water pond to protect the Big Lake drainage basin from erosion.
- We have entered into a Development Agreement with the County and have provided an irrevocable letter of credit.
- Conditions of the subdivision approval required that we:
 - Pave Range Road 261 up to our church driveway entrance. (*County Stipulation*)
 - Upgrade the intersection of Range Road 261 at Villeneuve Road (Highway 633) (*Alberta Transportation Stipulation*)
 - Grant to Alberta Transportation and/or the County over 8 acres of land
 - Purchased two parcels on the south of Highway 633 as requested by Alberta Transportation for intersection upgrades and released them at no charge to allow bypass/turning lanes.
 - Provided via caveat a 30 meter wide strip of property traversing the entire width of the quarter section (800 meters) for a future service road access as requested by Alberta Transportation.
 - Allow for widening Range Road 261 and Highway 633 along the church property borders.

Background (continued)

As per the County supported Concept Plan,

- a community garden is planned
- we hope to add a sports field
- and in the future, use the balance of the property for a school or other institution.



Background (continued)

- Building construction is in progress
- We awarded a contract for intersection upgrades and road work. (\$540,720)
 - Intersection Upgrade \$ 313,620
 - Range Road 261 upgrading & paving \$ 227,100
- Alberta Transportation approval has been received.
- Road construction is now underway

Request Summary

- We are appealing to the County to cost share by contributing
 - 50% of the Range Road 261 paving cost (i.e. \$113,550) and,
- If annexed by St. Albert we hope the County will “Endeavour to Support” and provide to us:
 - Up to 50% of any additional compensation that Sturgeon County may realize from the annexation due to this upgrade

Basis for the request

AADT = annual average daily traffic
VPD = vehicles per day

- **The pre-existing traffic volumes already exceed the County's current criteria for paving.**
 - County standards (RLU-209(b)) require paving when AADT exceeds 200 vehicles
 - In 2013 the AADT was measured by the County at 313 - 345 vehicles
 - Church related traffic is expected to add approximately 110 vehicles to this value (approximately 25%).
- It appears that when the AADT is exceeded and the criteria is unclear, the County then considers the VPD maximum which is somewhat arbitrary and to the Church's disadvantage.
 - Traffic consultants indicate that there is no clear rationale for using a VPD criteria
 - A VPD criteria arbitrarily penalizes a church which has **significant traffic only one day per week**
- Due to the nature of the church traffic; **we will contribute only a small fraction of the wear on the road.**
- **Existing and new County residents, businesses, and future developments will all benefit from this upgrade well into the future.**

For example:

 - Dog kennel 1 km north is a commercial interest whose clients will benefit.
 - Residents on and around Range Road 261 as well as the Northern Lights sub-division, 3 km north, will benefit.
 - Businesses and clients in the existing and expanding ProNorth Industrial Park Development will benefit.
- We have met all County requests including **donating over \$220,000 worth of land.**
- The road and intersection **upgrades will increase the value of the St. Albert annexation** and therefore Sturgeon County should be able to demand higher compensation.
- Normal practice would be for the **County to Endeavour to Assist** the developer to recoup such investments
- We are a **Charitable organization**; that will provide numerous social and welfare benefits to the community.
- Without Council support, the church will not realize any cost sharing for this infrastructure development.

We simply rely on Council's consideration of what is reasonable and fair.

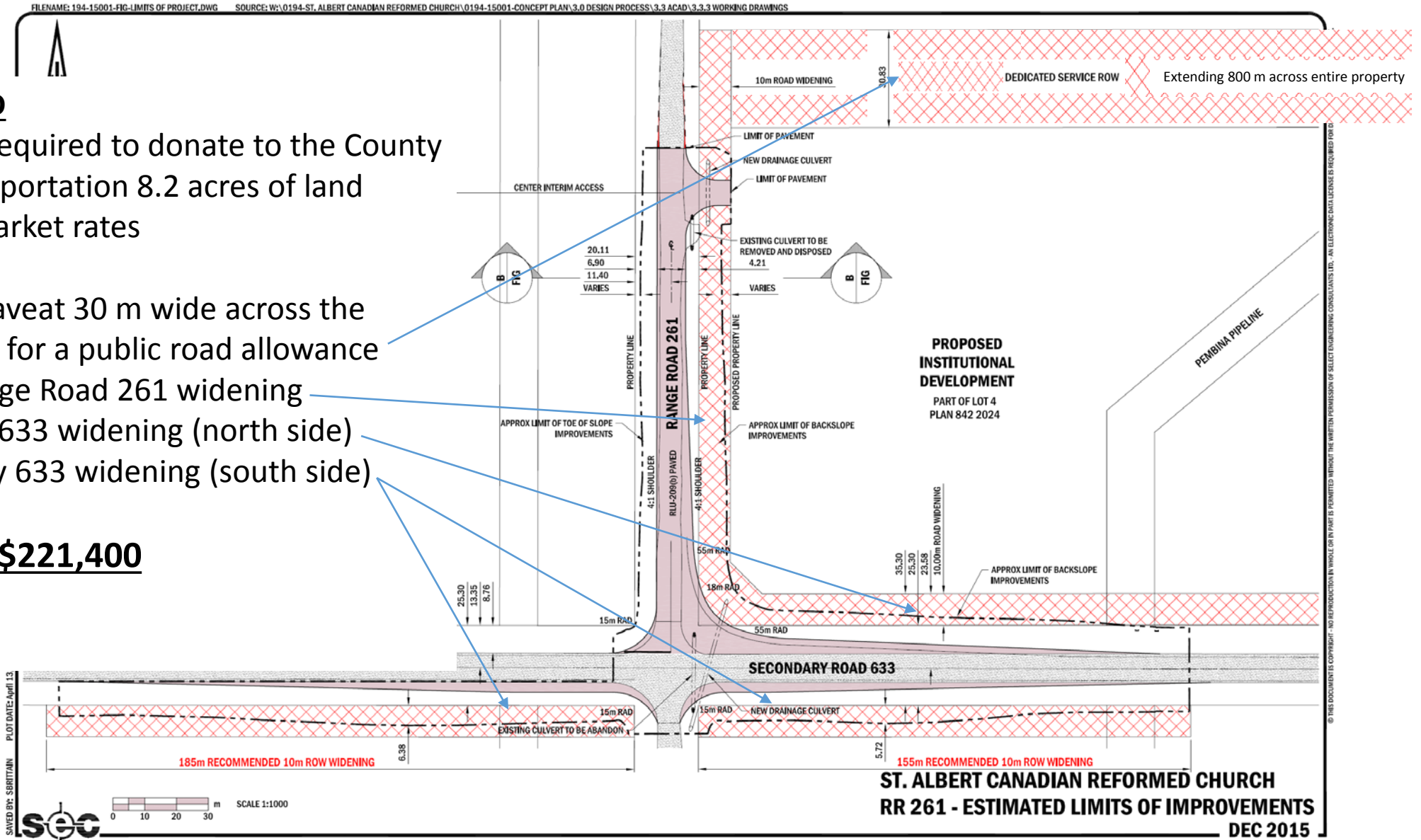
Basis for request (some more detail on land donation)

DONATED LAND

We have been required to donate to the County or Alberta Transportation 8.2 acres of land purchased at market rates

- 5.9 acres for caveat 30 m wide across the entire ¼ section for a public road allowance
- 0.46 acres Range Road 261 widening
- 1.0 acres Hwy 633 widening (north side)
- 0.84 acres Hwy 633 widening (south side)

Land value of \$221,400



Basis for request (some more detail on road maintenance cost and safety)

Why pave when Annual Average Daily Traffic exceeds 200?

- We assume that the main reason this requirement exists is because increased traffic causes increased road maintenance and possibly traffic safety concerns.
- Assuming there was no traffic growth since 2013 when the County last studied traffic at this location, the church is only contributing approximately 25% of the total traffic flow with only a larger contribution on Sundays. During the rest of the week the church would likely add less than 16% to the total traffic load.
- It is generally agreed that heavy multi-axle truck traffic contributes a disproportionate amount of wear and tear on roads (perhaps 100, 200, 400, or more, times that of a standard passenger car).
- Considering that the church induced traffic is almost all light vehicles, the church's contribution to wear and tear could be as low as 10% or less. Since the church entrance is only 150 m from Highway 633, new vehicle traffic due to the church will not be travelling at high speeds on Range Road 261, and should not contribute to reduced safety.
- Currently Highway 633 traffic slows to turn on to Range Road 261 without a turning lane. This occurs in a zone where the speed limit is 100 km/hr and can be unsettling to some. By adding a turning lane we are significantly increasing the safety of the intersection not only for church members (mostly on Sundays), but for all existing and future users who turn here every day of the week.

TO COME BACK TO OUR Request

Considering that;

- the existing traffic already exceeded the County's criteria for paving by more than 50%,
- the church traffic is mostly on Sunday and is less than 25% of the total traffic load, and less than 16% on weekdays, and will become proportionally less as traffic from all sources increases,
- 98% of the church traffic is light vehicles, producing a relatively small amount of road wear and maintenance cost,
- our development increases the value of the infrastructure that Sturgeon County will transfer to St. Albert in the event of annexation and the County therefore can potentially negotiate increased compensation
- all users will benefit from improved intersection safety,
- the church is a charity which provides various community services,

we respectfully request the County to cost share with us by contributing 50% of the Range Road 261 upgrade and paving cost upon its completion, and 50% of any extra value negotiated as part of the annexation if and when realized. Following is just an example.

- 50% if Range Road 261 upgrading & paving $\$227,100 * 0.50 = \$113,550$
- 50% of infrastructure negotiated e.g. $0.9 * (\$540,720 - \$113,550) * 0.50 = \$192,226$

*Hypothetical Total \$305,776

*Assumes negotiated value = \$486,648 with 10% depreciated since construction