

# Westwinds in Morinville Area Structure Plan

Bylaw 2/2016



**TOWN OF MORINVILLE  
PROVINCE OF ALBERTA  
WESTWINDS AREA STRUCTURE PLAN BYLAW AMENDMENT  
BYLAW 2/2016**

A BYLAW OF THE TOWN OF MORINVILLE, IN THE PROVINCE OF ALBERTA, TO AMEND THE WESTWINDS AREA STRUCTURE PLAN BYLAW 10/2004.

**WHEREAS**, an application has been made to review, update and revise the Westwinds Area Structure Plan, being Bylaw 10/2004 and amendments thereto, to ensure continued conformity with the requirements of Sections 633 and 638 of the Municipal Government Act, and amendments thereto, as well as the provisions of the Town of Morinville Municipal Development Plan, being Bylaw 11/2012, and amendments thereto;

**AND WHEREAS**, the Municipal Council of the Town of Morinville deems it appropriate to review, update and revise the Westwinds Area Structure Plan, being Bylaw 10/2004, in order to accommodate improvements and refinements to the Plan's concepts, including relocating the school site, centralizing the stormwater management facility, and providing potential internal road access to the Westmor Development Park area to the south; and,

**AND WHEREAS**, notice of a public hearing for this bylaw held on May 24<sup>th</sup>, 2016 has been given in accordance with Section 692 of the Municipal Government Act, 2000 RSA, ch. M-26, as amended;

**NOW THEREFORE**, the Municipal Council of the Town of Morinville, Alberta, duly assembled, hereby enacts as follows:

- 1.0 Schedule "A", attached hereto, be adopted and form the revised Westwinds Area Structure Plan, being Bylaw 2/2016, and any amendments thereto.
- 2.0 That this Bylaw shall come into full force and effect upon the Third Reading thereof.
- 3.0 **SEVERABILITY**
  - 3.1 If any Section or parts of this bylaw are found in any court of law to be illegal or beyond the power of Council to enact, such Section or parts shall be deemed to be severable and all other Sections or parts of this bylaw shall be deemed to be separate and independent there from and to be enacted as such.

READ a first time the 26<sup>th</sup> day of April, 2016

READ a second time the 24<sup>th</sup> day of May, 2016

READ a third time and finally passed the 24<sup>th</sup> day of May, 2016

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Lisa Holmes  
Mayor

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Andy Isbister  
Chief Administrative Officer

**IMPORTANT NOTICE**

*MGA Section 63(2)*

This document is consolidated into a single publication for the convenience of users. The official Bylaw and all amendments thereto are available from the Legislative Officer and should be consulted in interpreting and applying this Bylaw.

In case of any dispute, the original Land Use Bylaw must be consulted. Where legal land description, spelling, punctuation or type face was updated or corrected, the change was not noted in this document.

For easy reference, the amending Bylaw Numbers are adjoining the Sections that were amended to identify that a change has occurred in a Section, Subsection or Clause, subsequent to the adoption of the original Land Use Bylaw.

Following is a list of Bylaws adopted by Council subsequent to adoption of this Bylaw that amended the Land Use Bylaw:

<b>BYLAW NO.</b>	<b>ADOPTION DATE</b>	<b>CONTEXT</b>
2/2016	05/24/2016	Amending the previous Area Structure Plan, Bylaw 10/2004 with Bylaw 2/2016 in its entirety. This update introduces fundamental changes to both text, maps, tables and figures of the plan. These changes include but, are not limited to the: <ul style="list-style-type: none"><li>- Purpose/Conditions</li><li>- Development Concept/Utilities</li><li>- Staging/Implementation</li><li>- Other technical information, studies and regulations</li></ul>



Westwinds in Morinville  
Area Structure Plan

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# 1. INTRODUCTION

## 1.1 Purpose

The Westwinds in Morinville Area Structure Plan (ASP) has been prepared on behalf of Landrex Inc. to provide a planning framework for the subdivision and development of Lot 1, Block 1 Plan 032 4958 and Lot A Plan 7520116, (South ½ of 33-55-25-W4M) located in the Town of Morinville. The plan area comprises some 68 hectares, and all but 2.48 hectares of the area is owned by Landrex. The primary objective of the ASP is to create a viable, comprehensively designed, mixed-use neighbourhood. This ASP amendment will provide a land development concept to reflect the current market trends and demands, as well as a new school location.

## 1.2 Location Context and Background

The plan area is located in the southwest quadrant of the Town of Morinville, and is defined by:

- Highway 2 to the west
- the CN Westlock Rail line to the north
- Morinville Road (100<sup>th</sup> Street) to the east
- the ¼ section line to the south.

Figure 1 shows the boundaries of the area and its location within the Town.

Agriculture remains the predominant land use in the plan area. Lands adjacent Morinville Road are designated for commercial use in the Town's Municipal Development Plan (MDP). Two of the three parcels along Morinville Road in the Plan area have received a conditional subdivision approval and will be registered in the near future. As such, the Town has made provision through its statutory plans to stimulate urban development of the lands by allowing for a mix of commercial and residential uses.

## 1.3 Policy Context

The original Westwinds ASP was approved and adopted by Bylaw 10/2004 in 2004. Since then, the lands in this ASP remain mostly undeveloped, except for two of the three parcels along Morinville Road, which were rezoned for commercial development and subdivision approval was received on May 7, 2014. This Westwinds in Morinville ASP Bylaw update was approved to reflect the changing trends in housing since the ASP was first approved, as well as the new school location.

The Westwinds ASP Bylaw 2/2016 is in compliance with the following regulatory documents:

### 1.3.1 Municipal Government Act

The ASP meets the requirements of Section 633 of the *Municipal Government Act, RSA 2000, ch. M-26, as amended*, (MGA) by describing the sequence of development for the proposed area, land uses proposed for the area, density of the proposed population, and the general location of major transportation routes and public utilities.

### 1.3.2 Capital Region Growth Plan

The Capital Region Board (CRB) has developed a Growth Plan that looks to ensure that future development in the Capital Region is to occur in an integrated and strategic way. This will assist to manage expected growth, minimize the overall development footprint, strengthen communities, increase transportation choices, and ensure that economic development is strongly supported.

The ASP area falls outside of the Priority Growth areas identified in the CRB's Growth Plan and is in

compliance with the following policy of Section 2.5 of the *'Addendum to Growth Plan: October 2009'*:

- Allow growth outside of priority growth areas.

An Area Structure Plan shall be referred to the Board only when one or more of the criteria listed within section 3.2 a) of the *'Ministerial Order NO. L:270/10 dated November 29, 2010, Schedule A – Regional Evaluation Framework'*, is met and one or both of the situations in section 3.2 b) would occur as a consequence of the statutory plan adoption and implementation. These sections state:

“3.2 A Municipality must refer to the Board any other statutory plan or statutory plan amendment where:

a) one or more of the following conditions exist:

- (i) the statutory plan or statutory plan amendment would result in the creation of one or more lots intended and/or designated to accommodate Heavy Industrial Use;
- (ii) The effect of the statutory plan amendment proposes a net residential density that differs from the assigned density target in the Capital Region Growth Plan for the corresponding Priority Growth Area, by 10 percent or more;
- (iii) the effect of the statutory plan or statutory plan amendment proposes a gross residential density that differs from the assigned density target in the Capital Region Growth Plan for the corresponding Cluster Country Residential Area, by 10 percent or more;
- (iv) the plan boundaries are within 0.8 km. of a road identified in the Regional Transportation Infrastructure map of the Capital Region Growth Plan;
- (v) the plan boundaries are within 1.0 km. of an approved Intermunicipal Transit route or Park and Ride facility as identified by the Capital Region Growth Plan (Figures, 8, 9, or 10 of the Capital Region Intermunicipal Transit Plan) or a Transportation Master Plan as approved by the City of Edmonton;
- (vi) the plan is located outside a Priority Growth Area or Cluster Country Residential Area as identified in the Priority Growth Areas and Cluster Country Residential Areas map in the Capital Region Growth Plan, and at full build-out the plan proposes to vary the municipality's official population as stated in the most recent Alberta Municipal Affairs Official Population List by 10 percent or more;

and

b) the statutory plan or statutory plan amendment proposes land uses that would add to, alter, interrupt or interfere with:

- (i) the land-use development pattern required by the Principles and Policies or residential density targets established in the Capital Region Growth Plan; or
- (ii) The distribution, expansion, and/or integrated development of regional infrastructure, and recreation, transportation and utility corridors as identified on the Regional transportation Infrastructure, Regional Water and Wastewater Infrastructure, Regional Power Infrastructure and Regional Corridors maps in the Capital Region Growth Plan or conservation buffers as shown on the Regional Buffers Areas map of the Capital Region Growth Plan.”

The Westwinds ASP meets the criteria set out in section 3.2 a) iv) and v), but does not meet any of the criteria listed in section 3.2 b). To require circulation to the CRB for approval, the ASP must meet policies in both section 3.2 a) and b). The Westwinds ASP does not meet these requirements, and therefore does not need to be circulated.



### 1.3.3 Municipal Sustainability Plan (March 2011)

The *'Morinville 2035: Growing Together, Municipal Sustainability Plan'* (MSP) contains a long-term vision that embraces our past to build our future through:

- Exhibiting inclusive, open and fiscally responsible governance;
- Maintaining and celebrating small town culture;
- Promoting social and community wellness;
- Encouraging, facilitating and supporting opportunities for a vibrant, diverse and independent economy;
- Efficient and sustainable planning, implementation and protection of municipal infrastructure; and
- Respecting the environment and promoting responsible use of land and resources.

This vision has shaped the Town's mission to work together to build a healthy, vibrant, and sustainable community through the Town's commitment to the future well-being of Morinville.

The Town's vision is grounded in six sustainability pillars that represent all aspects of the community: Governance, Cultural, Social, Economic, Infrastructure and Environmental. Along with these six sustainability pillars, the Town has developed several long-term goals for each pillar. The ASP complies with, but is not limited to, the following goals of the sustainability pillars:

#### ➤ **Governance Goals**

- *Efficient Community Planning:*  
Land-use and community planning supports the development of an efficient, well-connected, complete and beautiful community.

#### ➤ **Cultural Goals**

- *Diverse Recreation:*  
Quality recreational opportunities are accessible, affordable and reflect the needs of Morinville's diverse residents.

#### ➤ **Social Goals**

- *Desirable Community:*  
Morinville is recognized as the family choice: a desirable community with a high quality of life.
- *Healthy Community:*  
Residents have healthy lifestyles and comprehensive community services support their physical and mental well-being.
- *Safe Community:*  
Morinville is a friendly, safe and prepared community.
- *Affordable Community:*  
Morinville is an affordable place in which to live and retire.
- *Learning Community:*  
All Morinville residents can access opportunities for lifelong learning and personal development.

➤ **Economic Goals**

- *Healthy Economy:*  
Morinville's local and regional economies are healthy, resilient and environmentally responsible.
- *Thriving Local Business:*  
Morinville supports and encourages a diverse range of local businesses and employers.

➤ **Infrastructure Goals**

- *Smart Transportation:*  
A multimodal transportation system supports efficient movement throughout the community and region.

➤ **Environmental Goals**

- *Healthy Ecosystems:*  
Morinville's parks and surrounding natural ecosystems are healthy and protected.

### **1.3.4 Municipal Development Plan (Bylaw 11/2012)**

The Morinville MSP has developed a shared Community Vision; which provides the foundation for the Vision for the Municipal Development Plan (MDP). The Town has identified two key segments of the MSP Vision that are most directly affected by land use decision-making:

- Efficient and sustainable planning, implementation and protection of municipal infrastructure; and
- Respecting the environment and promoting responsible use of land resources.

The MDP attempts to uphold these aspects of the Community Vision through setting a number of goals and development policies. This ASP is aligned with the following MDP goals:

➤ **Residential**

To provide for a range of housing types to meet the needs of a diverse marketplace, and to promote quality design standards, connectivity and walkability of residential neighbourhoods.

➤ **Commercial**

To locate commercial uses appropriately along the main commercial corridors, in the Downtown core, and in residential neighbourhoods; and, to employ applicable urban design standards to new development to improve the attractiveness of the community's commercial developments.

➤ **Institutional**

To provide for the establishment and expansion, where appropriate, of suitable institutional uses to meet the needs of the community over the short, medium and long terms.

➤ **Parks & Open Spaces**

To enhance the quality of life and attractiveness of the community for citizens, visitors and investors alike through the expansion of the existing trails system, maintenance and acquisition of quality open spaces, and accessible recreational facilities.

➤ **Sustainability**

To integrate sustainability into all decision-making processes and implement those aspects of the MSP related to land use planning and growth management.

➤ **Transportation & Mobility**

The goal of a well-planned transportation network is to provide safe, convenient and enjoyable connections between the internal origins and destinations of the community and between the community and the surrounding region.

➤ **Infrastructure**

To encourage sustainability by maximizing capacity of existing municipal infrastructure, promoting the logical and economical extension of municipal infrastructure to new development, promoting the wise use of land for municipal and non-municipal infrastructure both inside and proximal to Morinville's boundary, and mitigating land use conflict with oil and gas infrastructure.

➤ **Economy**

To ensure land use planning and growth management decisions support the long term financial sustainability of the Municipality and encourage whenever feasible economic development in the community. To support the diversification of all aspects of the local economy, and foster the creation and growth of small business.

By taking into consideration the above vision and goals of the MDP, the ASP ensures that any future development will occur in a way that is safe, efficient, sustainable, and aesthetically pleasing.

### **1.3.5 Land Use Bylaw (Bylaw 3/2012)**

As per the Land Use Bylaw (LUB), the lands in the ASP area are designated as Urban Reserve (UR) and Corridor Commercial (C-3). The purpose of the Urban Reserve is to protect significant tracts of predominantly vacant land for future urban development and to allow a limited range of low intensity uses which are consistent with that intent. The purpose of the Corridor Commercial is to take full advantage of the accessibility and exposure offered by a major arterial roadway and to provide an area adjacent thereto, in an appropriate and strategic location, for the sale of a wide variety of goods and services intended to serve the community and the trading area.

The LUB district, Urban Reserve (UR), will need to be amended at the time of subdivision to allow the uses proposed under this ASP.

### **1.3.6 Recreation Parks and Open Spaces Master Plan (2011-2021)**

The Town of Morinville's *'Recreation Parks and Open Spaces Master Plan'* articulates a vision that follows the platform of the MSP sustainability pillars, and is as follows:

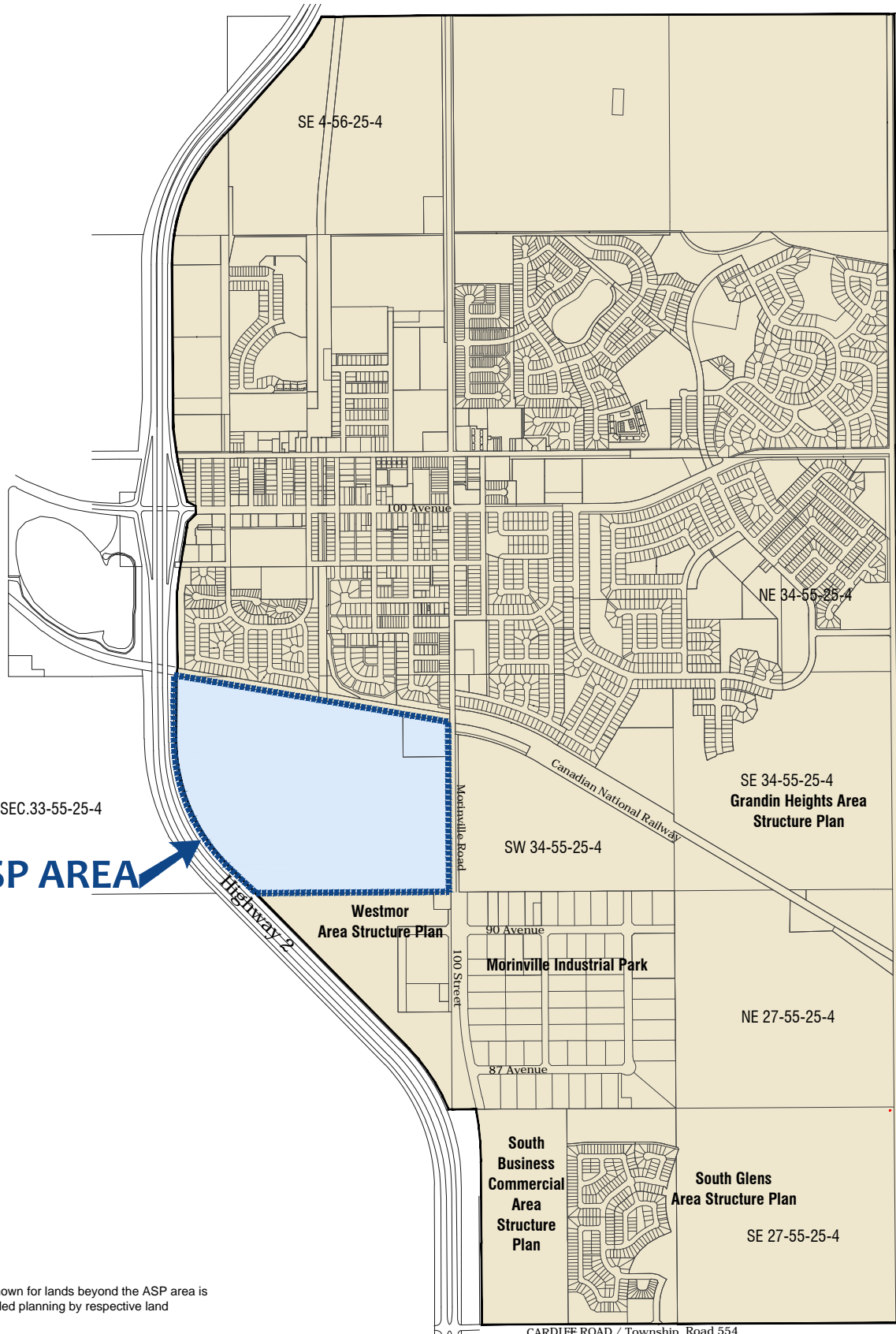
"When it comes to parks, recreation, culture, and in general, all leisure services of the community, the Sustainability Plan sets overriding goals that influence the ways in which recreation, parks and open space services are improved upon and further developed."

The Town also specifies the short-term (2011-2013), mid-term (2014-2018), and long-term goals (post 2018) for the Parks and Open Spaces. The ASP is generally in compliance with the 'Urban Multi-Way Expansion' goals that are set out in each of the short, medium, and long-term goal sections of the *'Recreation Parks and Open Spaces Master Plan'*. These Urban Multi-Ways are described as major linear walkway corridors that connect key destinations within the community and provide recreational activities, as well as non-motorized transportation routes. Trails will be provided around the storm water management facility to provide opportunities for active recreation to the residents of the ASP area. The ASP will also provide trail linkages through the buffers along the CN Railway and Highway 2, connecting community amenities within and outside the ASP area.



# Westwinds in Morinville

## Area Structure Plan



S.W.1/4 SEC.33-55-25-4

**ASP AREA**

Westmor  
Area Structure Plan

Morinville Industrial Park

SE 34-55-25-4  
Grandin Heights Area  
Structure Plan

South Glens  
Area Structure Plan

South  
Business  
Commercial  
Area  
Structure  
Plan

Note: Shadow plan shown for lands beyond the ASP area is subject to future/detailed planning by respective land owners/developers.

MODIFIED DATE: 2016-03-09  
S:\Projects\5314025000 Morinville Westwinds Neighborhood\CAD\Drawings\Planning\Area Structure Plan\5314025-ASP-WESTWINDS-FIGURE-1-LOCATION PLAN-R1.dwg

## 2. EXISTING CONDITIONS

### 2.1 Surrounding Land Uses

Existing uses surrounding the plan area are shown on Figure 1 and include:

- To the north is the CN Westlock Rail line and two mature low density residential neighbourhoods. The mature neighbourhoods encompass recreation and park facilities. The CN Westlock Rail line is designated as a Principal Branch Line, but accommodates three trains per day (Environmental Noise & Vibration Impact Assessment, ACI Acoustical Consultants Inc., November 2015). As such, any negative impacts generated by the relatively low volumes of train traffic, such as noise, are minimal.
- To the east, Morinville Road and Urban Reserve lands that are being used for crop production. Morinville Road (100<sup>th</sup> Street) functions as a minor arterial roadway.
- Morinville Business Park is located south east of the plan area. This business park was developed in the 1970s. The South Business Commercial Area Structure Plan and the South Glens Area Structure Plan applies to the lands located south of the Business Park.
- To the south, is the Westmor Area Structure Plan. It comprises of lands zoned as Urban Reserve (UR) and Corridor Commercial (C-3) under the Morinville Land Use Bylaw. The lands are being farmed and used for commercial uses.
- To the west, across Highway 2, the lands are contained in Sturgeon County and are being farmed as an elk ranch. Some low lying areas and a dugout are evident.

The grade separated interchange of Highway 2 and 100<sup>th</sup> Avenue/Highway 642 is located to the north west of the plan area.

### 2.2 Existing Land Use

As noted in Section 1.2, the dominant land use within the plan area is agriculture, with a focus on grain and forage crop production. Lands along Morinville Road are designated for commercial use.

In addition, there is a 2.48 hectare (6.12 acre) farmstead, which includes the first home built in Morinville area, known as the Leduc House, built in 1885, as well as a barn built in 1895. It is located in the north east corner that has been subdivided out of the quarter section (Lot A, Plan 7520116). The Morinville Heritage Survey Report (May 2013) listed this property as a Place of Interest and may require further evaluation to determine which method of conservation, if any deemed necessary, would be best to acknowledge the character-defining elements. This report indicates that the property will have lower priority for evaluation.

### 2.3 Natural Features

Based on a topographic survey completed in October 2014, the plan area is described as being generally flat with an overall grade of about 2.0 m. The lands slope down from north west to south east. However, a 2.0 to 3.0 m high ridge runs north/south through the centre of the area creating some variation in the landscape. Because the lands are cultivated, very little natural vegetation remains. Some drainage channels areas are evident in the southern portion of the ASP area. A wet portion also appears seasonally in the northwest corner. Further wetland assessment prior to development may be required.

J.R. Paine & Associates has undertaken a preliminary assessment of the soil conditions throughout the plan area. The assessment concludes that the site is suitable for residential and commercial development. The topsoil is about 225 to 300 mm thick and is underlain by clay till, coal and shale. Some areas of water bearing coal exist at depths that may impact underground utilities. These conditions will need to be considered when preparing detailed engineering designs.

## 2.4 Opportunities and Constraints

The existing site conditions offer the following opportunities and constraints for the development in the ASP area:

### 2.4.1 Opportunities

1. The well-defined boundaries of the plan area create an opportunity to design a relatively self-contained and sustainable mixed-use neighbourhood.
2. The existing mature neighbourhoods located north of the plan area create opportunities for compatible residential development within the area.
3. The only existing development within the plan area is the farmstead located in the north east corner with access onto Morinville Road. Because the farmstead is located on the periphery of the plan area and does not rely on access from within the plan area, the farmstead will not impact the logical and orderly development of the area. Furthermore, development within the plan area will not adversely affect the 2.48 hectare farmstead.
4. The ridge that extends through the centre of the plan area provides an opportunity for creating a more interesting and attractive residential subdivision design. The relatively flat topography of the balance of the plan area and the existing soil conditions will need to be considered in properly locating storm water ponds and municipal services.

### 2.4.2 Constraints

1. The CN Westlock line creates a barrier to any form of physical interaction between the existing residential neighbourhood to the north and the ASP area, such as trail connections, unless a crossing agreement can be negotiated with CN.
2. CN's setback and noise attenuation guidelines for a Principle Branch Line should be recognized in developing the subject lands and in designing suitable berms and noise attenuation features. Proper fencing will be required for safety purposes, in accordance with CN's guidelines and the Noise Attenuation Study completed by ACI Acoustic Consultants Inc. (ACI), in May 2015.
3. An appropriate setback along Highway 2, in accordance with the Noise Attenuation Study, will be required to the satisfaction of the Town of Morinville and Alberta Transportation.

The foregoing implications are recognized by the Development Concept that is shown on Figure 2 and is described in Section 3.

### 3. THE DEVELOPMENT CONCEPT

The ASP's boundary conditions physically separate the community from the surrounding neighbourhoods and offer the ASP area its own unique identity. The following features of the proposed development will enhance the identity and create a village like ambiance in the plan area. In the context of this ASP, 'village' reflects the following key features:

- Mix of land uses,
- Diversity in housing forms and densities,
- Compatible building forms and architectural styles,
- Common and compatible design elements,
- Safe, pedestrian friendly and walkable environment,
- Green buffer strips with a multi-use trail system,
- Centrally located storm water management facility (SWMF).

The ASP area will accommodate a mixed-use development providing live-work-play opportunities for its residents. The plan area will allow for corridor commercial development along Morinville Road, various forms of medium and low density residential developments, a school site, and a centrally located SWMF.

The plan area will provide a variety of housing options for diverse age and income groups. Higher density housing forms are proposed closer to Morinville Road, adjacent to the school and commercial sites. Low density housing forms are located in the remaining portion of the plan area, west of the commercial and high density sites. Housing products including duplex, row-housing, and lane accessed small lots provide a transition as density decreases from east to west.

The ASP proposes a hierarchical road network for vehicles, bicycles and pedestrians. A collector loop off of Morinville Road serves the ASP area and provides direct access to the commercial sites, school, and the SWMF. The collector road further provides access to the local road network, which in turn connects to the low density residential development.

The plan area incorporates green linear strips along its north and west edges providing physical separation and noise attenuation buffer between the residential development and Highway 2 and CN Rail line. These green buffers along with walkways, will accommodate a multi-use trail system and contribute to the ASP's MR dedication. The school site will also contribute to the ASP's reserve dedication..

A comprehensively designed SWMF that serves the entire ASP area is also provided within the plan area. This proposed SWMF acts as a focal point and amenity feature for the community, as a multi-use trail will be incorporated around the perimeter to provide active and passive recreational opportunities to the residents in the plan area and surrounding communities.

Table 1 below provides a summary of the land use breakdown proposed by the concept shown on Figure 2.

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**Table 1 - Land Area Breakdown**

<b>Area</b>	<b>Hectares</b>
<b>Gross Area</b>	<b>67.54</b>
Corridor Commercial	6.96
Public Utility Lots	4.95
Collector Road	3.85
Local Roads and Lanes	8.33
Municipal/School Reserve	7.00
<b>Non Residential Area</b>	<b>31.09</b>
<b>Net Residential Area</b>	<b>36.45</b>
Medium/High-Density Residential	3.61
Low-Density Residential	32.84

**Note:** The areas shown in Table 1 are approximate, and will be verified at the time of detailed survey and subdivision.

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**Legend**

- ASP Boundary
- Low Density Residential
- Medium/High Density Residential
- Commercial
- School/Park
- Municipal Reserve Buffer
- Storm Facility/PUL
- Neighbourhood Connection
- Proposed Pedestrian Connection
- Collector Road

**Note:**  
 Road and Land Use configuration in the ASP area is subject to detailed planning and engineering design. Shadow plan shown for lands beyond the ASP area is subject to future/detailed planning by respective land owners/developers.

### 3.1 Objectives and Policies for Development

This section of the ASP sets out the objectives to achieve the vision of a unique, mixed use, diverse, inclusive, and village like community at Westwinds in Morinville. Policies articulated in this section will provide direction for design and development in the plan area.

#### Objective 1

*To enhance the unique identity of the Westwinds community based on the boundary conditions.*

- Policy 1.1: Morinville shall ensure the developer provides municipal reserve along the north and west boundaries providing a buffer from the CN Rail line and Highway 2 respectively.
- Policy 1.2: The Developer shall provide access points from Morinville Road, with appropriate separation distance between accesses recognizing the arterial status of this road, along with entrance features.
- Policy 1.3: The Developer should widen the collector road at intersections with Morinville Road to accommodate access to commercial development, residential traffic, and to allow for entrance treatment.
- Policy 1.4: Morinville shall ensure that, where feasible, subdivision design should encourage walkways and future trail linkages to the Town's existing and proposed trail system to enhance connectivity and walkability within the ASP area and surrounding developments.

#### Objective 2

*To create a viable, comprehensively designed mixed-use neighbourhood that displays a village-like ambiance.*

- Policy 2.1: Morinville shall encourage a mix of land uses that create opportunities for living, working, playing, shopping and learning.
- Policy 2.2: The Developer should provide for a school site to the satisfaction of the school authority having jurisdiction in the south east portion of the ASP area.
- Policy 2.3: The Developer should provide opportunities for a variety of housing options and types such as: single detached homes, semi-detached homes, and townhomes with either with front attached or lane accessible garages; and, condominiums and rental apartments, to encourage a diverse and inclusive community that caters to a wide range of income, age and social groups.
- Policy 2.4: The Developer shall create a SWMF in a central location within the community that will function as an amenity for residents of and visitors to the ASP area.
- Policy 2.5: The Developer should interconnect community amenities and open spaces throughout the plan area with vehicular and pedestrian networks.
- Policy 2.6: The Developer should reflect the village-like character of the site through architectural controls, including but not limited to combination of traditional and contemporary residential building formats, building facades and their components, colours, textures, and design elements.
- Policy 2.7: The Developer should emphasize a village like ambiance with urban design treatments and landscaping features to contribute to the uniqueness of the plan area.

### **Objective 3**

*To encourage walkability within the ASP area by creating a convenient and accessible pedestrian network.*

- Policy 3.1: Through subdivision design, the Developer shall provide direct and well-connected pedestrian linkages to communal amenities including parks, school, and linear municipal reserve areas through a combination of trail connections, public utility lots, and sidewalks.
- Policy 3.3: The Developer shall provide separate sidewalks along both sides of the collector roadway.
- Policy 3.4: The Developer shall provide multi-use trails within the MR buffer areas and around the SWMF for active and passive recreation.
- Policy 3.5: The Developer shall encourage lane-accessed housing product with rear garages, and reduced front setback, along the collector road.

### **Objective 4**

*To enhance walkability by encouraging walkable block sizes and a connected street network.*

- Policy 4.1: Morinville should ensure that subdivision design supports a permeable street network through use of block lengths that range between 150 m to 280 m.
- Policy 4.2: Morinville may allow long blocks (greater than 280 m) in subdivision design only where necessary and the impermeable nature of long blocks is mitigated by providing mid-block walkway connections that are ideally aligned to another trail, sidewalk or other community focal point.
- Policy 4.3: The Developer should ensure that cul-de-sacs in subdivision designs adhere to the following provisions:
- a. Use cul-de-sacs only where they provide access to land otherwise not developable through the use of a connected roadway network, and to enhance the diversity in the housing products provided in the community.
  - b. Discourage cul-de-sac length (measured to the centre of the bulb) over 150 m; unless provided with lane access/ egress to the next street.
  - c. Improve walkability from the cul-de-sacs to the trail network, neighbouring residential areas, public amenities, and open spaces by encouraging provision of trails.
  - d. Improve the connectivity of the pedestrian network by providing walkways or trail connections where cul-de-sacs back onto each other, another street, or municipal reserve containing a trail network.
- Policy 4.4: Morinville may require a shadow plan of the plan area, or a suitable portion of the area, be provided at the time of subdivision application to show how the proposed subdivision will relate to, and not prejudice, future stages of development.

### **Objective 5**

*To encourage accessible multi-modal transportation options providing convenient connections to the destinations in and around the ASP area.*

- Policy 5.1: Morinville shall encourage a well-connected transportation system that provides multi-modal choice for drivers, bicyclists, and pedestrians.
- Policy 5.2: The Developer shall accommodate pedestrians, bicyclists, and motorized vehicles by

providing a detailed road network at subdivision application stage.

Policy 5.3: The Developer shall provide connections from the proposed pathway surrounding the SWMF to the proposed school site, medium/high density residential and commercial land uses through subdivision design.

Policy 5.4: The Developer shall provide connections from the proposed pathway within the MR buffer to the low density residential, medium/high density residential, and commercial land uses through subdivision design.

## **Objective 6**

*To enhance safety in the neighbourhood through implementation of sound subdivision design and development principles.*

Policy 6.1: The Developer shall provide for a functional and safe internal circulation system based on a hierarchy of collector and local residential roads through subdivision design.

Policy 6.2: The Developer should avoid staggered intersections where feasible and adhere to the Town's design standards to ensure minimum intersection spacing is maintained.

Policy 6.3: The Developer should encourage pedestrian safety through building design that promotes natural surveillance of public and private spaces from adjacent development.

Policy 6.4: The Developer should design the pedestrian realm (sidewalks, walkways, trails, parks, parking lots and open spaces) to be accessible and landscaped to encourage safety and pedestrian friendliness.

Policy 6.5: The Developer shall give careful design consideration to housing forms with front-attached garages located along the curved portion of the collector road. Subdivision design should provide for safe vehicle movements into and out of private properties via the collector road.

Policy 6.6: Morinville shall encourage the Developer to install traffic calming measures such as crosswalks, speed bumps, signalized and un-signalized mid-block crossings, and bulb-outs at important intersections and in proximity to school and park areas.

Policy 6.7: The Developer shall provide for noise attenuation berms and fencing along the plan area boundaries within linear green buffers, in accordance with the Noise Attenuation Study.

## **Objective 7**

*To provide opportunities for strategically located arterial commercial development that benefits the Town's economic growth initiatives and recognizes the arterial status and importance of Morinville Road in the context of the Town's transportation system.*

Policy 7.1: The Developer shall position commercial sites to take advantage of the bypassing traffic along Morinville Road.

Policy 7.2: Morinville shall require that all-directional access to the commercial sites is provided from the internal collector road, with no other all-directional access provided from Morinville Road.

Policy 7.3: Morinville should encourage commercial parking lots to incorporate appropriate lighting and landscaping to enhance safety consistent with Crime Prevention Through Environmental Design (CPTED) principles.

## Objective 8

*To provide for a high standard of amenities and community services.*

- Policy 8.1: The Developer should provide shopping, business, and employment opportunities to the residents of Westwinds and adjacent neighbourhoods through provision of commercial uses.
- Policy 8.2: Morinville shall encourage high standards of architecture and urban design for the community amenities and services.
- Policy 8.3: The Developer should provide pedestrian connections that connect key destinations, such as schools or commercial developments.

## 3.2 Specific Land Use Components

Specific land use components proposed by the preliminary design concept are described below.

### 3.2.1 Corridor Commercial

Three corridor commercial sites with a total area of 6.96 hectares are proposed along Morinville Road, on the east side of the plan area. Two of these sites are owned by Landrex and are zoned as Corridor Commercial (C-3) District. The third site, proposed for Corridor Commercial use, is still under an Urban Reserve (UR) District and separate land ownership. The Town's MDP designates all three parcels for commercial development and the two Landrex owned sites have received conditional subdivision approval. Corridor Commercial uses normally require highly visible locations and high traffic volumes. They are typically planned as strip malls with on-site parking and clusters of compatible uses, such as free standing financial institutions, restaurants, and supermarkets.

### 3.2.2 Medium/High-Density Residential

Three medium to high-density residential sites, comprising of 3.61 ha, are proposed to back on to the commercial sites to provide a transition for lower density residential development proposed further west, and to allow for a functional mixed-use village concept. The sites will accommodate medium and high-density type housing as per the Medium-Density Residential (R-3) and Medium/High-Density Residential (R-4) Districts of the Land Use Bylaw. The sites will be accessed by the collector road.

Various medium and high density housing types should be considered for the sites and could include but are not limited to the following:

- Ground oriented row housing – this product has proven to be very successful and marketable in other smaller communities in the Edmonton area.
- Apartment units – this product could assist in meeting the considerable demand for rental accommodation in the Town. Future apartment residents also provide a local market for the commercial uses.
- Multi-story condominium units – this product would allow for and meet the demand for a wide range of income, age and social groups.
- With proper interface the medium/high density residential sites will be compatible with the adjacent corridor commercial sites.

### 3.2.3 Low Density Residential

Small lot subdivisions are being proposed as a transition between the medium/high-density housing backing on to the commercial sites and more conventional single-detached residential housing (R1-B) further west towards Highway 2, thereby allowing for a meaningful choice in housing product. A Direct Control District may be developed in consultation with the Town's administration to allow for the development of appropriate transitional housing product.

The laned small lot subdivisions will enhance the aesthetic quality and livability of the Westwinds neighbourhood. They promote interactive streetscapes and safety through 'natural surveillance.' They will also provide a high standard residential environment and housing product, at entry level prices.

In addition, laned subdivisions offer the following features:

- Efficient and easy to maintain as concrete pads are provided in the backs of lots that are accessed off the paved lanes. This allows for better snow removal and permits the homeowner to build a garage on the concrete pad when convenient;
- Reduced front yard setbacks;
- Front sidewalks and yards, as opposed to driveways, increase community interaction and liveability. The streetscape becomes inviting and more attractive to pedestrians. A comprehensive landscaping and architectural approach to designing the streetscape ensures a high aesthetic standard and a cohesive neighbourhood;
- Private amenity space in the front yard by applying proper siting and fencing techniques;
- Eliminates instances of vehicles backing onto collector/local roadways and enhances safety; and,
- Reduced curb-cuts for front driveways enabling more on-street parking.

Compact comprehensively designed laneless subdivisions that display uniform architectural, fencing, and landscaping features, along with elements of good quality design, are increasingly successful in providing entry level housing.

These two forms of low density housing products can be effectively integrated through creative subdivision design and the consistent application of aesthetic features that promote the Westwinds in Morinville village theme. Morinville is well located and strategically positioned to provide this needed type of entry level product in the northwest sector of the Greater Edmonton area. This ASP recognizes the changing market and therefore offers flexibility to respond to the market needs over its full build out duration. Sound subdivision and design principles will create suitable and liveable communities that are capable of maintaining their value over time.

Landrex has a proven track record for ensuring high quality, aesthetically attractive developments, and is prepared to work with the Town in providing architectural details to be applied to the proposed development. It is important to note all residential subdivisions, both laned and laneless, need to comply with the Town's regulatory standards and provisions, and that the density of the laneless areas will be lower than that of the laned areas.

### **3.2.4 Storm Water Facility**

As previously noted, one storm water facility is proposed along the north leg of the collector. This centrally located storm pond will be about 4.88 hectares in size, and will be designed and landscaped to ensure that it functions as an amenity feature, as well as a Public Utility Lot. The pond will provide an attractive entry feature into the community and will result in a significant amenity feature within the heart of Westwinds without compromising safety. The storm water pond will be integrated into the internal pedestrian circulation system with a trail network, and will also be accessed by the collector road.

### **3.2.5 School Site**

Greater St. Albert Catholic Schools has requested that a 3.11 hectare school site be provided in Westwinds. A site is proposed in the south east portion of the plan area, between low and medium/high-density residential developments abutting the corridor commercial sites (see Figure 2 - Development Concept). The school site:

- is located on lands owned by Landrex so that municipal services can be extended to the site within a reasonable time frame (see Section 5 Staging and Implementation);

- is separated from Morinville Road and the CN line so that it provides a safe environment for elementary school students;
- allows for good access and connectivity; and
- will assist in creating separation distance between the future residential uses in the western portion of the ASP and proposed commercial development to the east of the school site.

The School Division has provided input in regard to the location and size of the school site and considers the site acceptable. The School Division may require to undertake further geo-technical investigation if necessary.

### 3.2.6 Municipal Reserve

In addition to the 3.11 hectare school site, some 3.89 hectares of Municipal Reserve (MR) is being proposed by this ASP, for a total of 7.0 hectares. This 3.89 hectare MR comprises the linear green space along the perimeter of the north and west sides of the ASP area and will be integrated into the Town's trail system. Section 671(2)(d) of the *Municipal Government Act* states that Municipal Reserve may be used as a buffer to separate areas of land that are used for different purposes, with specific components of the proposed open space system described below.

- The CN Westlock Rail line Municipal Reserve buffer strip is proposed to be 30 m wide where adjacent to a residential use. A reduced buffer of 8.5 m is applied along commercial development. Noise attenuation and safety measures will include a combination of a berm and fence within this buffer. The buffer width allows for the extension of the trail system. As such, the extension shown at this time is to the east where the CN Rail crossing is not required. The 30 m wide Municipal Reserve strip will allow for landscaping and trail meandering to occur in conjunction with the safety berm.
- The Highway 2 Municipal Reserve buffer strip is proposed to be 12 m wide, and will include a trail constructed to the Town's standards to link with the system described above. Along with a trail, this buffer will be integrated with any required noise attenuation device. The noise attenuation device constructed, along with required fencing and landscaping, will comply with the recommendations of the Noise Attenuation Study. The development of the buffer strip will also comply with Alberta Transportation's requirements.
- Strategically located trail connections and sidewalks within Westwinds will provide access to the perimeter trail system and enhance connectivity in the ASP area.

The amount and location of MR dedication will be finalized at the time of subdivision and development.

### 3.3 Population and School Generation

Population and number of unit estimates for the ASP area are summarized in Table 2. For the purposes of this ASP, the following factors are assumed.

- The medium to high density sites will be developed as Medium Density Residential (R-3) and Medium/High Density Residential (R4), which are 54 and 125 units per net hectare respectively.
- 21 units per net hectare (8.5 units per net acre) for low-density residential.
- 3.46 persons per low-density dwelling unit and 2.6 persons per medium/high-density dwelling unit.
- 1.2 students per dwelling unit, as per the information provided by the Greater St. Albert Catholic School Division.

Based on the foregoing factors, the total number of dwelling units is estimated to be between 885 – 1,141. The population is projected to be between 2,894 – 3,560, and the potential number of students generated is between 1,061 – 1,369.

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**Table 2 - Number of Units and Population**

	<b>Low-Density</b>	<b>Medium/ High-Density</b>	<b>Total</b>
<b>Area</b>	<b>32.84 ha</b>	<b>3.61 ha</b>	<b>36.45 ha</b>
Units/ha	21	54 – 125	
Units	690	195 – 451	885 – 1,141
Population/Unit	3.46	2.60	
Population	2,386	507 – 1,173	2,894 – 3,560
School Generation (units x 1.2)	828	234 – 542	1,061 – 1,369

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## **4. MUNICIPAL SERVICES**

### **4.1 General Circulation Pattern**

Westwinds will generally be served by a minor collector roadway off Morinville Road that loops through the plan area within a 20 m wide right-of-way, with two access points onto Morinville Road (see Figure 3). The distance between the two Morinville Road intersections is 260 m.

At the entrances of the neighbourhood, the right-of-way will be constructed to major collector standards within a 24.5 m right-of-way. All local roads are proposed to be within an 18 m wide right-of-way.

The existing road right-of-way is sufficient to accommodate the ultimate Morinville Road (100 Street) cross section. Required improvements, if any, to Morinville Road to allow for proper turning movements into the subdivision and the commercial sites will be negotiated with the Town at the time of subdivision. All roads will be constructed to the Town's Engineering Standards.

### **4.2 Water**

Westwinds will receive its water via the existing 300 mm diameter water main running adjacent to Morinville Road. The water system's alignment will loop and follow the proposed roadways which should provide adequate servicing and fire flow protection for the neighborhood (to be confirmed later with a detailed water network analysis). Water main sizing will be confirmed later with a detailed water system model. Refer to Figure 4 for additional information.

### **4.3 Sanitary Drainage**

Lands within the ASP area will gravity drain to the southeast of the community where an onsite sanitary lift station is proposed. Additionally, a sanitary stub has been planned to provide a connection between the future commercial/industrial to the east and Westwinds' gravity sanitary system. Once the gravity system reaches the sanitary lift station, it will discharge flows, via a force main, off-site to the existing system to the south. The sanitary system is shown schematically on Figure 5.

### **4.4 Storm Water Drainage**

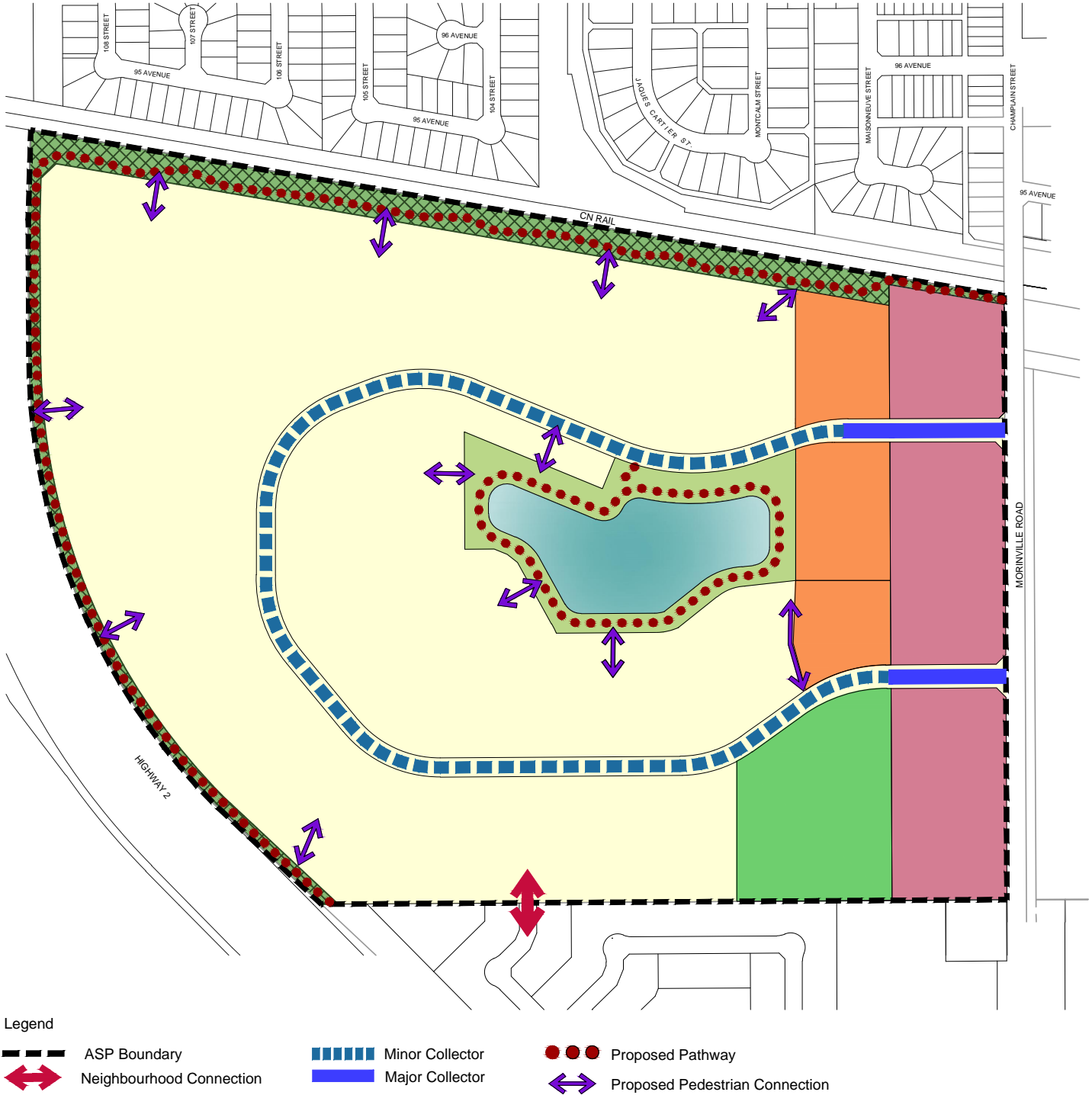
Storm drainage from the proposed development will be managed onsite with a naturalized wet pond. The storm water drainage system will direct both minor (storm sewers) and major (overland flow) to the pond located near the center of the site. In order to discharge excess flows from the pond, it will be outfitted with a storm lift station that will pump flows to an outfall location along 100 Street at a pre-development release rate. Refer to Figure 6 for additional information.

For the initial stages of development it is proposed that the piped flows will daylight to the SWMF (via an overland ditch), which is planned to be an evaporation/infiltration pond, deferring the necessity to install the lift station and force main. This approach would be subject to approval by both the Town of Morinville and Alberta Environment.



Scale 1:6,000

# Westwinds in Morinville Area Structure Plan



MODIFIED DATE: 2016-03-09  
S:\Projects\5314025000 Morinville Westwinds\Neighborhood\CAD\Drawings\Planning\Area Structure Plan\5314025-ASP-WESTWINDS-FIGURE-3\_CIRCULATION.dwg

Note:  
Road and Land Use configuration in the ASP area is subject to detailed planning and engineering design. Shadow plan shown for lands beyond the ASP area is subject to future/detailed planning by respective land owners/developers.

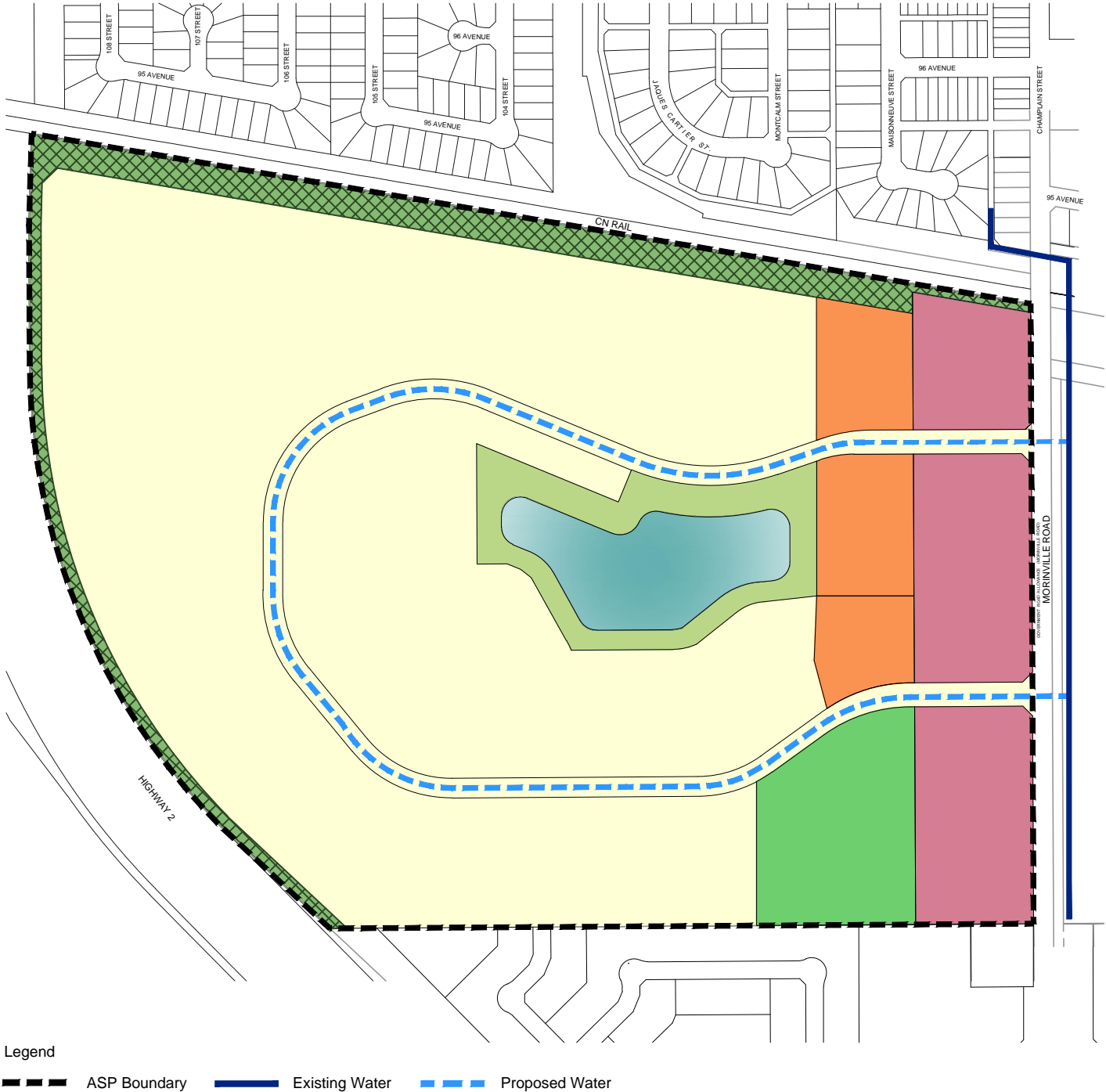
Figure 3: Circulation Concept



Scale 1:6,000

# Westwinds in Morinville

## Area Structure Plan



- Legend**
- ▬▬▬ ASP Boundary
  - Existing Water
  - - - Proposed Water

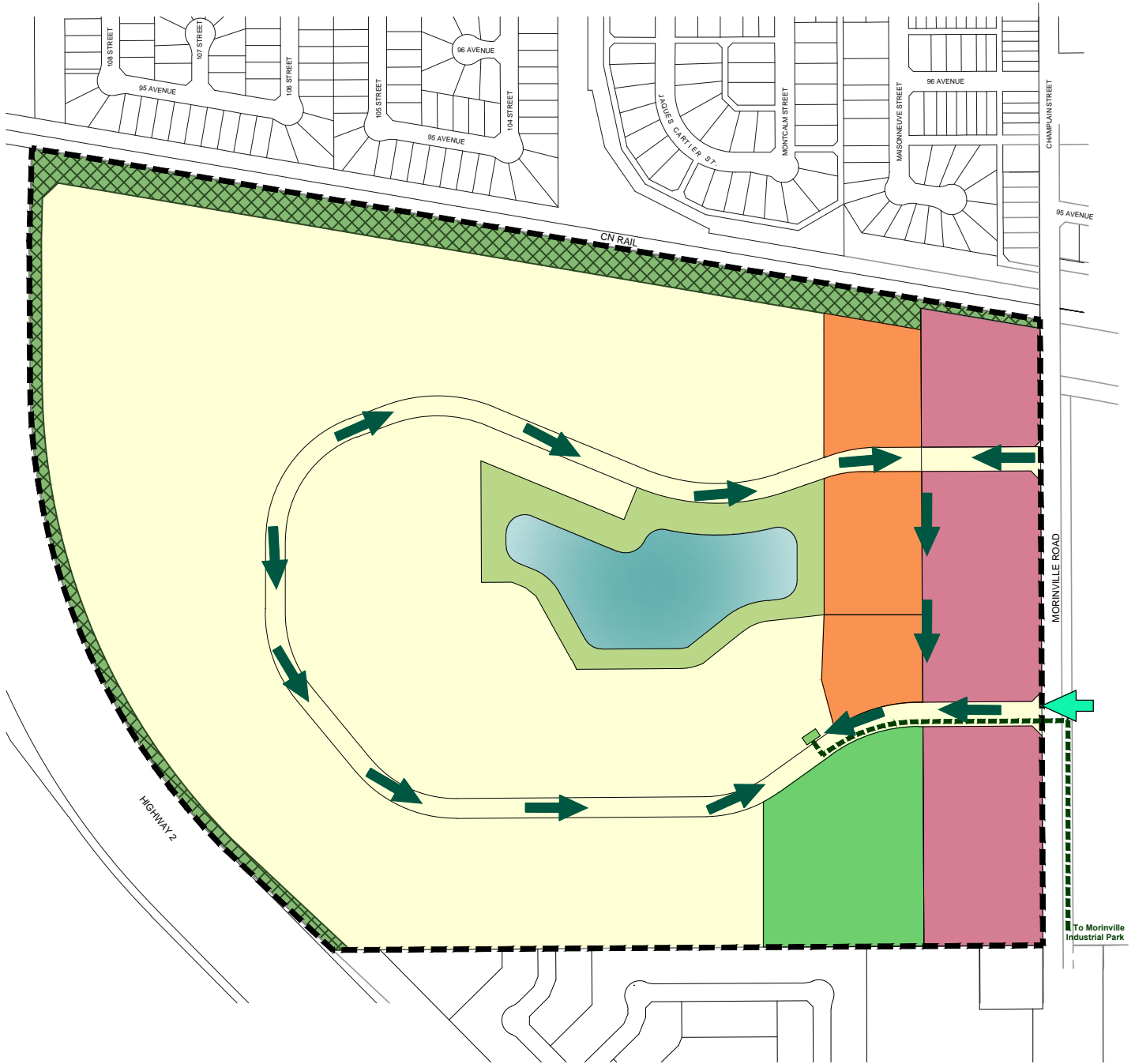
**Note:**  
 Road and Land Use configuration in the ASP area is subject to detailed planning and engineering design. Shadow plan shown for lands beyond the ASP area is subject to future/detailed planning by respective land owners/developers.

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Scale 1:6,000

# Westwinds in Morinville Area Structure Plan



### Legend

- ASP Boundary
- Future Sanitary Catchment Area
- Flow Direction
- Forcemain
- Sanitary Lift Station

Note:  
Road and Land Use configuration in the ASP area is subject to detailed planning and engineering design. Shadow plan shown for lands beyond the ASP area is subject to future/detailed planning by respective land owners/developers.

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Scale 1:6,000

# Westwinds in Morinville Area Structure Plan



### Legend

- ASP Boundary
- Storm Lift Station

- Major Overland Flow Direction
- Forcemain
- Outlet

Note:  
Road and Land Use configuration in the ASP area is subject to detailed planning and engineering design. Shadow plan shown for lands beyond the ASP area is subject to future/detailed planning by respective land owners/developers.

MODIFIED DATE: 2016-03-09  
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## Figure 6: Storm Drainage Concept

## 4.5 Franchise Utilities

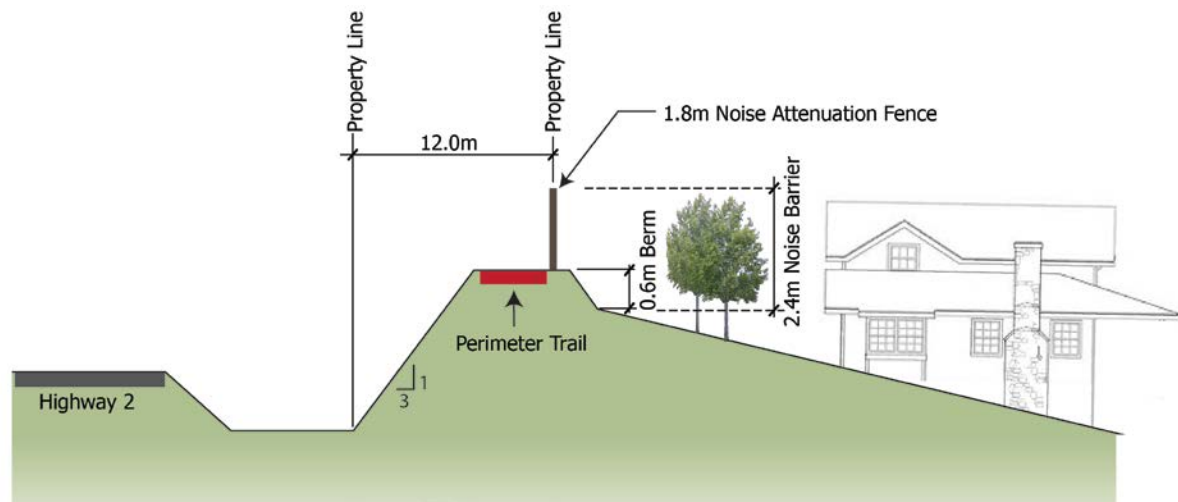
Power, gas, telephone, and cable TV will be provided to the plan area by the extension of existing facilities.

## 4.6 Noise Attenuation

Noise attenuation will be provided as outlined in ACI's Noise Attenuation Study which recommends a 26.5 m setback from the CN Rail line and a 12.0 m setback from Highway 2 where adjacent to residential development. CN Rail requires a 15.0 m setback between the railway rights-of-way and habitable buildings in conjunction with a safety berm. Berm heights and slopes are specified in the CN Rail Principal Branch Line requirements. Based on the report and CN Rail requirements, a combination of a berm and a noise attenuation fence is proposed along the west boundary bordering Highway 2 and the north boundary bordering the CN rail.

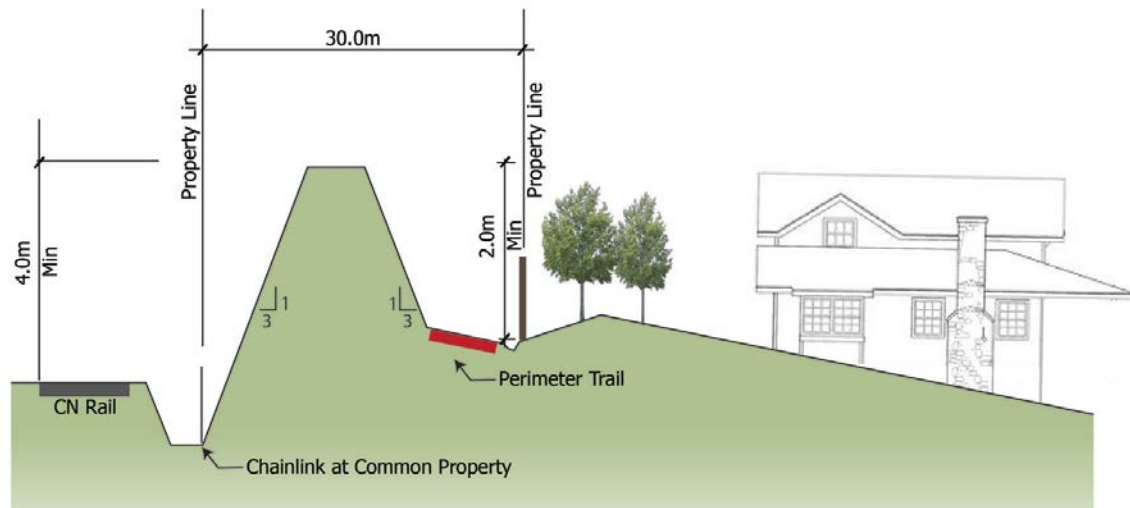
Illustration 1 shows the details of the buffer along Highway 2. Illustration 2 shows the details of the buffer along the CN Rail line.

### Illustration 1: Highway 2 Buffer



*Note: The berm and sidewalk along the highway buffer varies longitudinally, as the trail will not always be on top of the berm in certain areas where Highway 2 and the CN Rail intersect.*

## Illustration 2: CN Rail Line Buffer



### 4.7 Geotechnical Investigation

A site specific geotechnical investigation has been carried out by J.R. Paine and Associates Ltd. in December 2002. A copy of the report is attached to the Westwinds Engineering Pre-Design Report. Based on the results from the 35 boreholes throughout the site, the report concludes the site is suitable for development.

Additional stage specific investigations may be conducted, as necessary.

## 5. STAGING AND IMPLEMENTATION

### 5.1 Staging

The staging concept is shown on Figure 7. The first stage of development allows for the implementation of commercial development and a school site in the eastern portion of the Westwinds ASP area. This means that a diversity of uses may be accommodated and the village theme entry features may be implemented to immediately establish the identity of the Westwinds neighbourhood.

Subsequent stages of development are proposed to occur in the north and west portion of the plan area after the commercial and school site have been implemented in stage one. Advancement beyond the first two stages is identified as 'future development.'

The Land Use Bylaw No. 3/2012 will need to be appropriately amended at the time of subdivision.

### 5.2 Force and Effect

The Westwinds in Morinville ASP is intended to refine existing general policy direction and land use designations assigned to these lands within the MDP, guide the subsequent assignment and implementation of land use districts to the lands within the LUB as well as establish a sound framework for future decisions on land use, subdivision, servicing and development permits. It must be noted that in making future decisions concerning the use, subdivision and development of the lands within this ASP, the Town will need to remain mindful of and monitor the capacities of both on and off-site services and make any necessary adjustments to uses, densities and lots sizes within this ASP accordingly.

#### **Policy 5.2.1 Decisions Consistent with the Westwinds in Morinville Area Structure Plan**

The Town shall ensure that all future land use, subdivision, development and servicing decisions made regarding lands within the Westwinds in Morinville ASP shall comply with all provisions, policies, maps, figures and drawings contained within the Westwinds in Morinville ASP.

#### **Policy 5.2.2 Amendments**

- a) If any decision referred to in Policy 5.2.1 would constitute a major change of the provisions of this ASP, an amendment to this ASP shall be required in consideration of Policy 5.2.4. Decisions that would constitute a minor change to the provisions of the ASP may be considered without an amendment, in accordance with Policy 5.2.4, where the owner/developer can demonstrate to the satisfaction of the Town that the change does not substantively alter the intent, force or effect of the provisions of this ASP.
- b) Amendments that may be required to this ASP shall be completed in accordance with the *Municipal Government Act* and all other applicable bylaws, policies and procedures.

#### **Policy 5.2.3 Effect on Decision Making**

- a) This ASP, its concepts and provisions shall be used in conjunction with the relevant provision of the MDP and the LUB, particularly in guiding the exercise of discretion in making decisions on subdivision and development permit applications. This ASP will be used to guide any required amendments to the provisions or land use designations in the MDP to ensure consistency with Section 638 of the *Municipal Government Act*.
- b) Specifically tailored land use districts may be prepared and inserted in the LUB to support and facilitate the implementation of this ASP including provisions related to lot size, density, form and character, landscaping, public amenity space, and access and circulation. A specifically tailored direct control land use district may be prepared and adopted to address any unique area or development situation.



**Policy 5.2.4**

**Principles for Decision Making**

- a) The exercise of discretion or variance in deciding an application or an amendment to this ASP must be both reasonable and defensible within the letter and spirit of this ASP as well as widely accepted planning principles.
- b) If a requirement or provision of this ASP is to be deviated from or if an amendment is to be made, it is essential that those making the decision clearly understand the rationale for the requirement or provision they are being asked to vary or amend.
- c) Discretion, variance and amendment shall or should only be considered if it can be demonstrated that the discretion, variance or amendment being considered will, at a minimum, not jeopardize the policies of this ASP and, at best, better serve them.
- d) Any variance or discretion exercised or any amendment made shall be fully documented so that the reasons and rationale for the variance or discretion exercised or the amendment are accurately recorded and clearly understood.

**Policy 5.2.5**

**Repeated Amendment Applications**

Should an owner/developer make repeated applications to amend this ASP once it is in effect, the Town may undertake or require that the owner/developer undertake an overall review of this ASP instead of continuing to make individual, isolated amendment applications so that the implications of the revision to this ASP can be considered and evaluated, at a minimum, in the context of the entire ASP area and, if warranted, beyond this ASP area.

**Policy 5.2.6**

**Development Phasing**

The staging or phasing of development will be determined by market forces and the cost-effective provision of infrastructure. An illustrative Phasing Sequence is shown on Figure 7: Staging. This phasing sequence is illustrative only and may be altered to fit changing circumstances.

**Policy 5.2.7**

**Development Agreement**

As warranted, the Town shall require owners/developers to enter into an agreement with the Town as a condition of any subdivision or development permit application pursuant to the Municipal Development Act.

**Policy 5.2.8**

**Technical Information**

Detailed engineering analysis and other technical information shall be required with respect to geotechnical conditions, roads and servicing (both on- and off-site) in support of decisions at the subdivision and development level. All site preparation, public utilities, public roads, pedestrian walkways and any other public facilities and improvements shall be professionally designed and constructed to the satisfaction of the Town in accordance with the Town's standards.

**Policy 5.2.9**

**Traffic Impact Assessment**

The Town and/or Alberta Transportation may require applicant(s)/ owner(s)/ developer(s)/ proponent(s), at their sole expense, to prepare a Traffic Impact Assessment (TIA) as a condition of subdivision or development approval, as the case may be.

**Policy 5.2.10 Stormwater Management**

- a) Subdivision and development permit applications shall comply with the Stormwater Management Guidelines for the Province of Alberta 1999, prepared by Alberta Environment. There shall be no change between pre- and post-development off-site flows except where the application conforms to an approved stormwater management plan approved in conjunction with the Town.
- b) With all costs passed on to the developer, the Town shall assist the developer, and their consultant, in making necessary arrangements and securing all required approvals regarding the disposal and management of stormwater off-site and all required documentation, permission, approvals and/or other forms of authorization from all relevant agencies having jurisdiction in relation to the application.
- c) If an owner/applicant/proponent is prepared to undertake the required engineering, the Town may consider interim and/or on-site stormwater management until the overall stormwater management system or required components of it are in place and approved.

**Policy 5.2.11 Power Lines**

Proposed power lines to service the ASP area and other shallow utilities such as gas and telephone shall be installed underground.

**Policy 5.2.12 Reserve Lands**

- a) Municipal Reserve will be dedicated at the time of subdivision in accordance with this ASP as per the relevant provisions of the *Municipal Government Act*.



Note:  
 Road and Land Use configuration in the ASP area is subject to detailed planning and engineering design. Shadow plan shown for lands beyond the ASP area is subject to future/detailed planning by respective land owners/developers.

