

BYLAW NO. 2/91

AREA STRUCTURE PLAN BYLAW

BEING THE WESTMOR AREA STRUCTURE PLAN BYLAW

WHEREAS Section 64 of the Planning Act, Chapter P-9, Revised statutes of Alberta 1980, provides that a Council of a Municipality may adopt an Area Structure Plan which provides a framework for subsequent subdivision and development of land with its Municipal boundaries; and

WHEREAS this document is deemed by the Council of the Town of Morinville to represent such an Area Structure Plan for the purpose of providing a framework for subsequent subdivision and development of the land situated south of the Canadian National Rail line between Alberta Highway No. 2 and (Champlain) 100 Street;

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

1. That this Bylaw may be cited as "The WESTMOR Area Structure Plan Bylaw";
2. That The WESTMOR Area Structure Plan, being Schedule "A" attached hereto, forms part of this Bylaw;
3. That this Bylaw comes into full force and effect upon third and final reading.

READ a first time this 26th day of February 1991 A.D.

READ a second time this 26th day of February 1991 A.D.

READ a third time and dully passed this 23rd day of July 1991 A.D.



Mayor



Town Manager

AREA STRUCTURE PLAN

BYLAW NO. 2/91

WESTMOR COMMERCIAL BUSINESS PARK

(NORTHWEST INDUSTRIAL-AREA)

Prepared For: **SCANNER HOLDINGS LTD.**

By: **W.T. CANDLER - LAND USE PLANNING
and
AL-TERRA ENGINEERING LTD.**

TOWN OF MORINVILLE

JANUARY 1991

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1. LOCATION MAP
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3. DEVELOPMENT CONCEPT
4. STORM DRAINAGE CONCEPT
5. WATER AND SANITARY CONCEPT

MAP FOLDER - LARGE SCALE CONCEPT PRINTS

1.0 INTRODUCTION

This **AREA STRUCTURE PLAN** document is submitted pursuant to the provisions of **Section 64(1)** of the **PLANNING ACT** for the Province of Alberta which states:

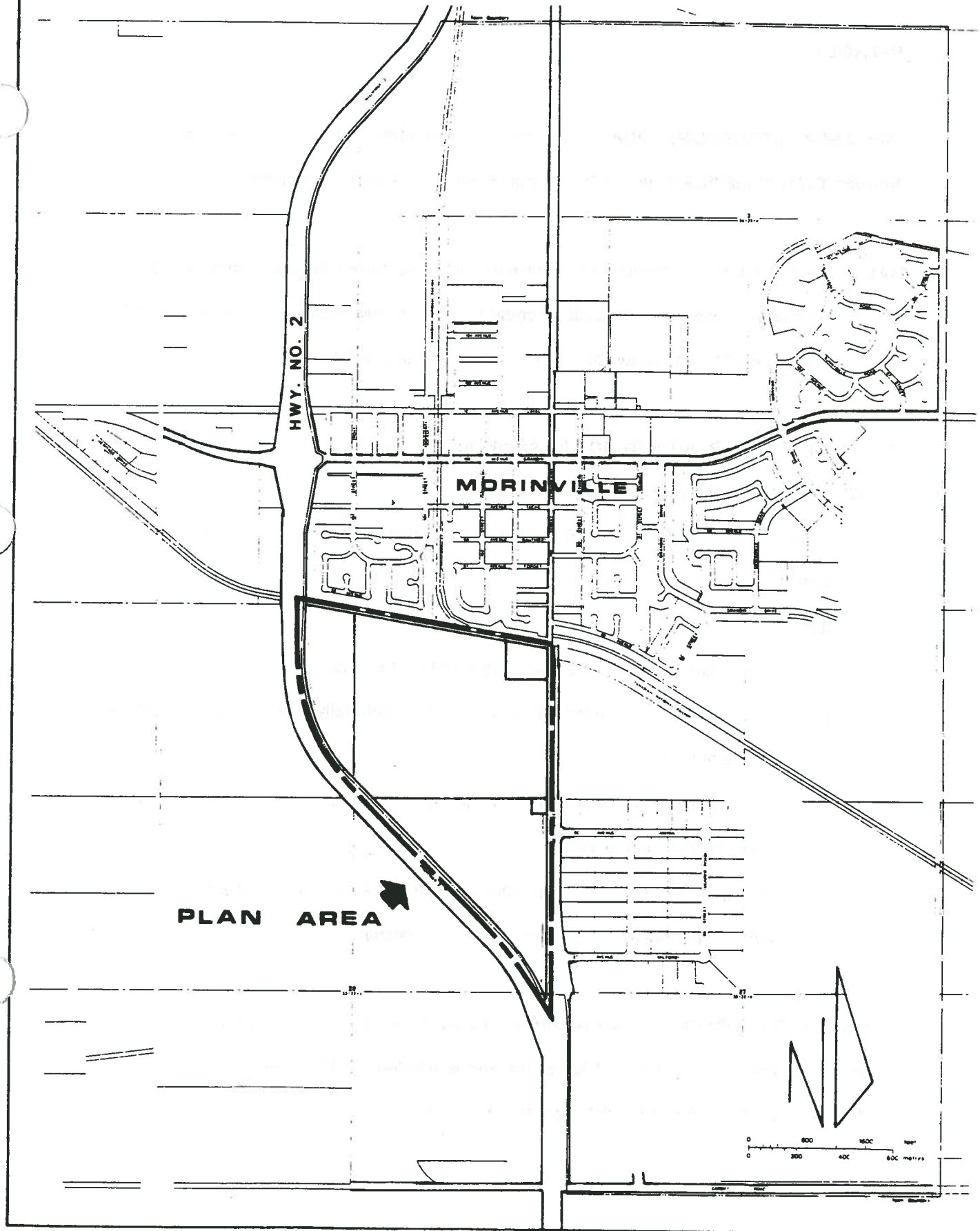
64(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality, a council may, by by-law passed in accordance with Part 6, adopt a plan to be known as the "(name) area Structure Plan".

Section 64(2) of the **PLANNING ACT** for Alberta further provides that:

- (2) An area structure plan shall:
- (a) conform to any general municipal plan in existence and affecting the area that is the subject of the area structure plan;
 - (b) describe:
 - (i) the sequence of development proposed for the area,
 - (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
 - (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
 - (iv) the general location of major transportation routes and public utilities;
 - (c) contain any other matters the council considers necessary.

This **AREA STRUCTURE PLAN** document relates to an area of land situated within the corporate boundary of the Town of Morinville and is entitled the **WESTMOR COMMERCIAL BUSINESS PARK AREA STRUCTURE PLAN**. (Figure 1 - Location Map)

FIGURE 1 LOCATION MAP



HWY. NO. 2

MORINVILLE

PLAN AREA

0 200 400 600 800 meters

2.0 PURPOSE

The purpose of this AREA STRUCTURE PLAN document is to establish a suitable framework for subdivision, general land use designation and future development for all lands situated within the planning area boundary. (Figure 2 - composite Ownership and Base Plan).

The plan boundary encompasses all of the land bounded by the Canadian National Rail line on the North, the right-of-way for Alberta Highway No.2 to the South and West and, the commercial business and industrial park which fronts onto 100 Street (Champlain) to the East. The plan area is well defined by Highway No. 2, 100 Street and the surrounding lands which are committed on a long term basis for urban, business and industrial use.

This AREA STRUCTURE PLAN document is intended to provide the basis for orderly and economic development of the land in a manner compatible with surrounding uses and the Town's servicing infrastructure for the area.

This AREA STRUCTURE PLAN document is in a form suitable for adoption by the Town Council as an AREA STRUCTURE PLAN BYLAW.

3.0 PLANNING FRAMEWORK

The **PLANNING ACT for Alberta, Section 64(1)**, provides for the preparation of statutory plan documents to be approved by a municipality. The Town of Morinville adopted its major policy document, the **General Municipal Plan**, in October of 1986. - **Bylaw No. 986**.

The **General Municipal Plan** identifies in general terms the town's policies for growth and development over a 15 to 20 year time frame and ..."reflects a judgement as to what is practical as well as what is desirable in the light of current economic conditions".

The Westmor plan area is appropriately designated for future Business/Service Industrial and Light Industrial land use. This AREA STRUCTURE PLAN document conforms with that stated intention.

4.0 DESCRIPTION OF PROPERTY

The plan area contains 94.23 ha (235.75 ac) of privately owned land held under four separate titles. The land is situated within and is adjacent to the southern boundary of the Town of Morinville.

The topography of the area is generally flat with some areas that are best described as gently rolling. The majority of the plan area is cultivated and in agricultural production. Two acreage residential uses exist adjacent to 100 Street (Champlain) and there are some local areas of low lying land that contain seasonal run-off from within the plan area.

Drainage from the plan area is generally to the south and southeast, however, the land is not well drained. Surface drainage is largely contained on site or, is diverted through ditch systems abutting 100 Street, Highway No.2 and, the Canadian National Rail line that forms the northern boundary of the plan area.

There are no unique or unusual features about the land that would require special planning consideration and there are no significant wooded or planted areas that require special or specific attention in preparing the land for more intensive urban use. Native vegetation consists of scrub poplar and willow stands adjacent to low lying lands and along property boundaries. Yard plantings are restricted to the immediate vicinity of acreage residential uses and are not extensive so as to require particular reference or attention.

As the town expands southward, in accordance with the approved **General Municipal Plan bylaw**, it is anticipated that the existing acreage residential uses will be phased out as comprehensive commercial and business developments occur.

It is noted that a remnant rail right-of-way parcel exists within the SE 1/4.33.55.25.W4. This former rail alignment exists in plan only (9201 S) while in fact, the line and rail bed no longer exists. The right-of-way is presently under cultivation in conjunction with the balance of the quarter section.

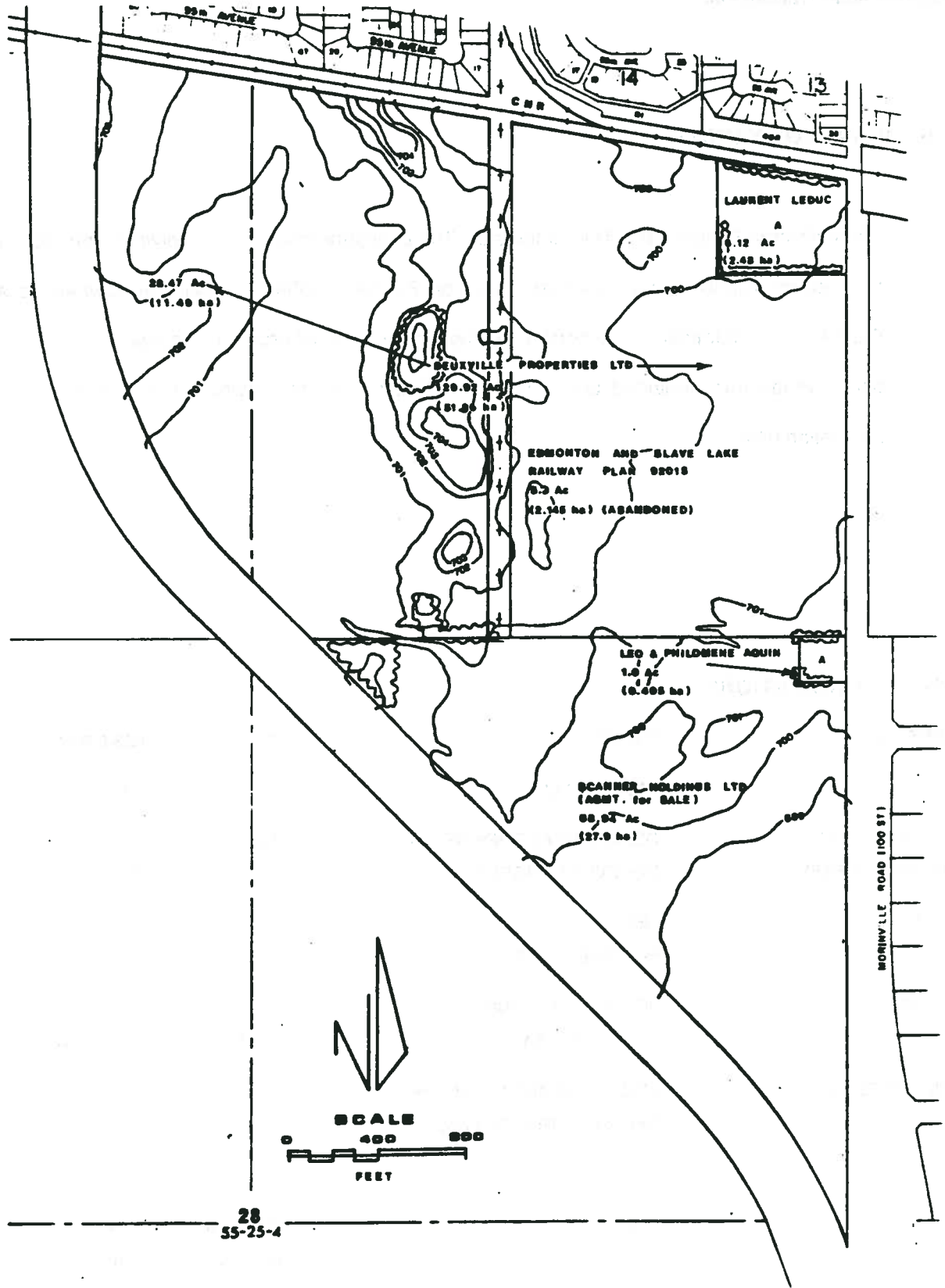
5.0 SOILS CLASSIFICATION

The Town of Morinville is traditionally an agricultural community, situated within an expansive area of highly classified soils. The entire existing town is situated on soils classified as "Class 1" under the Canadian Land Inventory classification system.

The subject lands are also classified as "Class 1" as are all lands within and adjacent to the corporate town boundary. In this instance, the lands are designated for urban commercial and business use under the town's **General Municipal Plan** and are accordingly proposed in this document for that stated purpose.

FIGURE 2

TOWN of MORINVILLE



28
55-25-4

**COMPOSITE OWNERSHIP & BASE PLAN
WESTMOR BUSINESS PARK**

For: SCANNER HOLDINGS LTD

By: W.T.CANDLER - LAND USE PLANNING

MAY 1990

6.0 LAND OWNERSHIP

The plan area contains five titled interests. The configuration of these individual interests and their relationship to the plan area are shown on **Figure 2** entitled "Composite Ownership and Base Plan". A summary of ownership interests showing legal property descriptions, ownership, parcel areas and projected public reserve entitlements are provided in the following area calculation table:

AREA CALCULATIONS

PARCEL	OWNER	AREA	RESERVE
LOT A (7520116)	LAURENT LEDUC	6.12 Ac	.61 Acres
PTN. SE 1/4.33.55.25.W4	DEUXVILLE PROPERTIES LTD.	126.92 Ac	12.69 Acres
PTN. SW 1/4.33.55.25.4	DEUXVILLE PROPERTIES LTD.	28.47 Ac	2.85 Acres
LOT A (7922861)	LEO AQUIN PHILOMENE AQUIN	1.0 Ac	NIL
PTN. NE 1/4.28.55.25.W4	SCANNER HOLDINGS LTD. (AGMT. FOR SALE)	68.94Ac	6.89 Acres
RAILWAY PLAN 9021 S	EDMONTON AND SLAVE LAKE RAILWAY (OR ASSIGNEE)	5.3 Ac	.53 Ac (if consolidated)
TOTALS		236.75 Ac (95.8 ha)	23.57 Ac (9.54 ha)

7.0 PUBLIC RESERVE

With respect to reserve dedication, the **PLANNING ACT t for Alberta (Section 95)** requires the registered owner of land that is the subject of a proposed subdivision to provide public reserve dedication without compensation for the following:

- (i) land for municipal reserve, school reserve or municipal and school reserve,
- (ii) money in place of all or any of the land referred to in subclause (i) or
- (iii) a combination of land and money.

~~Since the plan area does not envisage residential development requiring open space for school and park amenity, the owners of land may choose to provide money in lieu of dedicated land, or some combination of land and money. The details of dedication will be determined by agreement between the owners and the ^{Town} County at the time of detailed subdivision and the application of detailed parcel zoning.~~

Since the plan area does not envisage residential development requiring open space for school and park amenity, the subdivision approving authority may require money in lieu of dedicated land, or some combination of land and money. The details of dedication will be determined by the subdivision approving authority who will consider the recommendation of the Town and preferences of the owner at the time of detailed subdivision and the application of detailed parcel zoning.

8.0 ADJACENT DEVELOPMENT

The WESTMOR AREA STRUCTURE PLAN falls within a well defined planning area.

To the south and to the west is Alberta Highway No. 2 which defines the Town's jurisdictional limits. To the west of Highway No. 2 are agricultural lands situated within the *Municipal District* County of Sturgeon.

The Easterly boundary of the plan area is defined by 100 Street (Champlain Street) which is the traditional main south entry into the town. Across 100 Street to the East is the Northeast Industrial plan area, portions of which are serviced and developed. A mix of business, commercial, industrial and agricultural service industries are located east of 100 Street.

To the North of the plan area, is the Canadian National Railway line which provides a distinct boundary between the town's residential community and its business and industrial area leading into the town.

Of key significance to the development of the subject lands, is the presence and exposure that is available from Highway No. 2 and the need for convenient controlled access into the plan area.

9.0 DEVELOPMENT CONCEPT

The Concept for Development of the Westmor Commercial Business Park is depicted on **Figure 3** of this AREA STRUCTURE PLAN document. The concept illustrates an efficient framework for future development that is keyed to the adjoining development areas with respect to access, transportation and servicing.

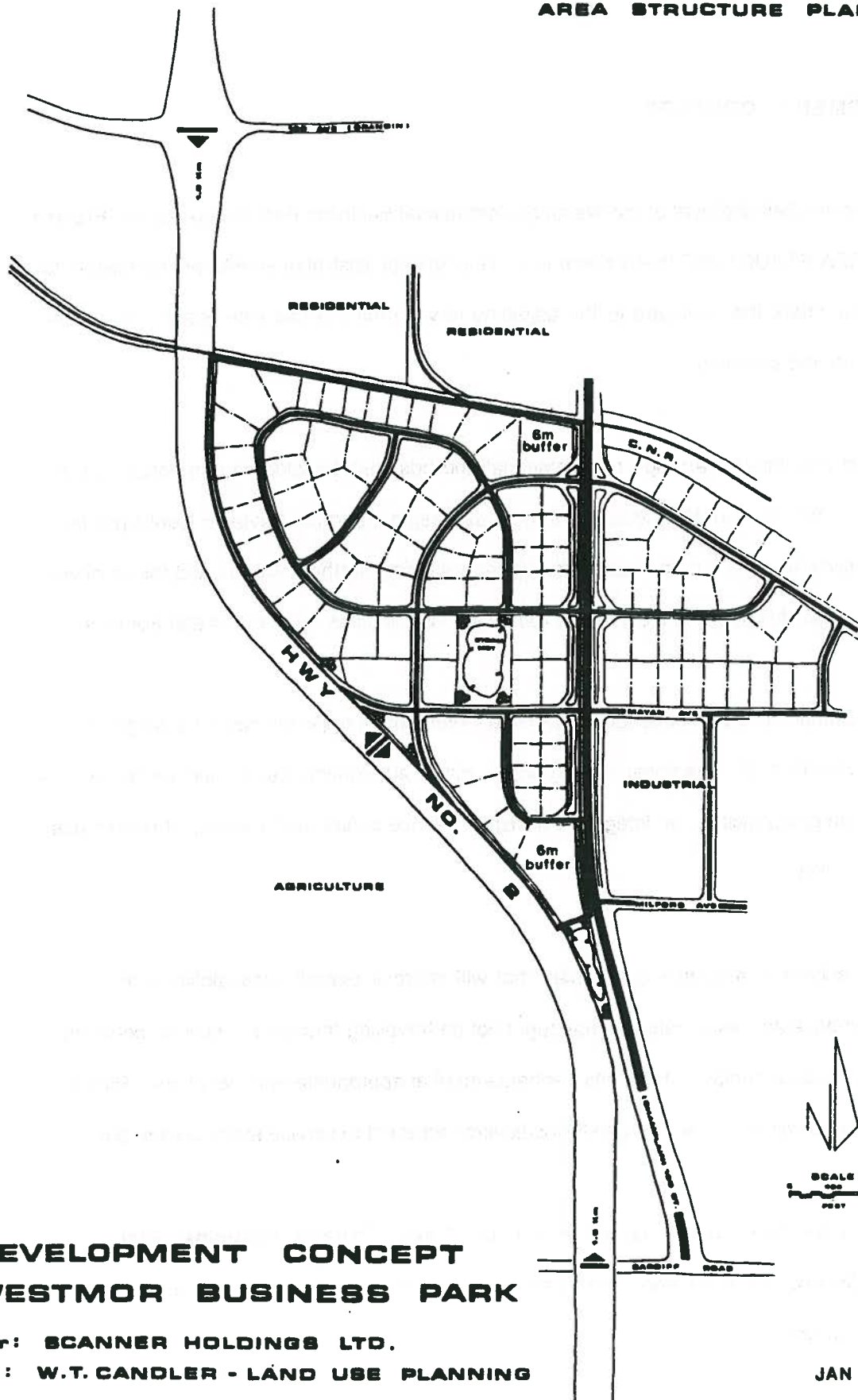
The concept provides for a range of commercial and business development opportunities and that will serve the Town of Morinville, the surrounding region, and the travelling public (Highway No. 2). Highway No. 2 is a prime transportation route serving Northern Alberta and the Northwest Territories. It also functions as a commuter route south to the cities of St. Albert and Edmonton.

The Development Concept is intended to provide development opportunities for a range of land uses which may include: a regional building supply outlet, auto oriented sales and service uses, a community shopping facility, an integrated transport service centre and a variety of related uses and service outlets.

Convenient access is a feature of the plan that will improve overall accessibility to the town, provide alternative access to vehicles that ought not be travelling through the built-up community and provide the opportunity for town entry enhancement at appropriate entry locations. Provision is made for widening of 100 Street and for boulevards adjacent to service road frontage parcels.

The Concept for Development complies with the Towns **General Municipal Plan** policy document (**Bylaw No. 986**) and, more particularly, addresses the following general policy statements and goals:

FIGURE 3
TOWN of MORINVILLE
AREA STRUCTURE PLAN



DEVELOPMENT CONCEPT
WESTMOR BUSINESS PARK

For: SCANNER HOLDINGS LTD.
By: W.T. CANDLER - LAND USE PLANNING

JAN 1991

9.1 PROXIMITY TO EDMONTON

"The Town is linked to the cities of Edmonton and St. Albert by Highway No. 2, a four-lane divided highway. Vehicle travel times between Edmonton's city centre and Morinville are less than one hour. This strong transportation link between the Town and the City has two interrelated effects. It enables people employed in Edmonton to live in Morinville in order to take advantage of the Town's lower housing prices and "small-town" environment, and yet commute to their jobs in Edmonton. However, it also weakens the Town's economic structure by decreasing the reliance of residents on the local retail and service sector. Thus, many residents of Morinville tend to shop and work in Edmonton."

9.2 INDUSTRIAL DEVELOPMENT

"The Town's industrial area, south of the CN rail line, is well separated from existing residential neighbourhoods by the railway tracks. In addition, it is located downwind from the Town and has a direct linkage to Highway No. 2. As a result, major industrial truck traffic does not have to circulate throughout the Town...."

9.3 COMMUNITY ROLE

"...the Town will encourage a wide variety of commercial and industrial development, of an acceptable type and quality, in order to meet the needs of its own residents and the surrounding farming community and to balance its tax assessment base...."

9.4 COMMERCIAL

Goal

"To maintain the downtown as the commercial "heart" of the community, while allowing decentralization of select types of business activity to locations outside the downtown core."

9.5 INDUSTRY

Goal

"To encourage business and industrial development to locate in the Town in order to increase local employment opportunities and strengthen the community's economic base."

9.6 TRANSPORTATION

Goal

"To provide for the safe and efficient movement of people and goods to, from and within the community."

10.0 TRANSPORTATION

The Development Concept is premised upon two important transportation related factors - location and accessibility.

With respect to location, the plan area has unusually good exposure from both Highway No. 2 and from the main south entry into Morinville (100 Street). This locational advantage will be attractive to potential commercial and business oriented uses. The prominence of the plan area and the standards to which the land could be developed will have a significant influence on the image of the expanding Morinville community.

With regard to accessibility, convenient access is a prime factor in the long term viability of any commercial, business or industrial plan area. The Development Concept, as depicted in figure 3, provides for convenient and efficient internal road circulation that connects at controlled locations along the town's main south entry. The plan proposes 20m (66') widening on the west side of 100 Street to provide for future roadway improvements leading into the town. Service road frontage is also proposed to control points of traffic conflict and to provide boulevard enhancement along the town's main south entry. Where no service road is to be provided boulevard setbacks will ensure that individual parcel access to 100th Street will be restricted. Alignment of intersections with existing and future roadways east and west of 100 Street will ensure continuity of traffic circulation and discourage incompatible business traffic from encroaching into the built-up residential community north of the CN Rail line. *As Figure 3 does not appear to be to scale, this written description governs over the Figure.*

A controlled highway access to and from Highway No. 2, at a point approximately midway in the plan area and midway between existing highway access roadways, is proposed. This new connection with the northbound leg of Highway No. 2 will provide safe and convenient access into and out of the plan area at a point where grade elevations are favorable. Acceleration and deceleration lanes will ensure that the function and capacity of the highway is maintained.

Future upgrading to the benefit of the Town and the plan area is suggested for the intersection of Cardiff Road and Highway No. 2. A more direct flow deceleration entry would eliminate^{ed} the current off-set intersection of 100 Street with Cardiff Road and provide for a safer, more convenient flow into the town's main south entry. This suggested improvement, however, is beyond the plan area and is outside of the scope of this AREA STRUCTURE PLAN document.

11.0 STAGING OF DEVELOPMENT

The time frame for development is difficult to predict given current regional economic circumstances, however, it is suggested that the staging for servicing and development will fall well within the planning horizon indicated within the Town's **General Municipal Plan** (15 to 20 years). Certain sites within the plan will draw immediate interest for development, whereas others will be utilized concurrently with community growth. Initial development is anticipated to occur in the southern portion of the plan area at locations with convenient access to 100 Street. Extension of roadways and availability of services will permit interior locations to be developed as market conditions allow.

12.0 MUNICIPAL SERVICES

Preliminary engineering evaluation indicates that the plan area is capable of being serviced for Commercial-Business use.

The provision of water, sanitary sewer and storm drainage systems are key factors in determining the developability of land. The following preliminary servicing observations and Figure illustrations are provided by **AL-TERRA ENGINEERING LTD.** and illustrate the servicing concept. Detailed engineering and analysis will be carried out at the subdivision stage.

12.1 SANITARY SEWERS

The Town of Morinville is serviced by the Edmonton Regional Sanitary System, which was commissioned in December of 1989. This system has capacity for growth of the Town.

12.1.1 Sanitary Design Criteria

Sanitary sewage generated by industrial/commercial areas can vary significantly with the type of industry. This business park is not expected to have high water users, accordingly, sewage flows are expected to be as follows:

Average design sewage flows (dry weather):

- .1 For commercial and institutional ... 16,800 L/day/ha or 0.20 L/S/ha
- .2 For industrial uses ... 13000 L/day/ha or 0.15 L/s/ha.

A peaking factor of 3.5 is recommended for this type of development.

Inflow and infiltration allowance of 0.28 L/s/hectare is to be added to above peak flow.

12.2 ON-SITE SANITARY

The **AREA STRUCTURE PLAN** encompasses two different drainage basins for sanitary sewage.

12.2.1 South Drainage Basin

This area totals 27.5 hectares in the NE 1/4-28-55-25-W4 which can be serviced by an existing 250 diameter gravity sewer located at Milford Avenue and 100 Street. The line was installed with depth and capacity specified for this area and conveys the sewage to a pump station located in Morinville Industrial Park, from where it goes to the regional pump station.

To service the south drainage basin, 250 diameter sewers installed at 0.3% will provide 3.3 meters of cover below existing ground at Highway 2 and the westward extension of Mayan Avenue.

Sufficient depth would also be available for 450 lineal meters of frontage along 100 Street, north of the south drainage basin, but capacity would have to be assessed before this extension was made.

Peak design dry weather flow plus infiltration from 27.5 hectares, based on 50% industrial and 50% commercial would be 24.5 L/s. Capacity of 250 diameter pipe at 0.3% is 32 L/s.

12.2.2 North Drainage Basin

There is presently no gravity sewer available with capacity or depth for the northerly 78 hectare area of the plan. As this land slopes generally toward the east, and the land east of 100 Street north of Morinville Industrial Park continues to slope to the east, sanitary sewers would be installed flowing in an easterly direction to an eventual pump station.

The ideal location of the pump station for maximum service area would be at 90 Street just south of the railway but it could move further west if development of the easterly area was considered very long term.

Peak sewage flow from the north drainage basin based on 50% commercial and 50% industrial would be 70 L/s requiring an outfall sewer line of 375 mm diameter at 0.15% slope. A smaller diameter sewer line with greater slope would be preferable.

12.3 WATER DISTRIBUTION SYSTEM (Refer to Figure 4)

12.3.1 General

The Town of Morinville is supplied with water by a regional line from the City of Edmonton water system. It is expected that supply available to the Town will increase as required by growth.

12.3.2 Design Flows for Business Park -

1. Domestic Use

Water volumes required for consumptive use would be in accordance with sanitary sewer design criteria, minus infiltration.

Daily consumption at ultimate development would be calculated as:

$$(27.5 + 78) \text{ ha} \times 14,900 \text{ L/ha/day} = 1,572,000 \text{ L/day.}$$

Peak flow would be 63.3 L/s for peak factor of 3.5.

2. Fire Flows


Flow available for fighting fire should be in accordance with formulas set out by the

Insurers Advisory Organization. The formulas take into account the size of buildings, combustibility of construction and contents and spacing of buildings. It is expected that fire flows in the order of 13,500 litres per minute for a duration of 3.1 hours be considered appropriate for the type of development anticipated in this business park.

The water distribution system should be sized to provide this flow as well as peak domestic flow while leaving a residual pressure of 140 KPa.

12.3.3 Existing and Proposed System

Sufficient water storage and pumping capacity exist within the Town to provide domestic flows and fire flows as outlined above. Some offsite watermain construction to provide a looped system to this area would be desirable, namely a connection from 94 Avenue and 92 Street to Monroe Road and Mayan Avenue.

On-site watermains, generally in accordance with Figure  A, would be required to provide the flows required for the business park.

12.4 STORM DRAINAGE

12.4.1 General

The proposed business park is in an area of relatively flat topography with some relief from N.W. to S.E. and a north-south ridge through the northern portion. This area presently drains to a significant drainage ditch along 100 Street which flows southward along Highway 2 to a creek near St. Albert. This ditch requires periodic cleaning as it is very flat (0.05%) and gets clogged with silt and vegetation.

12.4.2 Proposed System

Figure 3 indicates the proposed drainage concept. Storm water will be detained in two grassed detention basins and released at pre-development flow rates so as to prevent flooding or damage downstream. Storage volumes required are indicated on Figure 3 based on a 1:100 year, 6 hour storm which is generally the critical storm for urban development.

The proposed storm water collection system consists of a combination of storm piping and open ditches. Underground piping and streets with curb and gutter are preferable in highly developed areas, whereas roadside ditches with culverts can be used in less intensively developed areas with less access points.

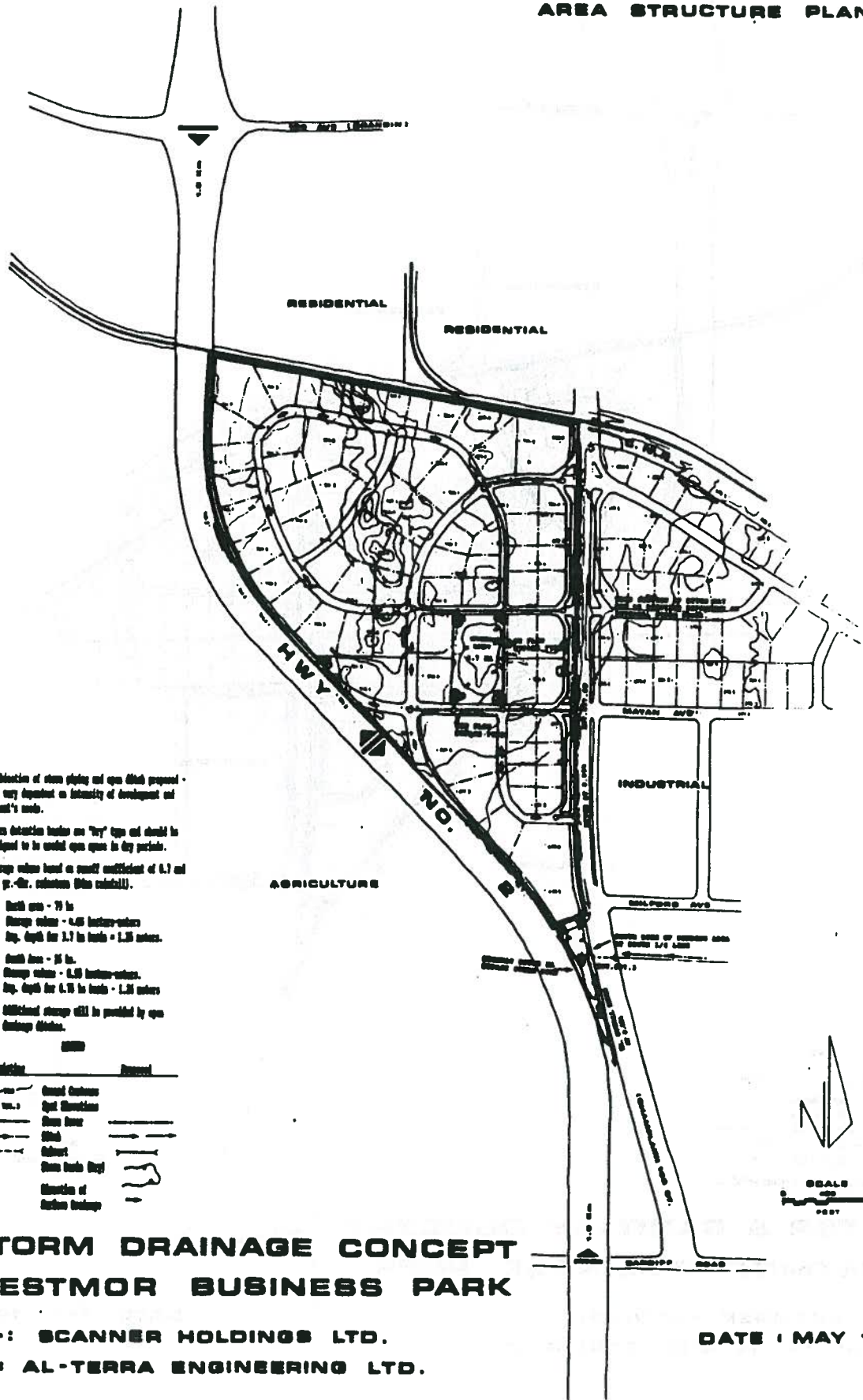
Very little topographical relief is available so that ditches and storm sewers will have very flat grades. Some form of hard surfacing ~~would be desirable~~ *will be required* in the bottom of the more visible open ditches to minimize maintenance and to prevent the marshy appearance which develops.

Generally, the storm drainage system must be designed carefully so as to be functional and not unduly onerous with respect to maintenance.

12.5 OTHER SERVICES

Power, telephone, natural gas and cable services will be provided as a result of extensions to existing networks. Preliminary inquiries respecting these services indicates that there are no significant constraints to the provision of other services to the plan area.

FIGURE 4
TOWN of MORINVILLE
AREA STRUCTURE PLAN



NOTES:

1. Calculation of storm piping and open ditch proposed - very dependent on intensity of development and client's needs.
2. Storm detention basins are "dry" type and should be designed to be useful open space in dry periods.
3. Storage values based on runoff coefficient of 0.7 and 60 yr. - 24 hr. return period (50th rainfall).
 - J North area - 75 ha
Storage volume - 4.65 million-cubic-meters
Avg. depth for 2.7 ha basins - 1.25 meters.
 - J South Area - 25 ha
Storage volume - 1.55 million-cubic-meters
Avg. depth for 4.75 ha basins - 1.25 meters
 - J Additional storage will be provided by open drainage ditches.

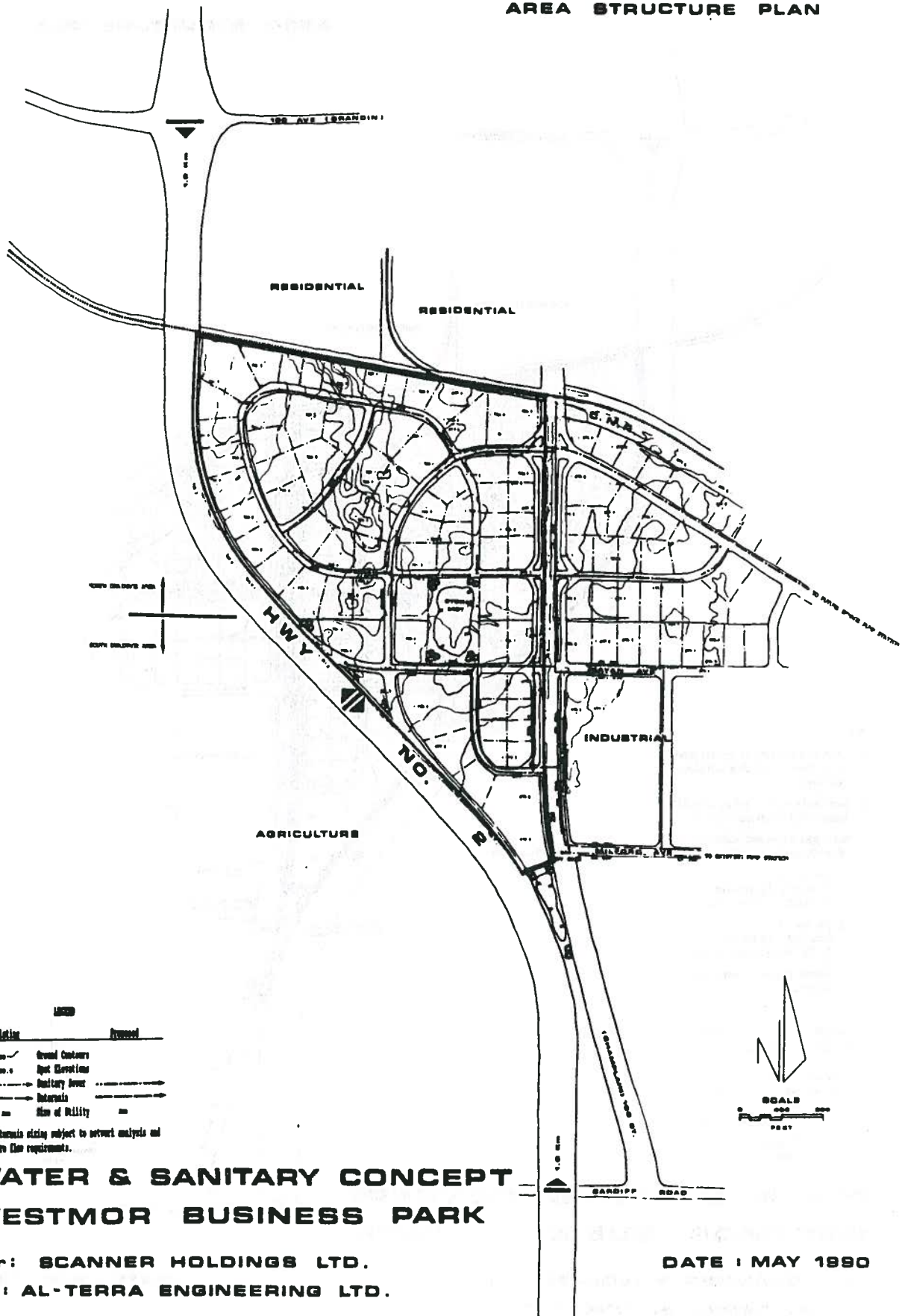
Symbol	Description
	General Catchment
	Spot Catchment
	Storm Pipe
	Ditch
	Channel
	Storm Water Bay
	Location of Surface Drainage

STORM DRAINAGE CONCEPT
WESTMOR BUSINESS PARK

For: **SCANNER HOLDINGS LTD.**
 By: **AL-TERRA ENGINEERING LTD.**

DATE: **MAY 1990**

FIGURE 5
TOWN of MORINVILLE
AREA STRUCTURE PLAN



LEGEND

	Ground Contours
	Spot Elevations
	Utility Lines
	Watermain
	Sanitary Sewer

NOTE: Interiors subject to network analysis and flow line requirements.

WATER & SANITARY CONCEPT
WESTMOR BUSINESS PARK

For: **SCANNER HOLDINGS LTD.**
 By: **AL-TERRA ENGINEERING LTD.**

DATE: MAY 1990

We trust that this **AREA STRUCTURE PLAN** submission will receive favorable review and consideration by the Council of the Town of Morinville and that this proposed bylaw will be adopted as detailed herein.

Respectfully submitted

W.T. Candler, m.c.i.p.
LAND USE PLANNING

Schedule "A"
AREA STRUCTURE PLAN

**WESTMOR COMMERCIAL
BUSINESS PARK**

(NORTHWEST INDUSTRIAL-AREA)

TOWN OF MORINVILLE



JANUARY 1991

AREA STRUCTURE PLAN

BYLAW NO. _____

**WESTMOR COMMERCIAL
BUSINESS PARK**

(NORTHWEST INDUSTRIAL-AREA)

Prepared For: **SCANNER HOLDINGS LTD.**

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TOWN OF MORINVILLE

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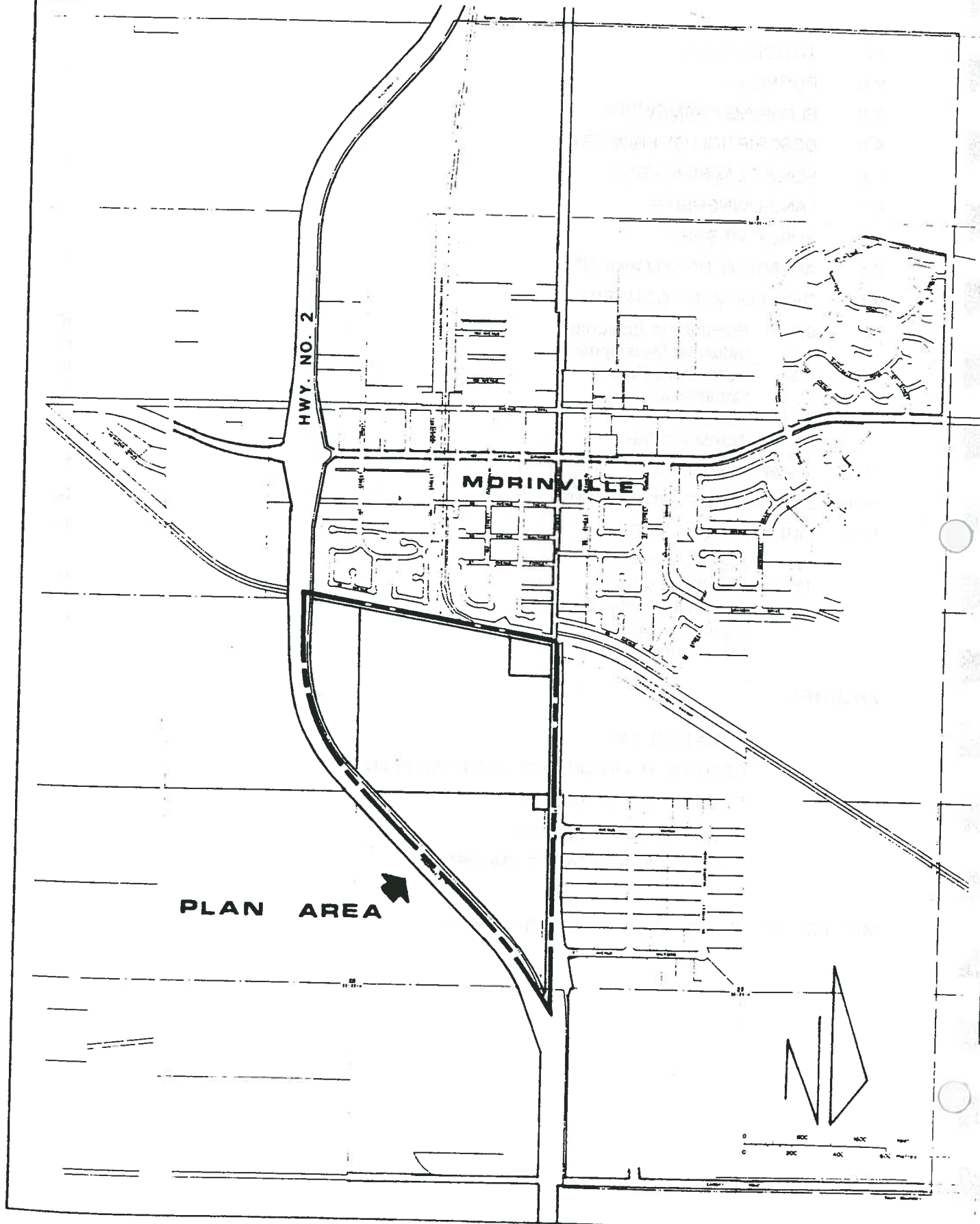
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MAP FOLDER - LARGE SCALE CONCEPT PRINTS

FIGURE 1
LOCATION MAP



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The purpose of this AREA STRUCTURE PLAN document is to establish a suitable framework for subdivision, general land use designation and future development for all lands situated within the planning area boundary. (Figure 2 - composite Ownership and Base Plan).

The plan boundary encompasses all of the land bounded by the Canadian National Rail line on the North, the right-of-way for Alberta Highway No.2 to the South and West and, the commercial business and industrial park which fronts onto 100 Street (Champlain) to the East. The plan area is well defined by Highway No. 2, 100 Street and the surrounding lands which are committed on a long term basis for urban, business and industrial use.

This AREA STRUCTURE PLAN document is intended to provide the basis for orderly and economic development of the land in a manner compatible with surrounding uses and the Town's servicing infrastructure for the area.

This AREA STRUCTURE PLAN document is in a form suitable for adoption by the Town Council as an AREA STRUCTURE PLAN BYLAW.

3.0 PLANNING FRAMEWORK

The **PLANNING ACT for Alberta, Section 64(1)**, provides for the preparation of statutory plan documents to be approved by a municipality. The Town of Morinville adopted its major policy document, the **General Municipal Plan**, in October of 1986. - **Bylaw No. 986**.

The **General Municipal Plan** identifies in general terms the town's policies for growth and development over a 15 to 20 year time frame and ..."reflects a judgement as to what is practical as well as what is desirable in the light of current economic conditions".

The Westmor plan area is appropriately designated for future Business/Service Industrial and Light Industrial land use. This **AREA STRUCTURE PLAN** document conforms with that stated intention.

4.0 DESCRIPTION OF PROPERTY

The plan area contains 94.23 ha (235.75 ac) of privately owned land held under four separate titles. The land is situated within and is adjacent to the southern boundary of the Town of Morinville.

The topography of the area is generally flat with some areas that are best described as gently rolling. The majority of the plan area is cultivated and in agricultural production. Two acreage residential uses exist adjacent to 100 Street (Champlain) and there are some local areas of low lying land that contain seasonal run-off from within the plan area.

Drainage from the plan area is generally to the south and southeast, however, the land is not well drained. Surface drainage is largely contained on site or, is diverted through ditch systems abutting 100 Street, Highway No.2 and, the Canadian National Rail line that forms the northern boundary of the plan area.

There are no unique or unusual features about the land that would require special planning consideration and there are no significant wooded or planted areas that require special or specific attention in preparing the land for more intensive urban use. Native vegetation consists of scrub poplar and willow stands adjacent to low lying lands and along property boundaries. Yard plantings are restricted to the immediate vicinity of acreage residential uses and are not extensive so as to require particular reference or attention.

As the town expands southward, in accordance with the approved **General Municipal Plan** bylaw, it is anticipated that the existing acreage residential uses will be phased out as comprehensive commercial and business developments occur.

It is noted that a remnant rail right-of-way parcel exists within the SE 1/4.33.55.25.W4. This former rail alignment exists in plan only (9201 S) while in fact, the line and rail bed no longer exists. The right-of-way is presently under cultivation in conjunction with the balance of the quarter section.

5.0 SOILS CLASSIFICATION

The Town of Morinville is traditionally an agricultural community, situated within an expansive area of highly classified soils. The entire existing town is situated on soils classified as "Class 1" under the Canadian Land Inventory classification system.

The subject lands are also classified as "Class 1" as are all lands within and adjacent to the corporate town boundary. In this instance, the lands are designated for urban commercial and business use under the town's **General Municipal Plan** and are accordingly proposed in this document for that stated purpose.

6.0 LAND OWNERSHIP

The plan area contains five titled interests. The configuration of these individual interests and their relationship to the plan area are shown on **Figure 2** entitled "Composite Ownership and Base Plan". A summary of ownership interests showing legal property descriptions, ownership, parcel areas and projected public reserve entitlements are provided in the following area calculation table:

AREA CALCULATIONS

PARCEL	OWNER	AREA	RESERVE
LOT A (7520116)	LAURENT LEDUC	6.12 Ac	.61 Acres
PTN . SE1/4.33.55.25.W4	DEUXVILLE PROPERTIES LTD.	126.92 Ac	12.69 Acres
PTN. SW 1/4.33.55.25.4	DEUXVILLE PROPERTIES LTD.	28.47 Ac	2.85 Acres
LOT A (7922861)	LEO AQUIN PHILOMENE AQUIN	1.0 Ac	NIL
PTN. NE 1/4.28.55.25.W4	SCANNER HOLDINGS LTD. (AGMT. FOR SALE)	68.94Ac	6.89 Acres
RAILWAY PLAN 9021 S	EDMONTON AND SLAVE LAKE RAILWAY (OR ASSIGNEE)	5.3 Ac	.53 Ac (if consolidated)
TOTALS		236.75 Ac (95.8 ha)	23.57 Ac (9.54 ha)

7.0 PUBLIC RESERVE

With respect to reserve dedication, the **PLANNING ACT** for Alberta (Section 95) requires the registered owner of land that is the subject of a proposed subdivision to provide public reserve dedication without compensation for the following:

- (i) land for municipal reserve, school reserve or municipal and school reserve,
- (ii) money in place of all or any of the land referred to in subclause (i) or
- (iii) a combination of land and money.

Since the plan area does not envisage residential development requiring open space for school and park amenity, the owners of land may choose to provide money in lieu of dedicated land, or some combination of land and money. The details of dedication will be determined by agreement between the owners and the ~~County~~ ^{Town} at the time of detailed subdivision and the application of detailed parcel zoning.

8.0 ADJACENT DEVELOPMENT

The WESTMOR AREA STRUCTURE PLAN falls within a well defined planning area.

To the south and to the west is Alberta Highway No. 2 which defines the Town's jurisdictional limits. To the west of Highway No. 2 are agricultural lands situated within the ^{Municipal District} County of Sturgeon.

The Easterly boundary of the plan area is defined by 100 Street (Champlain Street) which is the traditional main south entry into the town. Across 100 Street to the East is the Northeast Industrial plan area, portions of which are serviced and developed. A mix of business, commercial, industrial and agricultural service industries are located east of 100 Street.

To the North of the plan area, is the Canadian National Railway line which provides a distinct boundary between the town's residential community and its business and industrial area leading into the town.

Of key significance to the development of the subject lands, is the presence and exposure that is available from Highway No. 2 and the need for convenient controlled access into the plan area.

9.0 DEVELOPMENT CONCEPT

The Concept for Development of the Westmor Commercial Business Park is depicted on **Figure 3** of this AREA STRUCTURE PLAN document. The concept illustrates an efficient framework for future development that is keyed to the adjoining development areas with respect to access, transportation and servicing.

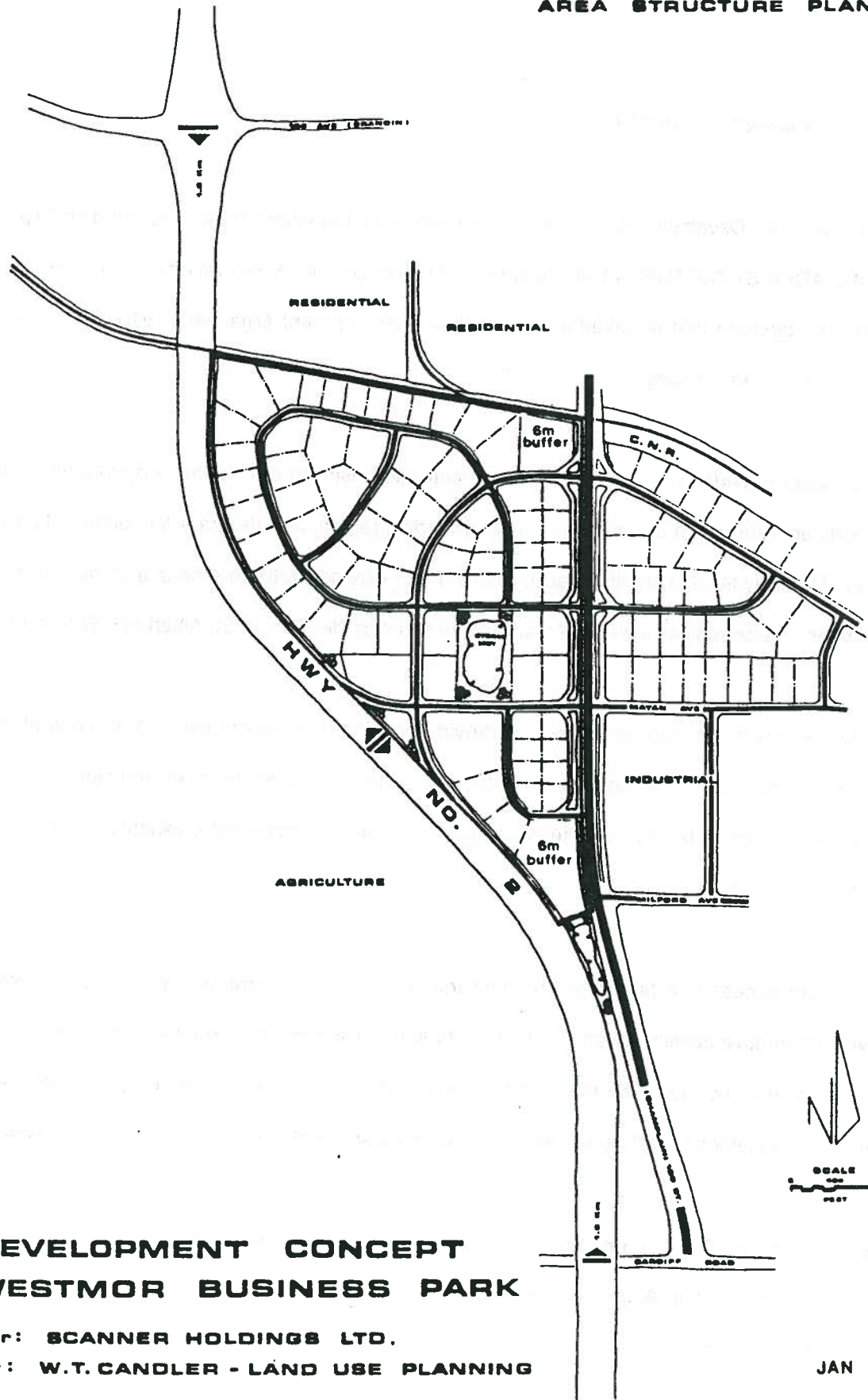
The concept provides for a range of commercial and business development opportunities and that will serve the Town of Morinville, the surrounding region, and the travelling public (Highway No. 2). Highway No. 2 is a prime transportation route serving Northern Alberta and the Northwest Territories. It also functions as a commuter route south to the cities of St. Albert and Edmonton.

The Development Concept is intended to provide development opportunities for a range of land uses which may include: a regional building supply outlet, auto oriented sales and service uses, a community shopping facility, an integrated transport service centre and a variety of related uses and service outlets.

Convenient access is a feature of the plan that will improve overall accessibility to the town, provide alternative access to vehicles that ought not be travelling through the built-up community and provide the opportunity for town entry enhancement at appropriate entry locations. Provision is made for widening of 100 Street and for boulevards adjacent to service road frontage parcels.

The Concept for Development complies with the Towns **General Municipal Plan** policy document (**Bylaw No. 986**) and, more particularly, addresses the following general policy statements and goals:

FIGURE 3
TOWN of MORINVILLE
AREA STRUCTURE PLAN



DEVELOPMENT CONCEPT
WESTMOR BUSINESS PARK

For: SCANNER HOLDINGS LTD.
 By: W.T. CANDLER - LAND USE PLANNING

JAN 1991

9.1 PROXIMITY TO EDMONTON

"The Town is linked to the cities of Edmonton and St. Albert by Highway No. 2, a four-lane divided highway. Vehicle travel times between Edmonton's city centre and Morinville are less than one hour. This strong transportation link between the Town and the City has two interrelated effects. It enables people employed in Edmonton to live in Morinville in order to take advantage of the Town's lower housing prices and "small-town" environment, and yet commute to their jobs in Edmonton. However, it also weakens the Town's economic structure by decreasing the reliance of residents on the local retail and service sector. Thus, many residents of Morinville tend to shop and work in Edmonton."

9.2 INDUSTRIAL DEVELOPMENT

"The Town's industrial area, south of the CN rail line, is well separated from existing residential neighbourhoods by the railway tracks. In addition, it is located downwind from the Town and has a direct linkage to Highway No. 2. As a result, major industrial truck traffic does not have to circulate throughout the Town...."

9.3 COMMUNITY ROLE

"...the Town will encourage a wide variety of commercial and industrial development, of an acceptable type and quality, in order to meet the needs of its own residents and the surrounding farming community and to balance its tax assessment base...."

9.4 COMMERCIAL

Goal

"To maintain the downtown as the commercial "heart" of the community, while allowing decentralization of select types of business activity to locations outside the downtown core."

9.5 INDUSTRY

Goal

"To encourage business and industrial development to locate in the Town in order to increase local employment opportunities and strengthen the community's economic base."

9.6 TRANSPORTATION

Goal

"To provide for the safe and efficient movement of people and goods to, from and within the community."

10.0 TRANSPORTATION

The Development Concept is premised upon two important transportation related factors - location and accessibility.

With respect to location, the plan area has unusually good exposure from both Highway No. 2 and from the main south entry into Morinville (100 Street). This locational advantage will be attractive to potential commercial and business oriented uses. The prominence of the plan area and the standards to which the land could be developed will have a significant influence on the image of the expanding Morinville community.

With regard to accessibility, convenient access is a prime factor in the long term viability of any commercial, business or industrial plan area. The Development Concept, as depicted in figure 3, provides for convenient and efficient internal road circulation that connects at controlled locations along the town's main south entry. The plan proposes 20m (66') widening on the west side of 100 Street to provide for future roadway improvements leading into the town. Service road frontage is also proposed to control points of traffic conflict and to provide boulevard enhancement along the town's main south entry. Where no service road is to be provided boulevard setbacks will ensure that individual parcel access to 100th Street will be restricted. Alignment of intersections with existing and future roadways east and west of 100 Street will ensure continuity of traffic circulation and discourage incompatible business traffic from encroaching into the built-up residential community north of the CN Rail line. *As Figure 3 does not appear to be to scale, this written description governs over the Figure.*

A controlled highway access to and from Highway No. 2, at a point approximately midway in the plan area and midway between existing highway access roadways, is proposed. This new connection with the northbound leg of Highway No. 2 will provide safe and convenient access into and out of the plan area at a point where grade elevations are favorable. Acceleration and deceleration lanes will ensure that the function and capacity of the highway is maintained.

Future upgrading to the benefit of the Town and the plan area is suggested for the intersection of Cardiff Road and Highway No. 2. A more direct flow deceleration entry would eliminate the current off-set intersection of 100 Street with Cardiff Road and provide for a safer, more convenient flow into the town's main south entry. This suggested improvement, however, is beyond the plan area and is outside of the scope of this AREA STRUCTURE PLAN document.

11.0 STAGING OF DEVELOPMENT

The time frame for development is difficult to predict given current regional economic circumstances, however, it is suggested that the staging for servicing and development will fall well within the planning horizon indicated within the Town's **General Municipal Plan** (15 to 20 years). Certain sites within the plan will draw immediate interest for development, whereas others will be utilized concurrently with community growth. Initial development is anticipated to occur in the southern portion of the plan area at locations with convenient access to 100 Street. Extension of roadways and availability of services will permit interior locations to be developed as market conditions allow.

12.0 MUNICIPAL SERVICES

Preliminary engineering evaluation indicates that the plan area is capable of being serviced for Commercial-Business use.

The provision of water, sanitary sewer and storm drainage systems are key factors in determining the developability of land. The following preliminary servicing observations and Figure illustrations are provided by **AL-TERRA ENGINEERING LTD.** and illustrate the servicing concept. Detailed engineering and analysis will be carried out at the subdivision stage.

12.1 SANITARY SEWERS

The Town of Morinville is serviced by the Edmonton Regional Sanitary System, which was commissioned in December of 1989. This system has capacity for growth of the Town.

12.1.1 Sanitary Design Criteria

Sanitary sewage generated by industrial/commercial areas can vary significantly with the type of industry. This business park is not expected to have high water users, accordingly, sewage flows are expected to be as follows:

Average design sewage flows (dry weather):

- .1 For commercial and institutional ... 16,800 L/day/ha or 0.20 L/S/ha
- .2 For industrial uses ... 13000 L/day/ha or 0.15 L/s/ha.

A peaking factor of 3.5 is recommended for this type of development.

Inflow and infiltration allowance of 0.28 L/s/hectare is to be added to above peak flow.

12.2 ON-SITE SANITARY

The **AREA STRUCTURE PLAN** encompasses two different drainage basins for sanitary sewage.

12.2.1 South Drainage Basin

This area totals 27.5 hectares in the NE 1/4-28-55-25-W4 which can be serviced by an existing 250 diameter gravity sewer located at Milford Avenue and 100 Street. The line was installed with depth and capacity specified for this area and conveys the sewage to a pump station located in Morinville Industrial Park, from where it goes to the regional pump station.

To service the south drainage basin, 250 diameter sewers installed at 0.3% will provide 3.3 meters of cover below existing ground at Highway 2 and the westward extension of Mayan Avenue.

Sufficient depth would also be available for 450 lineal meters of frontage along 100 Street, north of the south drainage basin, but capacity would have to be assessed before this extension was made.

Peak design dry weather flow plus infiltration from 27.5 hectares, bases on 50% industrial and 50% commercial would be 24.5 L/s. Capacity of 250 diameter pipe at 0.3% is 32 L/s.

12.2.2 North Drainage Basin

There is presently no gravity sewer available with capacity or depth for the northerly 78 hectare area of the plan. As this land slopes generally toward the east, and the land east of 100 Street north of Morinville Industrial Park continues to slope to the east, sanitary sewers would be installed flowing in an easterly direction to an eventual pump station.

The ideal location of the pump station for maximum service area would be at 90 Street just south of the railway but it could move further west if development of the easterly area was considered very long term.

Peak sewage flow from the north drainage basin based on 50% commercial and 50% industrial would be 70 L/s requiring an outfall sewer line of 375 mm diameter at 0.15% slope. A smaller diameter sewer line with greater slope would be preferable.

12.3 WATER DISTRIBUTION SYSTEM (Refer to Figure 4)

12.3.1 General

The Town of Morinville is supplied with water by a regional line from the City of Edmonton water system. It is expected that supply available to the Town will increase as required by growth.

12.3.2 Design Flows for Business Park

1. Domestic Use

Water volumes required for consumptive use would be in accordance with sanitary sewer design criteria, minus infiltration.

Daily consumption at ultimate development would be calculated as:

$$(27.5 + 78) \text{ ha} \times 14,900 \text{ L/ha/day} = 1,572,000 \text{ L/day.}$$

Peak flow would be 63.3 L/s for peak factor of 3.5.

2. Fire Flows

Flow available for fighting fire should be in accordance with formulas set out by the

Insurers Advisory Organization. The formulas take into account the size of buildings, combustibility of construction and contents and spacing of buildings. It is expected that fire flows in the order of 13,500 litres per minute for a duration of 3.1 hours be considered appropriate for the type of development anticipated in this business park.

The water distribution system should be sized to provide this flow as well as peak domestic flow while leaving a residual pressure of 140 KPa.

12.3.3 Existing and Proposed System

Sufficient water storage and pumping capacity exist within the Town to provide domestic flows and fire flows as outlined above. Some offsite watermain construction to provide a looped system to this area would be desirable, namely a connection from 94 Avenue and 92 Street to Monroe Road and Mayan Avenue.

On-site watermains, generally in accordance with Figure ⁵A, would be required to provide the flows required for the business park.

12.4 STORM DRAINAGE

12.4.1 General

The proposed business park is in an area of relatively flat topography with some relief from N.W. to S.E. and a north-south ridge through the northern portion. This area presently drains to a significant drainage ditch along 100 Street which flows southward along Highway 2 to a creek near St. Albert. This ditch requires periodic cleaning as it is very flat (0.05%) and gets clogged with silt and vegetation.

12.4.2 Proposed System

Figure ~~5~~⁴ indicates the proposed drainage concept. Storm water will be detained in two grassed detention basins and released at pre-development flow rates so as to prevent flooding or damage downstream. Storage volumes required are indicated on Figure ~~5~~⁴ based on a 1:100 year, 6 hour storm which is generally the critical storm for urban development.

The proposed storm water collection system consists of a combination of storm piping and open ditches. Underground piping and streets with curb and gutter are preferable in highly developed areas, whereas roadside ditches with culverts can be used in less intensively developed areas with less access points.

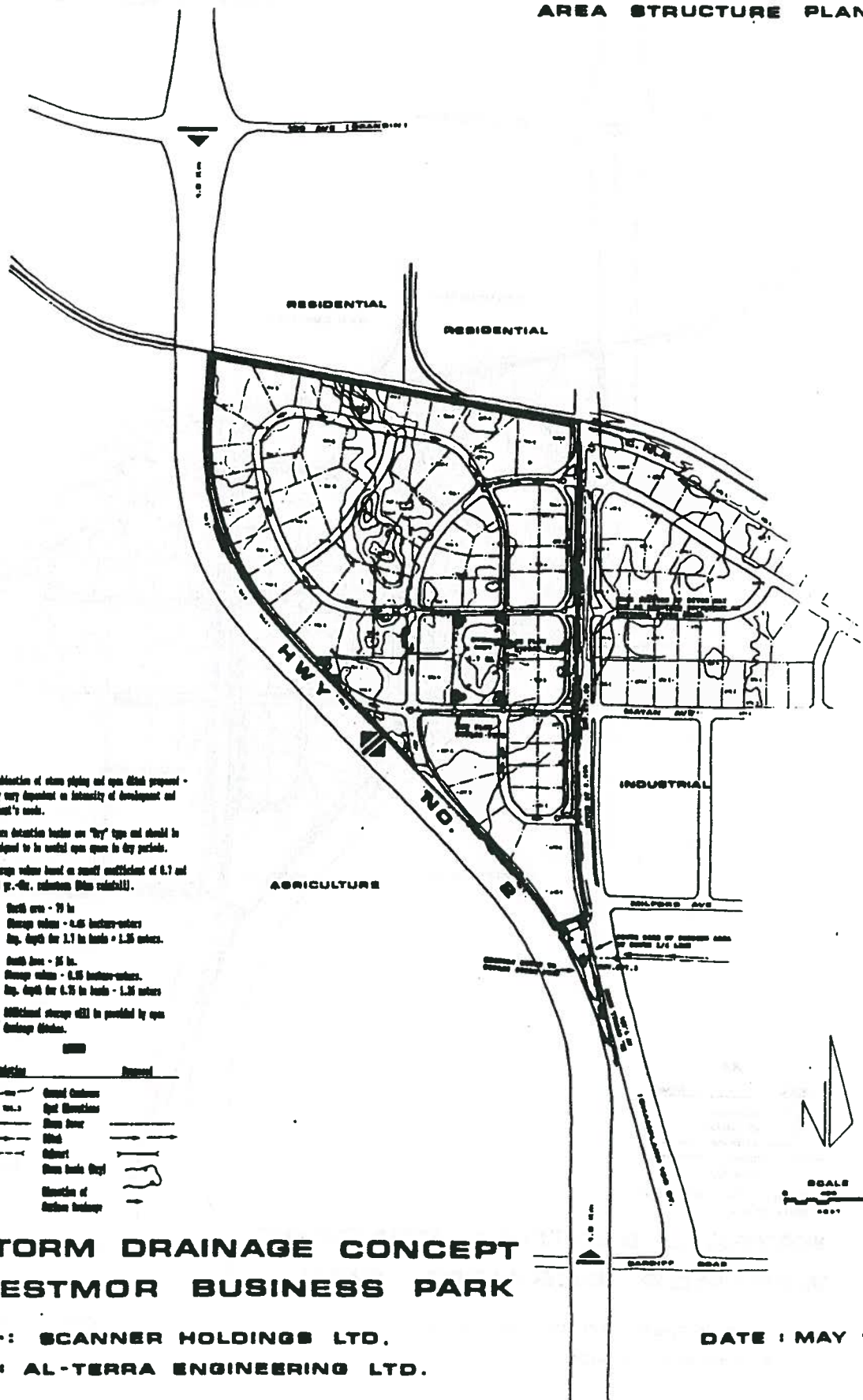
Very little topographical relief is available so that ditches and storm sewers will have very flat grades. Some form of hard surfacing ^{will be required} ~~would be desirable~~ in the bottom of the more visible open ditches to minimize maintenance and to prevent the marshy appearance which develops.

Generally, the storm drainage system must be designed carefully so as to be functional and not unduly onerous with respect to maintenance.

12.5 OTHER SERVICES

Power, telephone, natural gas and cable services will be provided as a result of extensions to existing networks. Preliminary inquiries respecting these services indicates that there are no significant constraints to the provision of other services to the plan area.

FIGURE 4
TOWN of MORINVILLE
AREA STRUCTURE PLAN



- NOTES:**
1. Combination of storm piping and open ditch proposed - may vary dependent on intensity of development and client's needs.
 2. Storm detention basins are "dry" type and should be designed to be useful open space in dry periods.
 3. Storage values based on runoff coefficient of 0.7 and 60 g.-hr. retention (also rainfall).
 - J. South area - 75 ha
Storage volume - 4.65 inches-water
Avg. depth for 2.7 ha basins - 1.58 inches.
 - K. North Area - 65 ha
Storage volume - 6.15 inches-water.
Avg. depth for 4.75 ha basins - 1.58 inches
 - L. Additional storage will be provided by open drainage ditches.

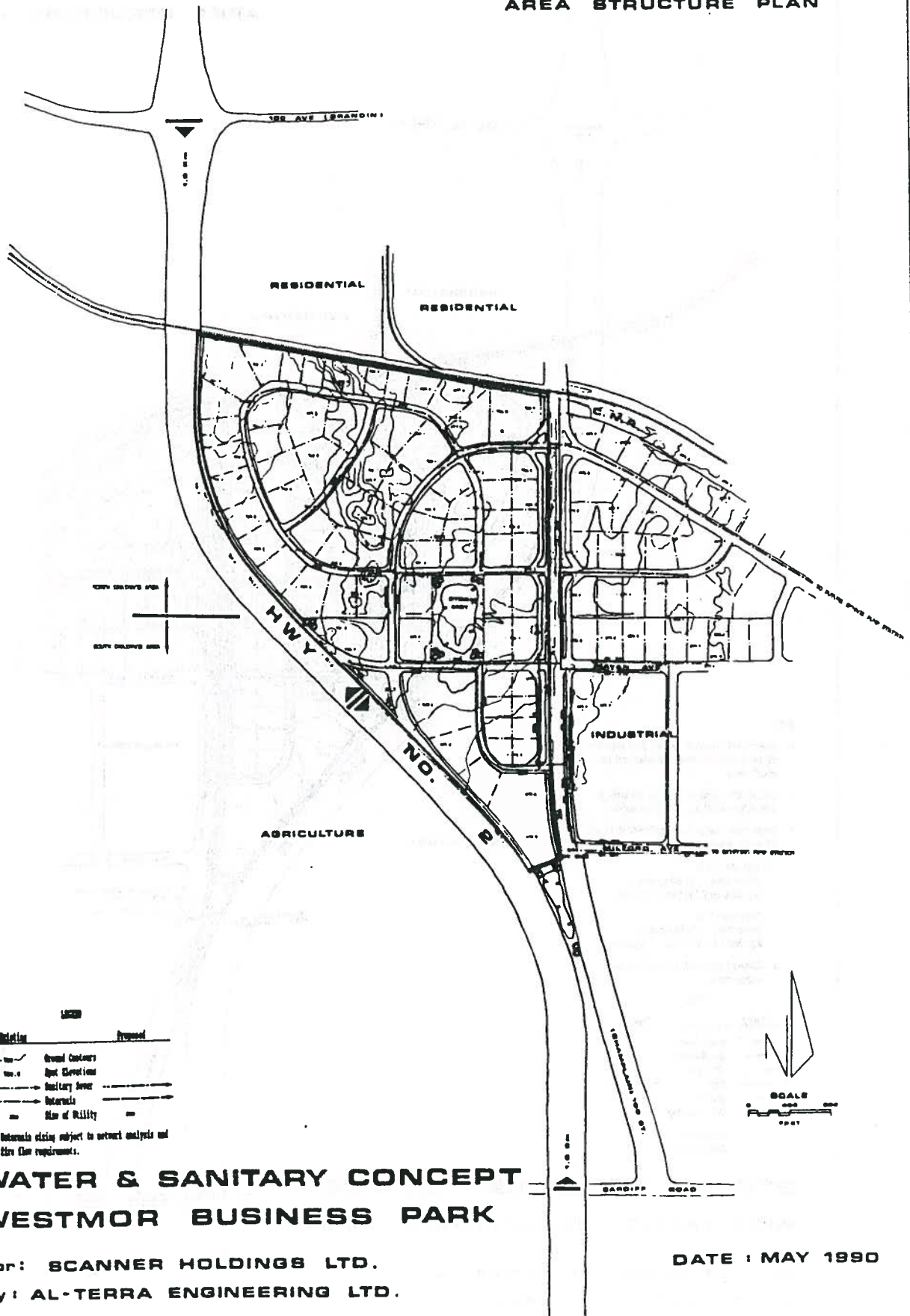
Symbol	Description
	Ground Contour
	Spot Elevations
	Storm Pipe
	Ditch
	Outlet
	Storm Basin (Dry)
	Direction of Surface Runoff

STORM DRAINAGE CONCEPT
WESTMOR BUSINESS PARK

For: **SCANNER HOLDINGS LTD.**
 By: **AL-TERRA ENGINEERING LTD.**

DATE: MAY 1990

FIGURE 5
TOWN of MORINVILLE
AREA STRUCTURE PLAN



Symbol	Legend
(Solid line)	Ground Contours
(Dashed line)	Spot Elevations
(Dotted line)	Boundary Lines
(Line with cross-ticks)	Utilities
(Line with dots)	Line of Utility

NOTE: Utilities shown subject to network analysis and flow line requirements.

WATER & SANITARY CONCEPT
WESTMOR BUSINESS PARK

For: SCANNER HOLDINGS LTD.
 By: AL-TERRA ENGINEERING LTD.

DATE: MAY 1990

We trust that this **AREA STRUCTURE PLAN** submission will receive favorable review and consideration by the Council of the Town of Morinville and that this proposed bylaw will be adopted as detailed herein.

Respectfully submitted

W.T. Candler, m.c.i.p.
LAND USE PLANNING

