

# COAL CREEK

## AREA STRUCTURE PLAN

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Commercial and Business Industrial Park



Sept 2017

**TOWN OF MORINVILLE  
PROVINCE OF ALBERTA  
COAL CREEK AREA STRUCTURE PLAN  
BYLAW 10/2017**

A BYLAW OF THE TOWN OF MORINVILLE, IN THE PROVINCE OF ALBERTA, TO ADOPT THE COAL CREEK AREA STRUCTURE PLAN.

**WHEREAS**, an application has been made to adopt, in accordance with Sections 633 and 636 of the Municipal Government Act, the Coal Creek Area Structure Plan to establish a framework for future development and servicing requirements for corridor commercial and business industrial land uses within SW-34-55-25-W4M and SE-34-55-25-W4M lying south of Railway Plan 5773 AY;

**AND WHEREAS**, notice of a public hearing for this bylaw held on August 29<sup>th</sup>, 2017 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 That this Bylaw shall be cited as the Coal Creek Area Structure Plan.
- 2.0 That the Coal Creek Area Structure Plan attached hereto and forming part of this Bylaw is hereby adopted.
- 3.0 That this Bylaw shall come into full force and effect upon the final passing thereof.
- 4.0 **SEVERABILITY**
  - 4.1 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 11<sup>th</sup> day of July, 2017

READ a second time the 29<sup>th</sup> day of August, 2017

READ a third time and finally passed the 29<sup>th</sup> day of August, 2017

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Lisa Holmes  
Mayor

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Andrew Isbister  
Chief Administrative Officer

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# **COAL CREEK**

## **AREA STRUCTURE PLAN**



Prepared for: Coal Creek Properties Corp.  
Presented by: Select Engineering Consultants Ltd.  
Date: September 1, 2017  
RPT-1-125-15003-CoalCreekASP-170706.docx

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# Table of Contents

<b>1.0</b>	<b>Introduction</b>	<b>1</b>
1.1	Purpose .....	1
1.2	Location.....	1
1.3	Land Ownership .....	1
<b>2.0</b>	<b>Site Context</b>	<b>3</b>
2.1	Existing Site Conditions .....	3
	<b>2.1.1 Wells and Utility Rights-of-Way</b>	<b>3</b>
	<b>2.1.2 Topography</b>	<b>3</b>
2.2	Surrounding Site Conditions.....	3
2.3	Supporting Technical Documentation .....	4
	<b>2.3.1 Geotechnical Investigation</b>	<b>4</b>
	<b>2.3.2 Environmental Site Assessment</b>	<b>4</b>
	<b>2.3.3 Biophysical Environmental Assessment</b>	<b>4</b>
<b>3.0</b>	<b>Policy Context</b>	<b>6</b>
3.1	Municipal Government Act .....	6
3.2	Capital Region Board .....	6
3.3	Municipal Sustainability Plan .....	8
3.4	Municipal Development Plan .....	8
3.5	Non-Statutory Master Plans.....	11
3.6	Land Use Bylaw.....	12
<b>4.0</b>	<b>Land Use Concept</b>	<b>13</b>
4.1	Land Use Concept and Statistics.....	13
4.2	Land Use.....	15
	<b>4.2.1 Commercial</b>	<b>15</b>
	<b>4.2.2 Business Industrial</b>	<b>15</b>
	<b>4.2.3 Parks and Open Spaces</b>	<b>15</b>
	<b>4.2.4 Stormwater Management Facility</b>	<b>16</b>
4.3	Urban Design Guidelines.....	16
<b>5.0</b>	<b>Transportation and Circulation</b>	<b>19</b>
5.1	Roadways.....	19
5.2	Pedestrian Linkages .....	20
<b>6.0</b>	<b>Utility Servicing</b>	<b>22</b>
6.1	Water Servicing.....	22
6.2	Sanitary Sewer Servicing .....	22
6.3	Stormwater Management.....	22
6.4	Shallow Utilities .....	23
<b>7.0</b>	<b>Implementation</b>	<b>27</b>
7.1	Staging.....	27
7.2	Redistricting and Subdivision .....	27
7.3	Force and Effect.....	27

**List of Figures**

Figure 1: Location Plan ..... 2

Figure 2: Existing Site Conditions ..... 5

Figure 3: Land Use Concept..... 14

Figure 4: Parks and Open Space..... 18

Figure 5: Transportation Plan.....21

Figure 6: Water Servicing.....24

Figure 7: Sanitary Servicing.....25

Figure 8: Stormwater Servicing .....26

Figure 9: Development Staging Plan.....31

# 1.0 Introduction

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## 1.1 Purpose

The purpose of this Area Structure Plan (ASP) is to establish a framework for future development and servicing requirements for land within the Town of Morinville. The ASP will guide future land use districting and subdivision within the Plan area.

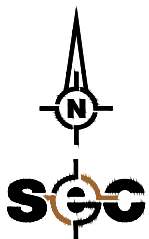
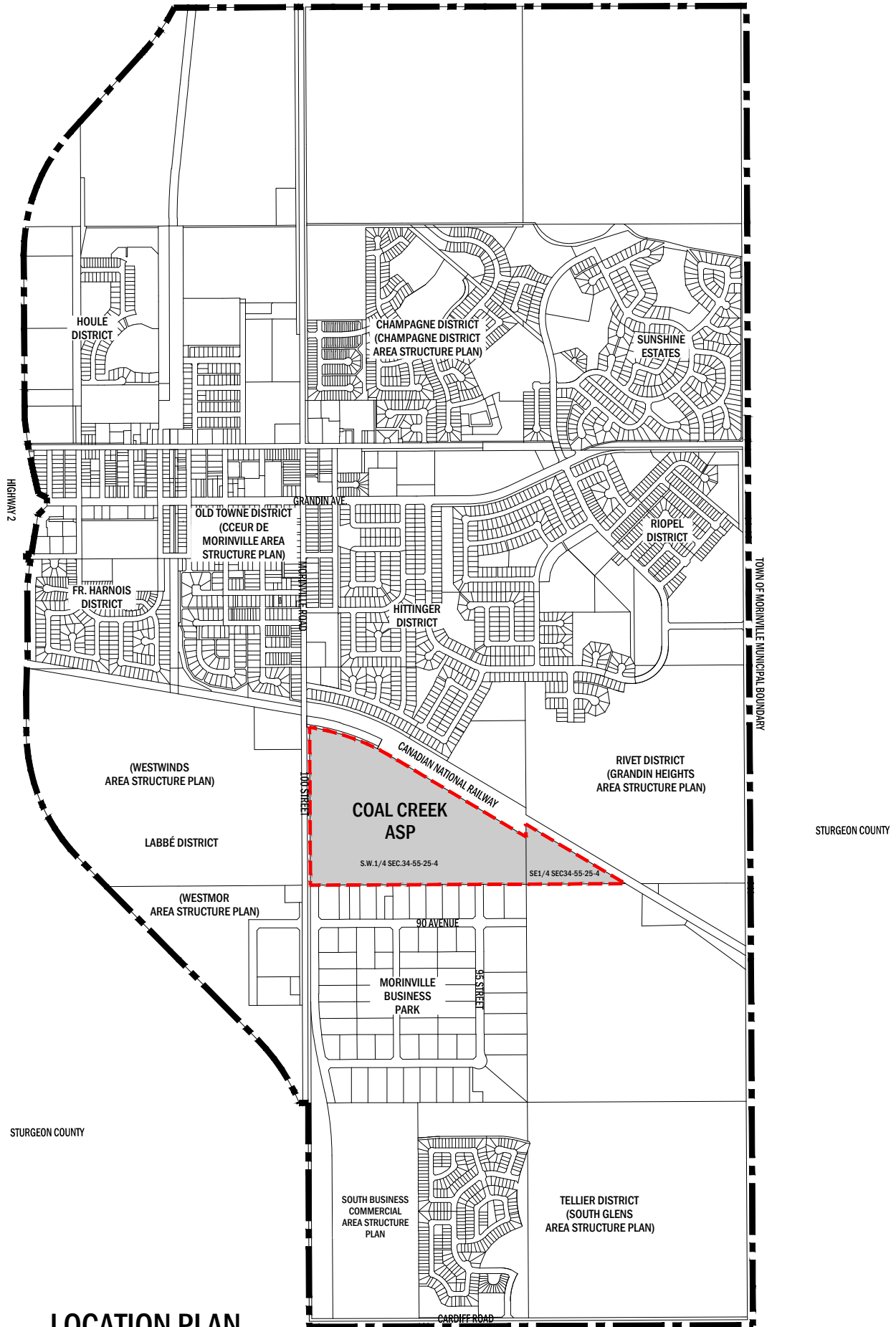
The ASP is in conformance with the existing Town of Morinville *Municipal Development Plan* and the *Capital Region Growth Plan*. To honour coal mining history in the area the name of Coal Creek is proposed for the Area Structure Plan.

## 1.2 Location

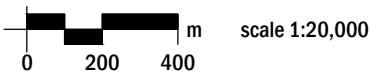
The ASP area is located east of 100 Street and is bounded on the north by the Canadian National Railway (CNR) tracks and the Morinville Business Park on the south. The Plan area is legally described as the SW-34-55-25-W4M and the southwest triangle of SE-34-55-25-W4M south of the CNR line. The ASP encompasses approximately 36.35 hectares. **(See Figure 1)**

## 1.3 Land Ownership

Coal Creek Properties Corp. is the sole landowner within the ASP boundary.



LOCATION PLAN



COAL CREEK  
THE TOWN OF MORINVILLE



## 2.0 Site Context

### 2.1 Existing Site Conditions

The majority of the land within Coal Creek is under agricultural production but two larger separated tree stands exist in the southeast Plan area. **(See Figure 2)**

#### 2.1.1 Wells and Utility Rights-of-Way

According to the Alberta Energy Regulator (AER), no wellheads or abandoned well heads exist within the Plan area.

There is a short section of overhead power lines that services the railway and seed plant uses in the area's northwest corner. Overhead power lines also exist south of the south boundary of the Plan area.

A water utility right of way operated by the Town of Morinville is located along the west boundary adjacent 100 Street.

A low pressure natural gas distribution line operated by AltaGas is located in the northwest Plan area.

#### 2.1.2 Topography

The Coal Creek ASP area is generally flat with a mild crossfall from north to south with an approximate overall 1.5 metre change in elevation. A high elevation of 700.50 metres exists in the west Plan area adjacent 100 Street to a low of approximately 699 metres in the southeast.

Areas with existing ephemeral wetlands can be found along the north boundary adjacent the Canadian National Railway. An ephemeral drainage channel is situated in the northwest and central Plan area. The removal of these wetlands will require Alberta Environment approval.

### 2.2 Surrounding Site Conditions

The physical and built context for Coal Creek is described below:

**North:** The Canadian National Railway right of way is located immediately adjacent to the north boundary of the ASP area. Beyond the rail line is a strip of commercial land use along 100 Street, the Hittinger District and future residential lands defined in the Grandin Heights ASP (Rivet District). Existing development outside of the northwest corner of the Plan area consists of a seed cleaning plant, several crop holding bins and a section of twinned track for the loading of rail cars. These rail uses are accessed from an existing entrance off of 100 Street.

- West:** Except for a residence and landscaping business at the north end of 100 Street the area west of the proposed Coal Creek is presently under agricultural production but it is approved for a mix of residential and commercial land use along 100 Street within the approved Westwinds ASP. (Labbé District)
- South:** Morinville Business Park is fully serviced to the south. The Westmor ASP commercial area and an existing homestead exist in the southwest across 100 Street.
- East:** Lands directly east and south are presently under agricultural production but they are designated for future residential use in the *Municipal Development Plan*.

## 2.3 Supporting Technical Documentation

Several professional and technical studies have been completed to support the Coal Creek ASP. These include:

### 2.3.1 Geotechnical Investigation

A Draft *Geotechnical Investigation* for part of SW34-55-24-W4 by J. R. Paine & Associates was conducted through July to September 2015. Due to an existing tree stand and the inability to take soil samples the southwest triangle of SE34-55-25-W4 south of the CNR line and the east boundary of Coal Creek was not included within this investigation. General soil conditions and geotechnical recommendations for the Coal Creek ASP were presented within this report.

This Geotechnical investigation stated that subsurface soil conditions encountered throughout the site were generally considered satisfactory for the construction of roads, curbs and sidewalks however extra subgrade work may be required due to soil moisture conditions typical of Morinville. Overall the site area is suitable for development.

### 2.3.2 Environmental Site Assessment

An *Environmental Site Assessment (ESA), Phase 1* was completed within SW-34-55-25-W4M by Hoggan Engineering and Testing (1980) Ltd. in September of 2015. Due to an existing tree stand this assessment did not include the southwest triangle of SE-34-55-25-W4M south of the CNR line and the east boundary of Coal Creek. Potential environmental concerns associated with the railway line adjacent to the north boundary were noted and considered to have a low risk of potential environmental impact to the subject site. No further investigation or remediation within the Plan area is necessary.

### 2.3.3 Biophysical Environmental Assessment

A *Biophysical Environmental Assessment* was completed by EnviroMak Environmental Management Consultants through to Dec 2, 2015. This Assessment related to a *Proposed Development at SW-34-55-25-W4M, NE-27-55-25-W4M and parts of SE-34-55-25-W4M in the Town of Morinville, Alberta*. The Assessment generally stated that the area is composed of primarily agricultural land (barley fields and tractor pathways) with some areas of wetland, isolated trees and hydric soils. No watercourses were observed within the property but several ephemeral wetlands were noted. An Alberta Public Lands claim is not anticipated but Water Act Approval will be required for the disturbance of any wetlands. No rare or endangered species were observed.

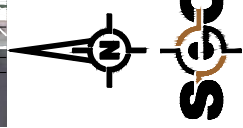




**LEGEND**

- ASP BOUNDARY
- WESTWINDS ASP ACCESS
- SEED CLEANING PLANT
- CONTOURS
- CN RAILWAY
- WETLANDS
- HIGH POINT
- LOW POINT
- DRAINAGE CHANNEL
- OVERHEAD POWER LINE
- NATURAL GAS LINE
- WATER UTILITY

**EXISTING  
SITE CONDITIONS**



## 3.0 Policy Context

### 3.1 Municipal Government Act

The *Municipal Government Act*, in Section 633, grants municipalities in Alberta the authority to adopt an Area Structure Plan to provide a framework for future development.

An ASP is a statutory plan that must provide the following information:

- Type, density, location of land uses;
- Location of major transportation routes within the lands and how these relate to the existing transportation network;
- Conceptual plan for public utilities for servicing the lands; and
- Sequence of development and implementation.

The ASP may also consider any other matters that Council determines necessary.

### 3.2 Capital Region Board

The Province of Alberta established the Capital Region Board in 2008, and mandated that an integrated regional growth plan be created. The resulting *Growing Forward: The Capital Region Growth Plan* (CRGP) included a Capital Region Land Use Plan (CRLUP) in Appendix B that provided a planning framework to guide regional growth. This plan was based on six principles: protect environmental resources; minimize regional footprint; strengthen communities; increase transportation choice; ensure efficient provision of services; and support regional economic development.

In October 2009 the *Capital Region Growth Plan Addendum* (CRGP Addendum) provided further growth policy including identifying Priority Growth Areas (PGA) for the concentration of new growth for minimizing the Region's development footprint. The Town of Morinville is not a PGA, but growth is possible per CRGP Addendum that states in Section 2.2 II. C.:

(i) Allow development outside of the priority growth areas if the following criteria are met:

- a. It is contiguous to existing development;
- b. It follows the principles and policies of this plan related to the form of development;
- c. The level of services provided is appropriate to the form of development; and
- d. Development in this area will not adversely impact the provision of regional infrastructure required to service the priority growth areas.

Coal Creek ASP for commercial and industrial use conforms with this CRB policy as it is contiguous with existing development, is serviceable in an appropriate manner and it does not conflict with any regional infrastructure or policy on development form.



Any new Area Structure Plans (i.e. a statutory plan) may be required to be referred to the CRB for their review subject to the *Regional Evaluation Framework* (REF) considering the following:

- 3.2, a) A municipality must refer to the board any other statutory plan or statutory plan amendment where:
- + 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;
  - + The effect of the statutory plan or 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 per cent or more;
  - + 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 per cent or more;
  - + The plan boundaries are within 0.8 km. of a road identified in the Regional Transportation Infrastructure map of the Capital Region Growth Plan;
  - + 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; and
  - + The plan is located outside a Priority Growth Area or Cluster Country Residential Area as identified on 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 Affairs Official Population List by 10 per cent or more.
- b) The statutory plan or statutory plan amendment proposes land uses that would add to, alter, interrupt or interfere with:
- + The land-use development pattern required by the Principles and Policies or residential density target established by the Capital Region Growth Plan; or
  - + 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.

Coal Creek Area Structure Plan conforms to the Town of Morinville's *Municipal Development Plan* and does not conflict with the criteria of REF Section 3.2 as outlined above so it is not required to be referred to the CRB.

The 2016 Edmonton Metropolitan Region Growth Plan, Re-imagine Plan Build was submitted to the Alberta Government for final approval on October 13, 2016. This updated growth plan provides a substantive update which builds upon the CRGP's successes. Until provincial approval is granted the current 2010 CRGP will remain in effect.

### 3.3 Municipal Sustainability Plan

Morinville's *Municipal Sustainability Plan* is a high-level non-statutory plan adopted by Town Council that provides opportunities for lower level plans to assist in its implementation. This *Municipal Sustainability Plan* defines Morinville's long-term vision around six sustainability pillars respecting the following key attributes: Governance, Cultural, Social, Economic, Infrastructure and Environmental.

The *Municipal Sustainability Plan* is recognized as a key reference document for decision-making, and the approach to decision-making is grounded in seven key principles: quality of life; long-term planning; community engagement and partnership; integration; multiple bottom lines; living within environmental limits; and, equity and the common good.

### 3.4 Municipal Development Plan

The Town of Morinville *Municipal Development Plan (MDP) Bylaw 11/2012* outlines a long-term vision and defines land use policies that direct and guide orderly growth and development in the community. It addresses matters including: population growth, economic purpose, ecological value, development, transportation, utilities and overall growth management.

Lands within the Coal Creek ASP area are primarily designated on the MDP's Future Land Use Map for Commercial and Business Industrial land use. A small triangular parcel in the east Plan area is designated for Residential land use in the MDP. Land use proposed within this triangular area is a combination of parks and open space and adheres to section 9.0 *Land Use* within the *MDP Bylaw 11/2012*. This ASP supports the MDP's policy intent by defining a land use concept that utilizes land, roads, and servicing infrastructure efficiently while providing for a diverse range of Commercial and Business Industrial land uses. Specifically, the Coal Creek's Land Use Concept responds to and is in conformance with the following MDP policies:

#### **Growth Management**

- Policy 8.6** Morinville shall ensure that large-format retail is incorporated compatibly with other uses and the visual/environmental impacts of large parking lots are reduced.
- Policy 8.7** Morinville shall aim to be ecologically responsible by designing with the landscape, respecting the environment by protecting ecologically significant areas, reducing energy consumption, supporting low impact development (including use of low maintenance landscaping and building materials), and installing responsible utilities. Storm water management systems should be naturalized, combine function with open space, reduce impervious surfaces, and protect natural flows.
- Policy 8.9** Morinville should require that developments provide for adequate internal open spaces, including private and semi-private spaces (yards) and public spaces (recreational and civic paths, parks and grounds) to integrate and complement adjacent development, and peripheral open spaces (buffers) to mitigate impacts of incompatible uses. Specific attention to recognize that site boundaries should be well-delineated edges must be given.

**Policy 8.28** Morinville may require that unplanned lands benefit from an approved ASP or conceptual scheme, prepared by a Registered Professional Planner, prior to commencement of development, at the discretion of the Development Authority.

**Policy 8.30** Morinville shall support the efficient use of land and infrastructure through increased density targets, mixed use developments, centralized community commercial nodes, internal walkability and connectivity with the rest of the community via the trails system.

### **9.3 Commercial**

**Policy 9.31** Morinville shall encourage highway/service commercial developments to locate outside the downtown neighbourhood.

**Policy 9.32** Morinville shall ensure that signage for highway/service commercial uses do not create traffic safety hazards or visual blight.

**Policy 9.33** Morinville shall ensure that highway/service commercial uses do not create excessive light pollution, and will promote the responsible use of appropriate lighting levels for visibility and safety.

**Policy 9.34** Morinville shall encourage highway/service commercial developments to exhibit quality design detailing on all sides of the building visible from public roadway and adjacent residential uses.

**Policy 9.35** Morinville shall ensure highway/service commercial developments are adequately landscaped, including parking lots and rear façades that face public roadways and adjacent residential uses.

### **9.4 Business Industrial**

**Policy 9.38** Morinville shall encourage industrial parks to develop in an orderly and economical manner through the logical extension of services and roadways.

**Policy 9.40** Morinville should actively encourage a supply of fully serviced business industrial lots.

**Policy 9.41** Morinville shall allow and encourage compatible commercial, institutional or recreational development to locate within industrial parks, particularly along major thoroughfares, high exposure locations and entrance points.

**Policy 9.42** Morinville shall require, through provisions of the Land Use Bylaw and other municipal bylaws, quality development to be maintained through the application of standards for siting and design of buildings, landscaping, screening of storage and parking areas, and signage.

**Policy 9.43** Morinville shall ensure that developments mitigate visual impacts from public roads.

**Policy 9.44** Morinville shall differentiate between types and standards of development within business/industrial parks to ensure that the visual quality of industrial parks does not detract from the community. Specifically, visual attractive

commercial and industrial activities may locate in high visibility areas of a business park, such as along major transportation routes and at main access points, within business/ commercial strips. Industrial uses that are not visually attractive or involve the outdoor storage and stockpiling of goods and equipment should locate in low visibility sectors of an industrial area, such as along internal roadways and backing onto business/commercial strips.

**Policy 9.46** Morinville should encourage business industrial parks to be designed to have direct access to truck routes, the highway and the rail line, and main transportation routes carrying industrial traffic should bypass the downtown and residential neighbourhoods.

**Policy 9.47** Morinville should require that where a business/industrial park is situated along Highway 2 or 100 Street, access points to these two roadways from individual lots shall be limited to indirect access from internal park roads.

### **9.5 Parks & Open Spaces**

**Policy 9.51** Morinville shall ensure that should there be contradictions between this bylaw and the Recreation, Parks and Open Spaces Master Plan, the Recreation, Parks and Open Spaces Master Plan shall prevail at the discretion of Council.

**Policy 9.52** Morinville shall require municipal and school reserves dedication equal to 10% of the land remaining after any environmental reserve has been dedicated as part of a new subdivision process, regardless of land use designation, as per the MGA, as amended. Reserve lands should be the primary option with cash-in lieu taken only when land would not integrate with the Recreation, Parks and Open Spaces Master Plan.

**Policy 9.53** Morinville shall require environmental reserve dedication as per the MGA, as amended. Environmental reserve lands shall remain as natural areas or may be used for trails as long as a trail will not unduly impact the natural environment.

**Policy 9.54** Morinville shall require that environmental reserve, municipal and school reserves be identified through the statutory planning process, to the satisfaction of the Municipality.

**Policy 9.61** Morinville shall require that new development conforms to the Recreation, Parks and Open Spaces Master Plan.

### **11.0 Transportation and Mobility**

**Policy 11.1** Morinville shall continue to follow the current Transportation Master Plan where applicable and will anticipate the preparation of an updated Transportation Master Plan when required. Should there be contradictions between this bylaw and the Transportation Master Plan the Transportation Master Plan shall prevail at the discretion of Council.

**Policy 11.6** Morinville should place a high priority on a phased, sequential and logical development of a comprehensive, continuous, safe and convenient trails system to improve connectivity between neighbourhoods, all parts of the



open space system, key community activity areas and Downtown, as laid out in the Recreation, Parks and Open Spaces Master Plan.

- Policy 11.7** Morinville shall place a high priority on pathway systems that connect the growing residential areas of Tellier District south of the Canadian National Railway with the Downtown and with intermediate activity areas.
- Policy 11.8** Morinville shall require that new residential ASPs and amendments to existing residential ASPs show a proposed pedestrian circulation system. The system should include both internal and external linkages. Internal linkages should include sidewalks, multiways, walkways between blocks, trails within parks, trails around stormwater ponds, and other elements of the pedestrian circulation system. The ASPs or amendments should also show external linkages to the community pathway system and the potential routes to key community activity areas.
- Policy 11.13** Morinville shall recognize that the road alignments and classifications depicted in Map 9 reflect approved ASPs, and where no ASPs exist, the alignments and classifications are conceptual and subject to change and/or refinement pursuant to subsequently adopted ASPs. Minor changes to these alignments and classifications shall not constitute an amendment to this Bylaw.

### **12.0 Infrastructure**

- Policy 12.5** Morinville shall discourage non-contiguous growth and unnecessarily premature extension of municipal services.
- Policy 12.8** Morinville shall promote growth patterns maximizing the use of existing infrastructure and services in order to avoid or delay the construction of capital expansions.
- Policy 12.16** Morinville shall ensure stormwater management ponds continue to be developed as infrastructure facilities and community amenity features to function as passive recreation facilities for the public whenever feasible to do so.
- Policy 12.17** Morinville shall maximize retention of stormwater and support enhancement to natural wetlands where possible to ensure a high quality of stormwater effluent and facilitate wetland habitat creation.

## 3.5 Non-Statutory Master Plans

The Town of Morinville has developed several non-statutory Master Plans that are intended to strongly influence the form and function of the community and thereby facilitate comprehensive and coherent implementation of development. The following non-statutory Master Plans and their relevant needs have been reviewed and incorporated into the Land Use Concept where applicable:

- Recreation, Parks and Open Spaces Master Plan;
- Transportation Master Plan;

- Utility Servicing Plan; and
- Municipal Open Space Standards.

A Mobility Strategy is currently being developed that establishes goals and objectives for improving transportation around Morinville – from pedestrians to large transport vehicles. It will create criteria for safe, comfortable and attractive transportation corridors such as streets, sidewalks and trails, and identify opportunities and constraints regarding transportation in Morinville. This strategy sets the stage to update the 2004 Transportation Master Plan and provide a more technical transportation and mobility plan.

### 3.6 Land Use Bylaw

The Town of Morinville's *Land Use Bylaw 3/2012* defines a range of Commercial and Industrial land use districts that will be utilized to implement the intended development. Land use districts appropriate in Coal Creek include but are not limited to the Corridor Commercial (C-3) District and Business and Industrial Park (BMP) District.

The Land Use Bylaw sets visual, landscaping, and parking regulations that the Town will use to achieve appropriate outcomes for onsite development.

## 4.0 Land Use Concept

### 4.1 Land Use Concept and Statistics

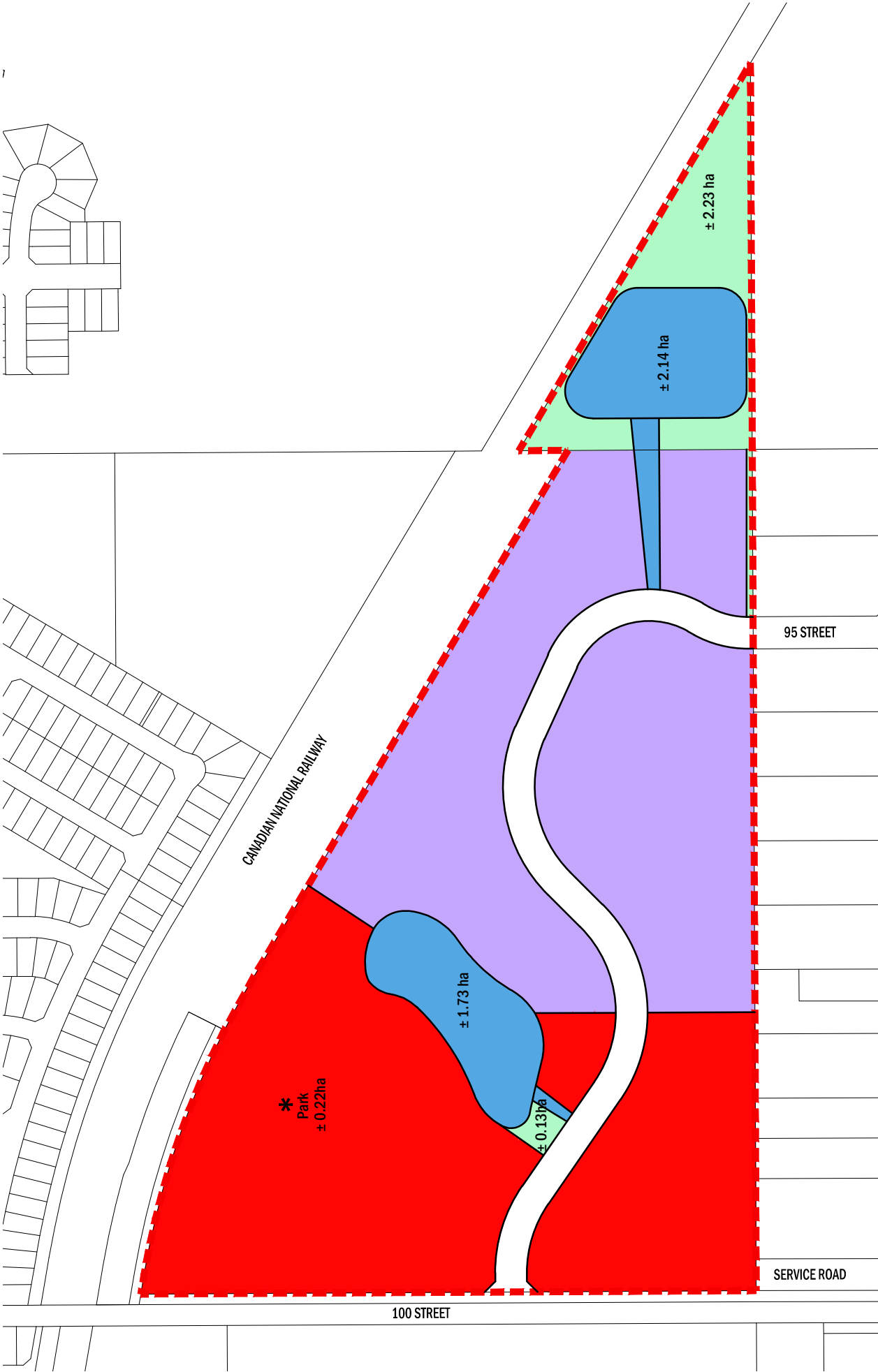
The Coal Creek Land Use Concept defines a land use and circulation pattern supportive of implementing logical and efficient development of both Commercial and Business Industrial land uses. The Coal Creek ASP supports the Town's desire to continue to provide fully serviced Commercial and Business Industrial lots. **(See Figure 3)**

Commercial land use abuts 100 Street and Business Industrial land use is designated along the internal roadway as it moves east and south through the Plan area. The designation of Commercial land use along the 100 Street corridor provides safe and convenient opportunities for a variety of shopping and services in the community. Business Industrial land uses are purposefully designated further east in the plan area away from this highly visibility corridor. The internal roadway ties back in through Morinville Business Park to the south. The Canadian National Railway corridor creates a natural buffer to existing residential development to the north.

A summary of the Land Use Statistics are provided in **Table 1**.

**Table 1: Land Use Statistics**

Land Use	Hectares	Acres	%
<b>GROSS AREA</b>	<b>36.35</b>	<b>89.82</b>	
<b>GROSS DEVELOPABLE AREA</b>	<b>36.35</b>	<b>89.82</b>	
<b>Land Uses</b>			
Municipal Reserve	2.58	6.38	7.1%
Stormwater Management Facility/Public Utility Lots	3.87	9.56	10.6%
Circulation	2.64	6.52	7.3%
Commercial	13.49	33.33	37.1%
Business Industrial	13.77	34.03	37.9%
<b>TOTAL – LAND USES</b>	<b>36.35</b>	<b>89.82</b>	<b>100.0%</b>



**LEGEND**

-  ASP BOUNDARY
-  COMMERCIAL
-  BUSINESS INDUSTRIAL
-  MUNICIPAL RESERVE
-  PUBLIC UTILITY LOT
-  \* PARK LOCATION/CONFIGURATION TO BE DETERMINED

**LAND USE CONCEPT**



COAL CREEK  
THE TOWN OF MORINVILLE

## 4.2 Land Use

Coal Creek pays homage to the coal mining history in the Morinville area in its name and the developer will build on that theme in its marketing and design. Two primary land uses are proposed in the Plan area. Commercial land use is designated along 100 Street and it transitions to Business Industrial in the central and east Plan area.

### 4.2.1 Commercial

Commercial land is designated adjacent to the 100 Street corridor which mirrors similar land uses approved west of 100 Street. As this corridor is highly visible, the location of commercial uses here will provide desirable exposure for businesses located outside of downtown. The Developer shall ensure that Commercial uses fronting 100 Street will be those found in the Corridor Commercial (C3) District of the Town's Land Use Bylaw.

### 4.2.2 Business Industrial

Business Industrial is designated east of the Commercial land use. The Developer shall ensure that Business Industrial uses will be separated from 100 Street to mitigate aesthetics and other possible nuisances associated with lands used for business and industrial purposes. The existing residential areas to the north are already separated from Coal Creek by the existing railway line. Future development to the east will be buffered by the proposed eastern park area and stormwater management facility. These Business Industrial lands will utilize the Business and Industrial Park District (BMP) available in the Land Use Bylaw.

### 4.2.3 Parks and Open Spaces

Two Park areas are designated in the Plan area with an addition of approximately 0.22 hectares allocated within the Commercial area. (**See Figure 4**) These Park areas generally conform to the *Recreation, Parks and Open Spaces Master Plan* and shall be provided by the dedication of Municipal Reserves at the time of subdivision.

The largest park is designated adjacent to the Canadian National Railway in the east Plan area providing a physical separation between the proposed business industrial land uses and future residential lands to the north. This park is also intended to provide a link to future development south and east of the ASP boundary while retaining substantial portions of the existing tree stand. Pathway connections will be extended to create an extensive internal and community-wide pedestrian circulation system in Morinville. Opportunities for recreational amenities (i.e. meandering of the trail, pockets of landscaping and pedestrian furniture, etc.) will be explored at the detailed design stage.

A small park site along the north boundary of the east-west collector and south of the west stormwater management facility is proposed to provide access and pedestrian connectivity to the stormwater management facility as well as create a north-south link into the commercial area.

The Developer shall create an approximate 0.22 hectare park in the north Commercial area abutting 100 Street. This 0.22 hectares is included in the municipal reserve dedication however its exact boundary will be defined and configured at the time of subdivision. This park will ensure that opportunities for passive recreation exist within the commercial area and it may be

utilized to develop a plaza or Village Green for the benefit and enjoyment of future visitors to Coal Creek and its employees.

The majority of Municipal Reserve dedicated within the Plan area is used to retain trees in the east Plan. The Developer shall construct trails in accordance with the Town's Municipal Engineering and Open Space Standards. Any balance of the 10% of Municipal Reserves required may be provided as cash-in-lieu of land as per the *Municipal Government Act*.

#### 4.2.4 Stormwater Management Facility

Due to the natural topography in the Plan area two stormwater management facilities (SWMF) are required. In addition to its functionality, the western stormwater management facility is located and shaped to maximize its exposure for the benefit of future Commercial tenants. This exposure may provide opportunities for patios or office amenity. This SWMF location also creates separation between the northern Commercial area and Business Industrial land use to the east.

The eastern stormwater management facility has municipal reserve surrounding its boundary. This associated facility will create a boundary between the Business Industrial land use and residential development to the northeast.

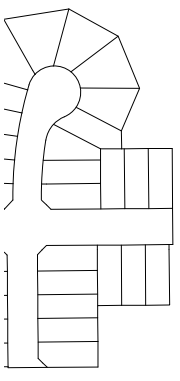
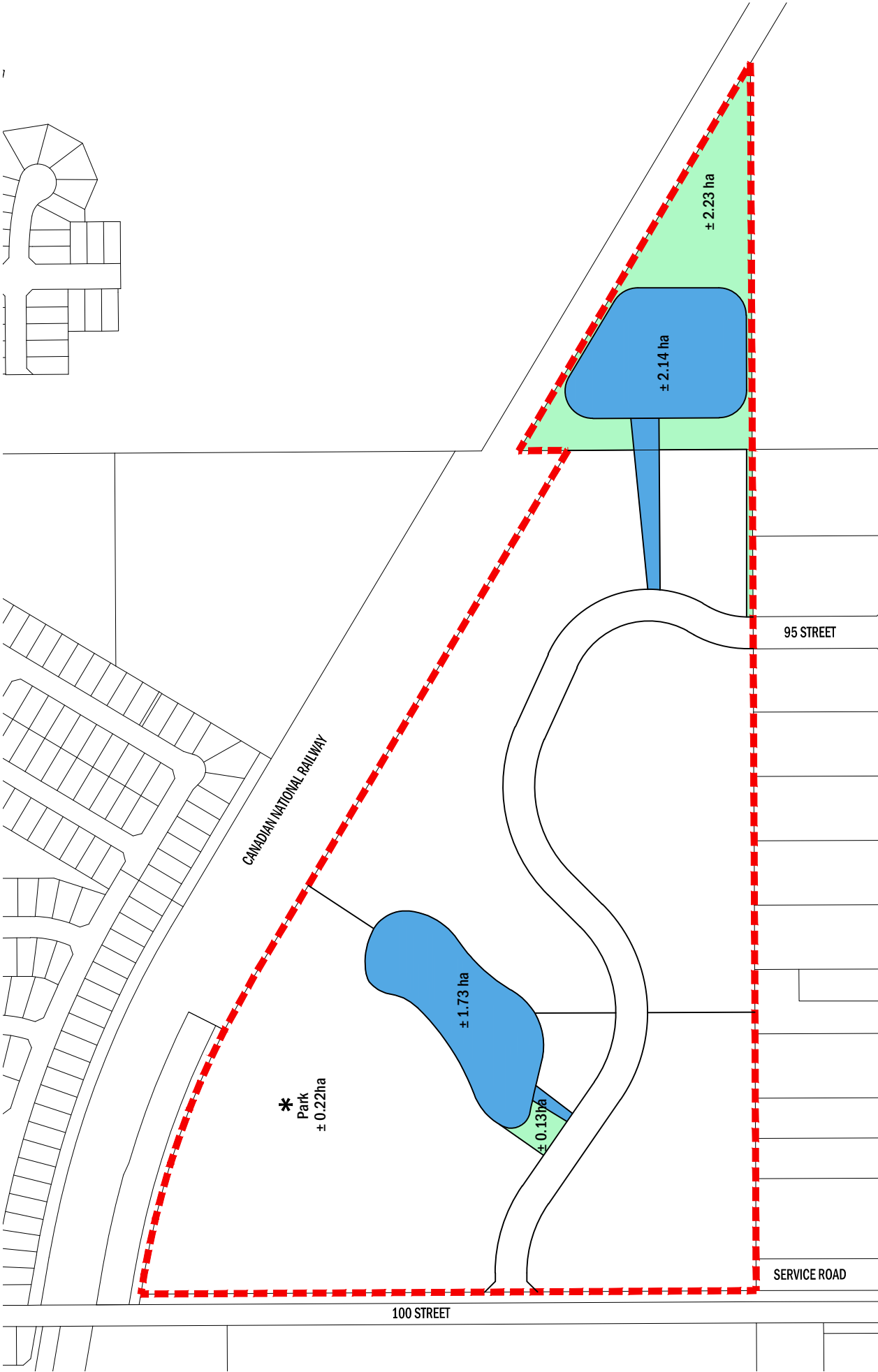
The Developer shall design the stormwater management facilities as constructed wetlands and will incorporate native vegetation such as cattails while respecting the design restrictions imposed on such facilities by the zoning regulations registered on title. (Registration Number 052 104 686) These facilities will also add a visual amenity to Coal Creek and provide passive recreational opportunities in the area.

### 4.3 Urban Design Guidelines

Coal Creek wants to establish a high standard of urban design within the ASP area. The Developer shall establish urban design guidelines to the satisfaction of the Town to regulate development ensuring quality, consistency and attractive development within the ASP. We include the following design guidelines for the commercial and business industrial uses.

- Entry points will be well defined with inviting and attractive entry features and signage.
- Sidewalks and pedestrian connections will be provided to link the buildings together.
- Parking lots will be well landscaped and lit.
- The Developer will provide street furniture such as benches, bicycle stands, parking and pedestrian oriented lights and waste receptacles to the satisfaction of the Town.
- Buildings will be encouraged to use extensive glazing to create visual connections between indoor and outdoor spaces.
- Building design shall incorporate architecture details on all sides facing public uses and roads to avoid predominant "blank walls".
- Contemporary architecture or modern interpretations of heritage architecture is highly encouraged.
- Loading – unloading and service areas will be buffered from public view by appropriate landscaping treatment to mitigate light pollution and provide noise attenuation.

- Landscape and/or fencing may be utilized to provide screening as required.
- Signage, light pollution and quality building and site design will be considered within the architectural design guidelines.
- Visually attractive commercial and business industrial activities may locate in high visibility areas of a business park, such as along 100 Street and at main access points, within business/ commercial strips.
- Business Industrial uses that are not visually attractive or involve the outdoor storage and stockpiling of goods and equipment should locate in low visibility sectors of the industrial area, such as along internal roadways and backing onto business/commercial strips.



**PARKS & OPEN SPACE**



- LEGEND**
- ASP BOUNDARY
  - MUNICIPAL RESERVE
  - PUBLIC UTILITY LOT
  - \* PARK LOCATION/CONFIGURATION TO BE DETERMINED

COAL CREEK  
THE TOWN OF MORINVILLE



## 5.0 Transportation and Circulation

### 5.1 Roadways

Access to Coal Creek is provided from two intersections on 100 Street. **(See Figure 5)** The south intersection provides primary access to Coal Creek. This collector roadway winds through the Business Industrial area and ties back into 95 Street into the Morinville Business Park. The northern access directly enters commercial property so cross access agreements will be required to service multiple shops and services within the north commercial area. This on site circulation will be required to tie back into the roadway in the central Plan area. These accesses align with those approved but unconstructed accesses within the Westwinds ASP.

It is the Developer's responsibility to design, construct/improve the section of 95 Street north of 90 Avenue that is currently undeveloped, to the requirements of the Town's Municipal Engineering Standards. No access will be permissible north across the Canadian National Railway right of way.

Coal Creek's roadways generally follow the current *Transportation Master Plan* and will require a Transportation Impact Assessment (TIA) to confirm all access points and determine the potential impacts on the adjacent road network/intersections. The TIA will also identify the necessary improvements, if any, to support the proposed development from a transportation perspective.

The primary objectives of this assignment are to:

- Identify the potential trip generation characteristics of the proposed development site;
- Identify the traffic impacts of the proposed development on the adjacent roadway network; and
- Confirm the roadway and intersection geometry and traffic control required to accommodate background and site generated traffic.

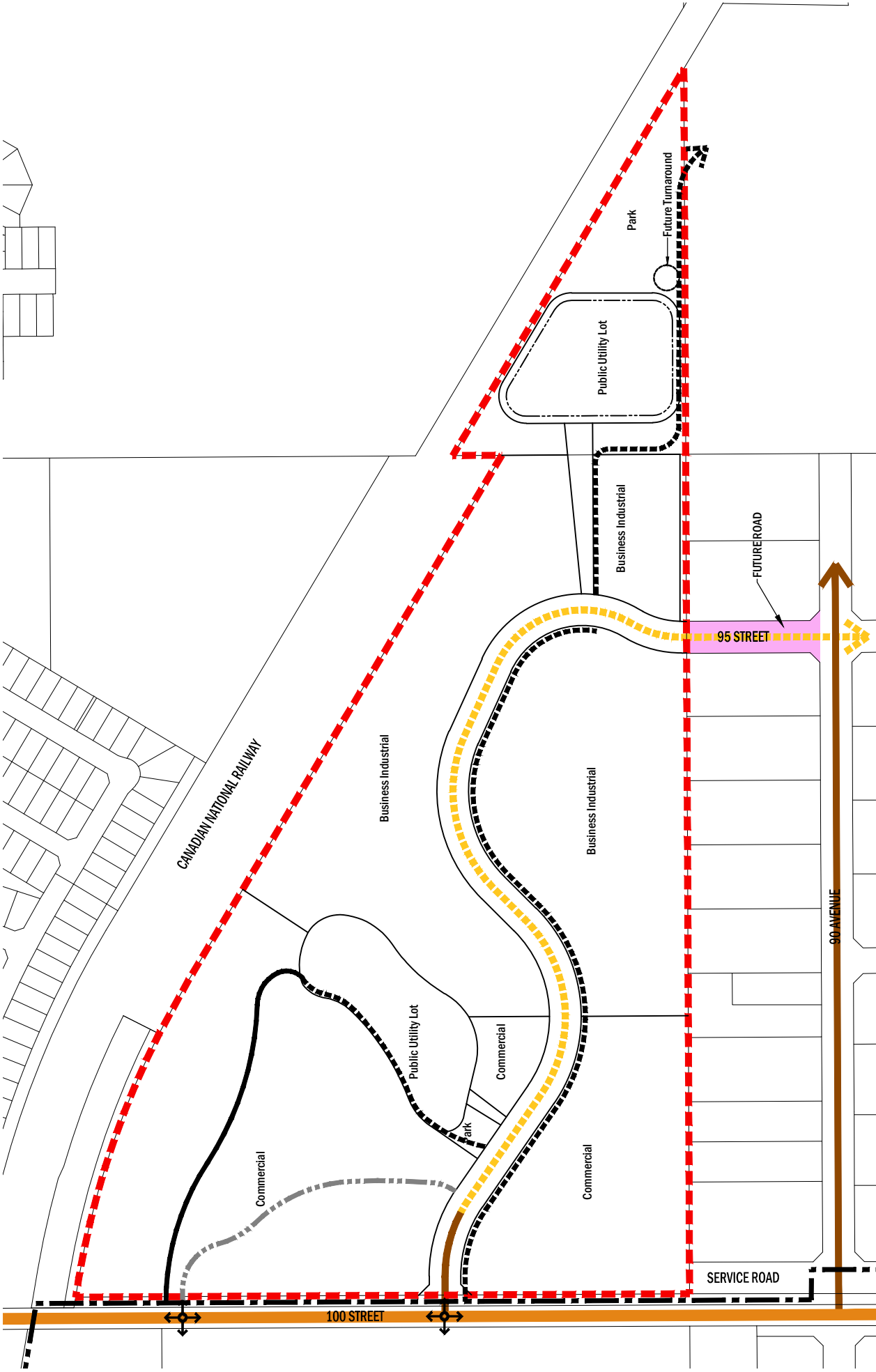
All roadways and road alignments are subject to change and/or refinement without an MDP amendment being required as per *Section 11.13* of the *Municipal Development Plan*. All roadways will be constructed to the Town of Morinville's *Municipal Engineering Standards*.

## 5.2 Pedestrian Linkages

The *Recreation Parks and Open Space Master Plan 2011-2021* provides direction for the scheduled development of a comprehensive, continuous, safe and functional trails system in the Town of Morinville. Coal Creek expands this open space system and provides a new destination for residents in the community. **(See Figure 5)**

A 3.0 metre wide multi-use trail will be extended north along 100 Street as part of the first stage of development. Opportunities to eliminate the ditch on the east side of 100 Street are being explored. The elimination of the ditch would provide a much more urban look to Coal Creek and create space to meander the future trail. Coal Creek's pedestrian linkages will ultimately tie into the 100 Street multi use trail with a 2.5 metre asphalt trail extending along the north or south side of the future internal collector. To accommodate pedestrian safety should the trail be located along the south side, special attention to the design of midblock crossings will be given. The design and location of this trail will be confirmed at the time of subdivision. These trails are designed to support walkability and provide a variety of pedestrian experiences and destinations.

An asphalt trail is located along the west boundary of the west stormwater management facility. This trail will provide access to the stormwater management facility as well as provide a link from the internal roadway to the on-site commercial pedestrian trail in the northwest Plan area. The Developer shall ensure that trails are developed in general conformance to Figure 5, however exact location and type of these pedestrian linkages shall be determined prior to construction approval.



NOTE: ALL ROADS AND TRAILS ARE CONCEPTUAL

**LEGEND**

- - - ASP BOUNDARY
- - - MAJOR COLLECTOR ROADWAY
- - - COAL CREEK
- - - THE TOWN OF MORINVILLE
- - - ARTERIAL ROADWAY
- - - MINOR COLLECTOR ROADWAY
- - - FUTURE MULTI-USE TRAIL
- - - INTERNAL COMMERCIAL ACCESS
- - - 2.5m ASPHALT TRAIL
- - - ON-SITE COMMERCIAL PEDESTRIAN TRAIL
- ALL DIRECTIONAL ACCESS

**TRANSPORTATION PLAN**



## 6.0 Utility Servicing

The following servicing plans are based on preliminary engineering. The final water, sanitary and storm servicing may be adjusted at the detailed design stage. All off-site levies will be paid by the developer in accordance with the Town's off-site levy bylaw currently in effect.

### 6.1 Water Servicing

Water servicing for Coal Creek will be provided by an existing 300mm water main along the east side of 100 Street and an existing 300mm, water main located south of the development area.

Water servicing shall be designed to provide peak hourly flows and fire flows appropriate for the zone and designed according to the standard of the Town of Morinville. In discussions with the Town, it is understood that the sizing of the piping system is similar to that shown in the *2016 Municipal Utility Servicing Plan update*. **(See Figure 6)**

### 6.2 Sanitary Sewer Servicing

The Town of Morinville has recently updated their Municipal Utility Servicing Plan (MUSP). The MUSP notes Coal Creek is to be serviced by a sanitary lift station located within the Westwinds Development. Coal Creek would provide a gravity flow system to the lift station then the lift station would pump ultimately to the ACRWC system. **(See Figure 7)**

The sanitary sewer servicing plan throughout Coal Creek will be adjusted accordingly upon detailed engineering design and will conform to the *2016 Municipal Utility Servicing Plan Update*.

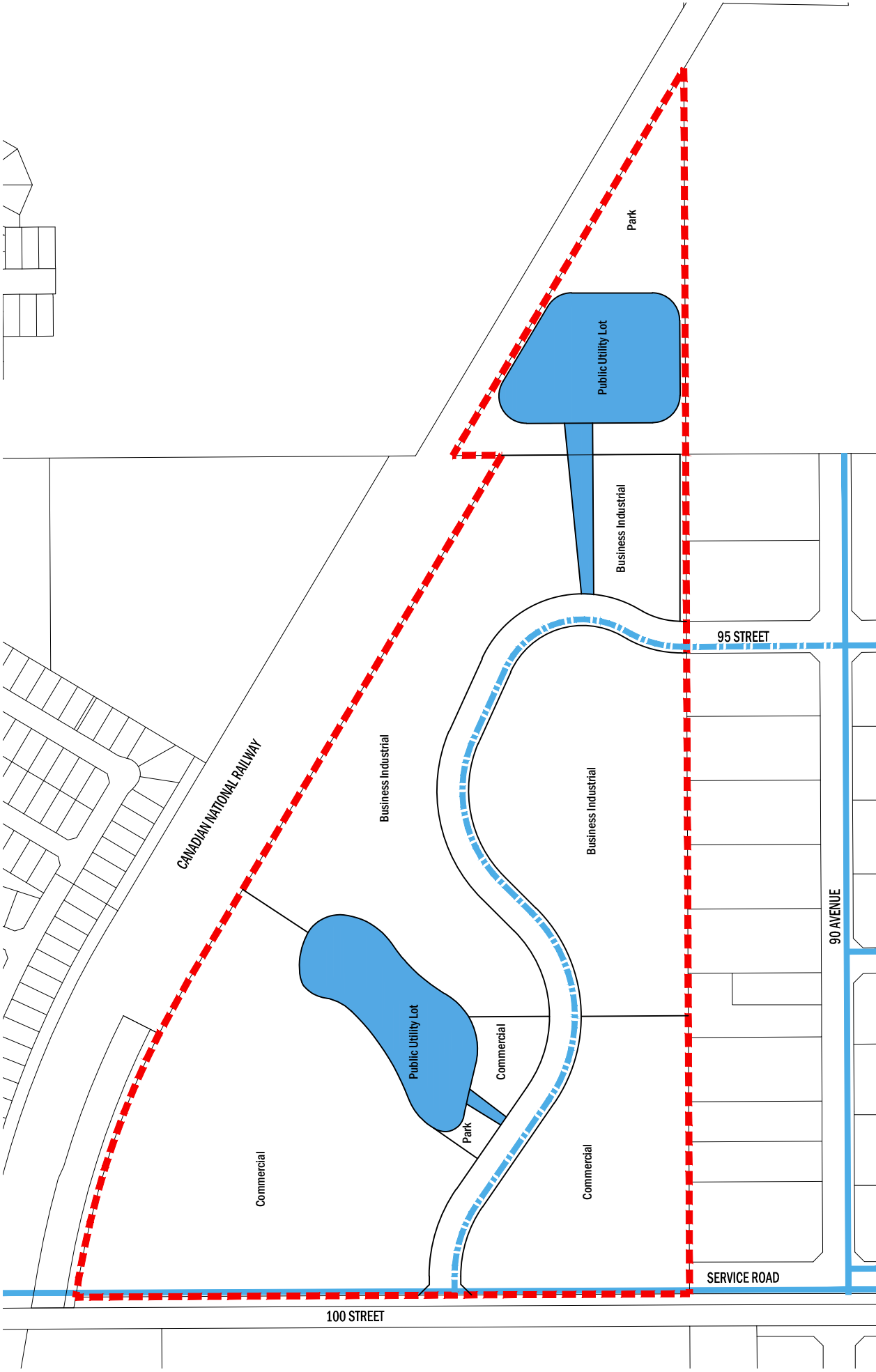
### 6.3 Stormwater Management

The existing contouring of the subject lands is generally flat with well-defined drainage channels. The subject lands are bounded on the north by railways and west by road drainage ditching. The area is bound to the south by the Morinville Business Park existing development. **(See Figure 8)**

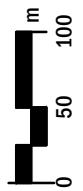
Coal Creek will mainly utilize a rural road cross section to convey both minor and major storm water flows. The roadway ditches and culverts will be designed to convey the storm flows to the two stormwater management facilities located within the development area. The storm water management facilities will then direct the stormwater from the facilities to the existing Town's drainage ditch within the south west corner of the development area. All servicing within Coal Creek shall be in conformance with the *Municipality Utility Servicing Plan – Storm water Management Plan update (2017)*. Alternative servicing concepts shall adhere to established engineering practices and are subject to the review and approval of the municipality on a case-by-case basis.

## 6.4 Shallow Utilities

Gas, power, telephone, and cable TV will be provided to the site by the extension of existing adjacent infrastructure and in conjunction with the appropriate franchise utility.



**WATER SERVICING**



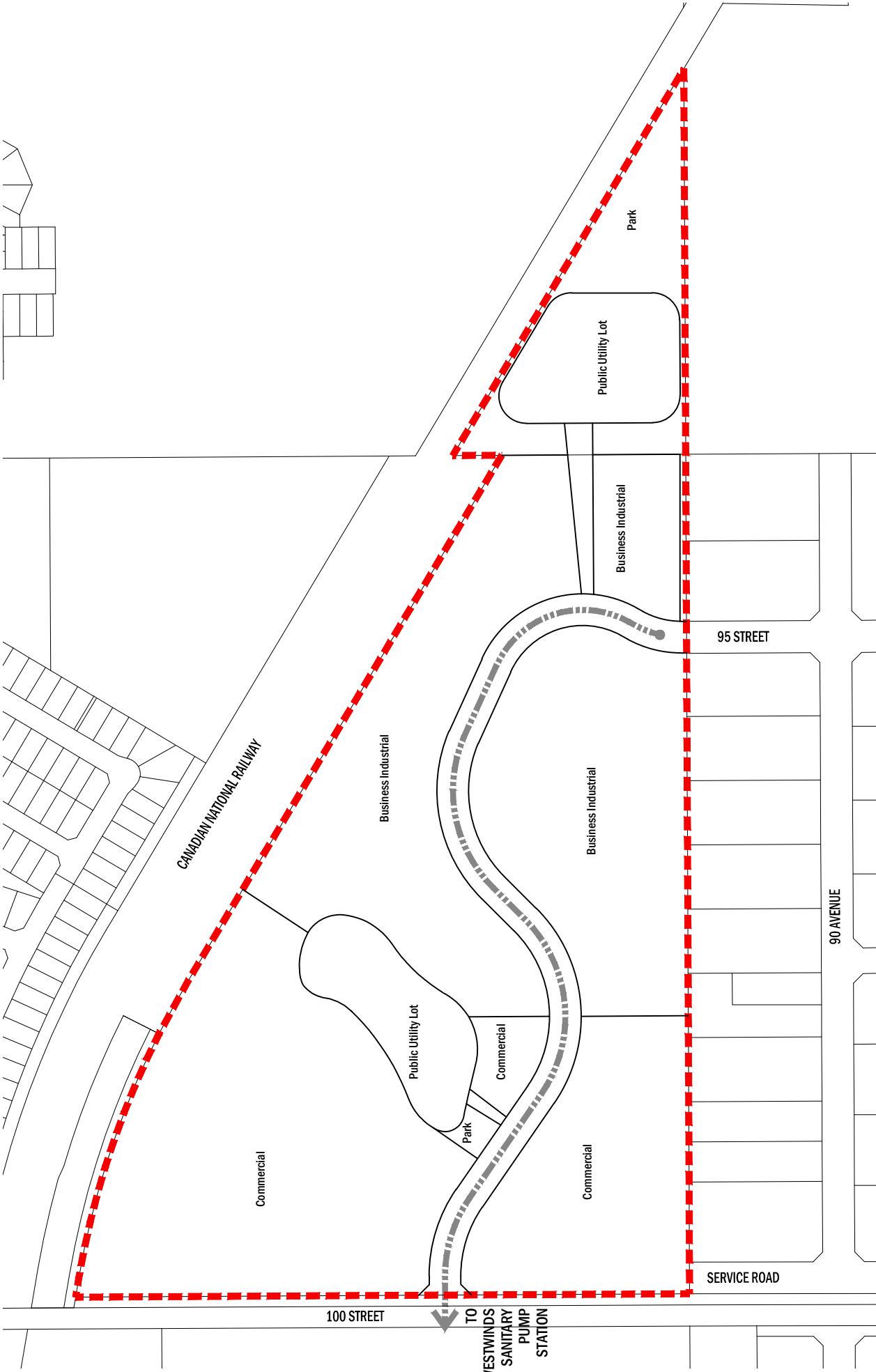
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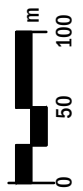
**LEGEND**

-  ASP BOUNDARY
-  EXISTING WATER MAIN
-  PROPOSED WATER MAIN

COAL CREEK  
THE TOWN OF MORINVILLE



**SANITARY SERVICING**

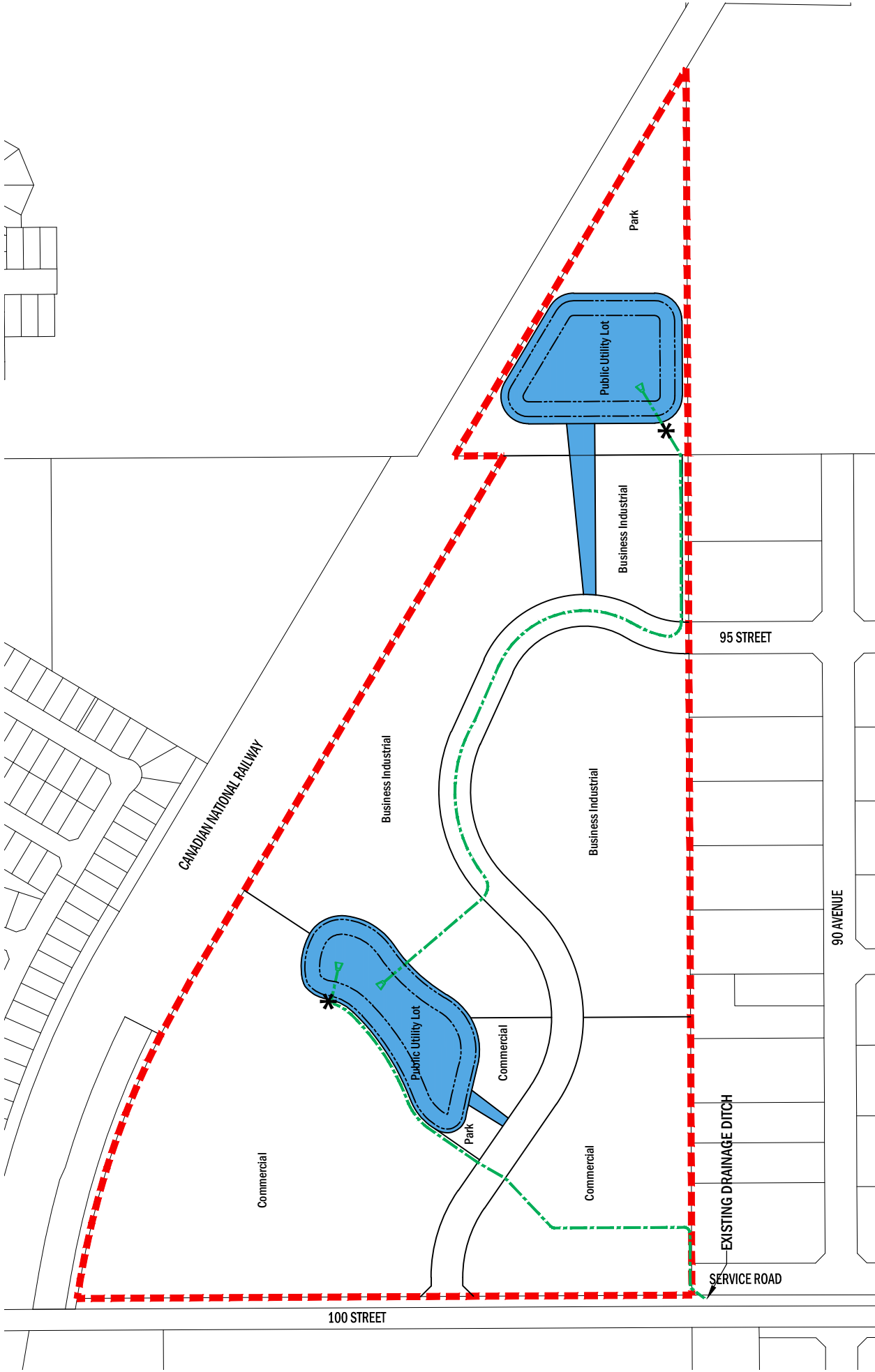


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**LEGEND**

- - - - - ASP BOUNDARY
- - - - - PROPOSED SANITARY SERVICING

COAL CREEK  
THE TOWN OF MORINVILLE



**LEGEND**

- ASP BOUNDARY
- PUBLIC UTILITY LOT
- PROPOSED STORM FORCEMAIN
- LIFT STATION

# STORMWATER SERVICING



COAL CREEK  
THE TOWN OF MORINVILLE



## 7.0 Implementation

### 7.1 Staging

The staging of development will be determined by market forces and the cost-effective provision of infrastructure. An illustrative staging sequence is shown on **Figure 9**, and may be altered to fit changing circumstances.

### 7.2 Redistricting and Subdivision

The existing land use in the Plan area is UR – Urban Reserve. Redistricting and subdivision of lands to conform to the land uses designated in the ASP will be undertaken as development occurs.

### 7.3 Force and Effect

The Coal Creek 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 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 lot sizes within this ASP accordingly.

#### **Policy 7.3.1 Decisions Consistent with the Area Structure Plan**

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

#### **Policy 7.3.2 Amendments**

If any decision referred to in Policy 7.3.1 would constitute a major change of the provisions of this ASP, an amendment to this ASP shall be required in consideration of Policy 7.3.4. Decisions that would constitute a minor change to the provisions of the ASP may be considered without an amendment, in accordance with Policy 7.3.4, 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.

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 7.3.3 Effect on Decision Making**

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.

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 7.3.4 Principles for Decision Making**

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.

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.

Discretion, variance and amendment shall 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.

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 accurately recorded and clearly understood.

### **Policy 7.3.5 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 7.3.6 Development Phasing**

The staging or phasing of development will be determined by market forces and the cost-effective provision of infrastructure. An illustrative staging sequence is shown on Figure 9 and may be altered to fit changing circumstances.

### **Policy 7.3.7 Compliance with the ASP**

As warranted, the Town shall pursue whatever actions are deemed appropriate or necessary to secure compliance with the provisions of this ASP.

**Policy 7.3.8 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 7.3.9 Technical Information**

Detailed engineering analysis and other technical information shall be required with respect to geotechnical conditions, roads and servicing (on & 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 7.3.10 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). The timing and scope of a TIA shall be determined by the Town and, if required, in consultation with Alberta Transportation or vice versa, as the case may be.

**Policy 7.3.11 Stormwater Management**

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.

With all costs passed on to the developer, the Town shall take responsibility for making all 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.

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.

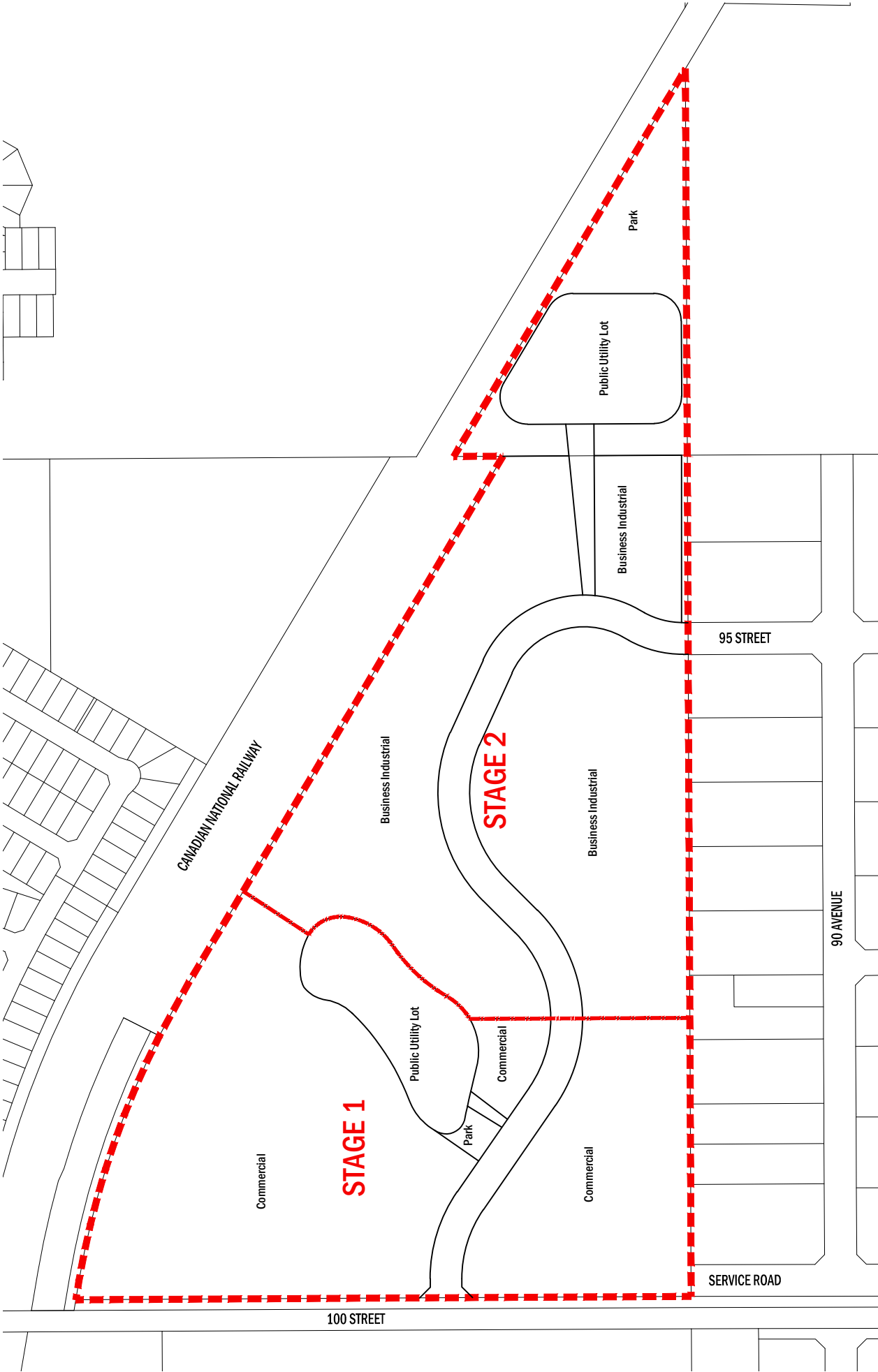
**Policy 7.3.12 Power Lines**

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

### **Policy 7.3.13 Reserve Land**

Environmental reserves may be taken according to Section 664 of the Municipal Government Act either in the form of a lot (ownership transferred to the municipality) or as an environmental reserve easement (private ownership is retained). The Town may require any owner/developer to provide environmental reserve as part of a subdivision application. All environmental reserve is to remain in its natural state except as permitted in accordance with Part 17, Division 9 of the Municipal Government Act. In some instances, conservation easements may be considered in place of environmental reserves as provided for in the Section 22 of the Environmental Enhancement and Protection Act.

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.



**STAGING PLAN**



COAL CREEK  
THE TOWN OF MORINVILLE

- LEGEND**
- ASP BOUNDARY
  - . - . - . DEVELOPMENT STAGING BOUNDARY

