

# Cœur de Morinville Area Structure Plan

*Community and Main Street Plan*

Bylaw 7/2013

**TOWN OF MORINVILLE  
PROVINCE OF ALBERTA**

**BVLAW 7/2013**

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

**WHEREAS**, Council considers it necessary to adopt, in accordance with Sections 633 and 636 of the Municipal Government Act, the Creur de Morinville Area Structure Plan;

**AND WHEREAS**, Council deems it advisable to adopt the Creur de Morinville Area Structure Plan to refine and further specify the general policy direction applicable to this area in the Town of Morinville Municipal Development Plan, being Bylaw 11/2012, and any amendments thereto;

**AND WHEREAS**, Council deems it advisable to adopt the Creur de Morinville Area Structure Plan so that it clearly and effectively serves as a basis for required amendments to the Morinville Land Use Bylaw, being Bylaw 3/2012, and any amendments thereto;

**AND WHEREAS**, notice of a public hearing for this bylaw held on June 11<sup>th</sup>, 2013 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, being the Creur de Morinville Area Structure Plan, attached hereto and forming part of this Bylaw be adopted.
- 2.0. That this Bylaw be cited as the Creur de Morinville Area Structure Plan.
- 3.0 That this Bylaw shall come into full force and effect upon the final passing thereof.
- 4.0 **SEVERABILITY**

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 28<sup>th</sup> day of May, 2013

READ a second time the 11<sup>th</sup> day of June, 2013

READ a third time and finally passed the 11<sup>th</sup> day of June, 2013

\_\_\_\_\_  
Paul Kr()  
Mayor

\_\_\_\_\_  
Debbieay;un  
Chief Administrative Officer

## Acknowledgements

- Community members who participated in interviews
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  - Councillor Gordon Boddez
  - Councillor Nicole Boutestein
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  - Councillor David Pattison
  - Former Mayor Lloyd Bertschi
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# CHAPTER 1 INTRODUCTION & BACKGROUND

## Purpose

The **Cœur de Morinville Area Structure Plan (ASP)** establishes policies and guidelines to ensure the ‘heart’ or mature core of the community evolves over time in an aesthetic, cohesive, and appropriate manner. The ASP evaluates the suitability of redevelopment, infill and increased residential density in the mature core from the perspectives of existing residential neighbourhoods, supporting economic development and maximizing use of existing infrastructure capacity. Further, this ASP supports the development of Highway 642 in accordance with the Highway 642 Functional Planning Study.

The ASP policies and guidelines give direction to future land use and redevelopment decision making processes in the mature core of the community. The desire is that through careful planning and conscientious decision making, Morinville will capitalize on economic development opportunities, celebrate its rich heritage, recognize the unique character of established residential neighbourhoods, move ever closer to a sustainable state and encourage more people to live, shop, work and socialize in the heart of the community.

The time horizon of this ASP is 2035, a twenty-two year time span that is consistent with Morinville’s existing guiding documents, the Municipal Sustainability Plan and the Municipal Development Plan.

**Redevelopment**  
Any new construction on a site that has pre-existing uses and/or buildings.

**Infill Development**  
Development in existing developed areas, occurring on vacant or underutilized lands, or redevelopment of a developed site to a higher density.

**Economic Development**  
Any effort, initiative or undertaking designed to aid or increase the growth of an economy.

## Morinville — Regional Context

Morinville is located approximately 18 km north of St. Albert and 30 km north of Edmonton. The community is within easy commuting distance of major employment centres and proximal to the Edmonton Garrison. Morinville's regional location as identified in **Figure 1 — Regional Context** is advantageous for many reasons<sup>1</sup>, and moderate to strong growth in the community is expected over the short to mid-terms<sup>2</sup>. As Morinville grows it needs to evolve to provide ever more housing options and amenities to its residents to ensure a high quality of life for all community members.

It is commonly accepted that to be successful over time, a community must have an economically viable and socially vibrant downtown. This ASP supports a strengthened, vibrant Downtown that will attract more visitors and provide more local opportunities for shopping, business and employment, and thus reinforce Morinville's role as a sub-regional centre.

- 
- 1 The Municipal Sustainability Plan *Morinville 2035* and the *Municipal Development Plan* both identify key attributes of Morinville that makes it an attractive community, particularly for families, including proximity to amenities, small town feel and sense of safety.
  - 2 Town of Morinville *Municipal Development Plan* and Capital Region Growth Plan, *Growing Forward*.



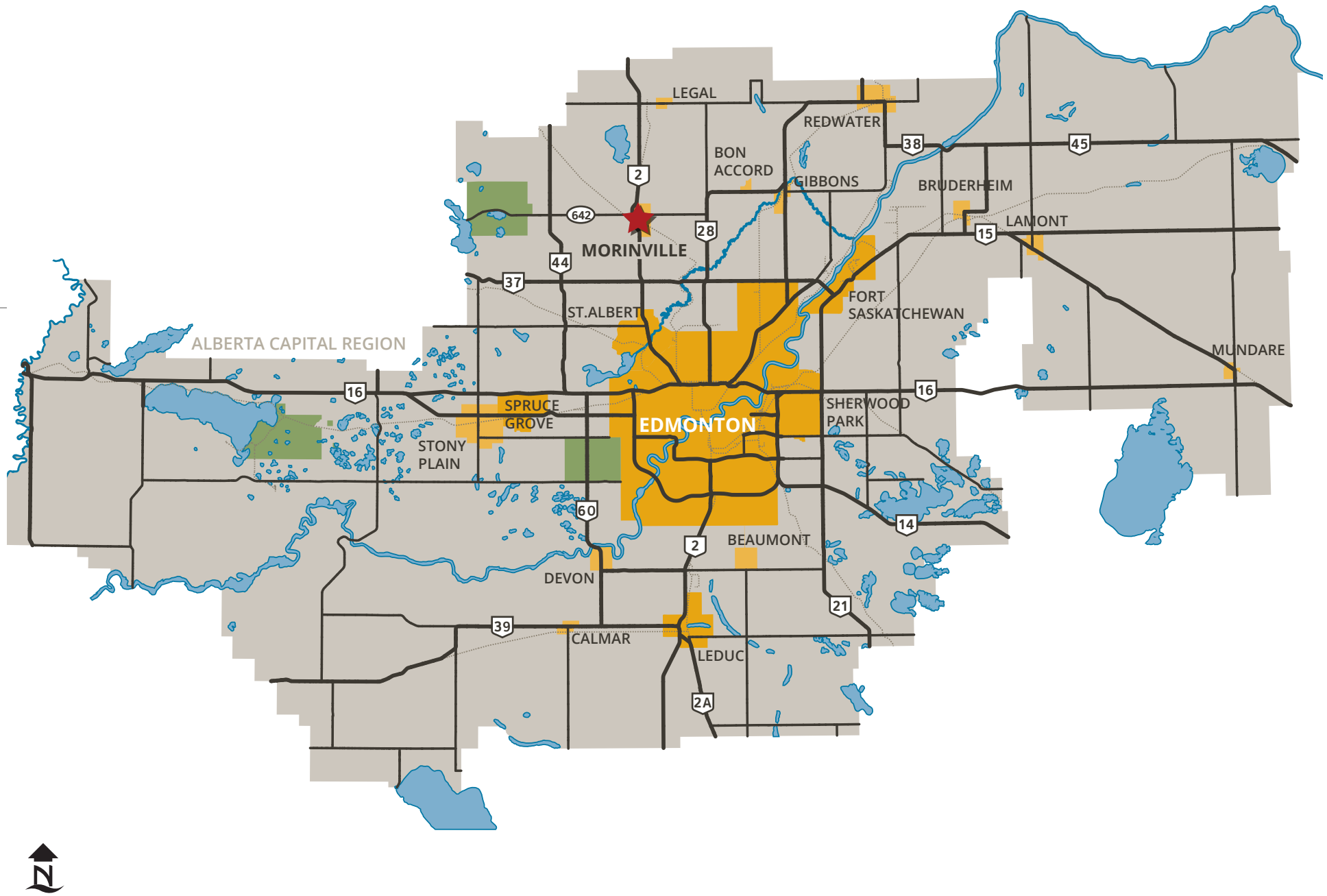


FIGURE 1 — REGIONAL CONTEXT

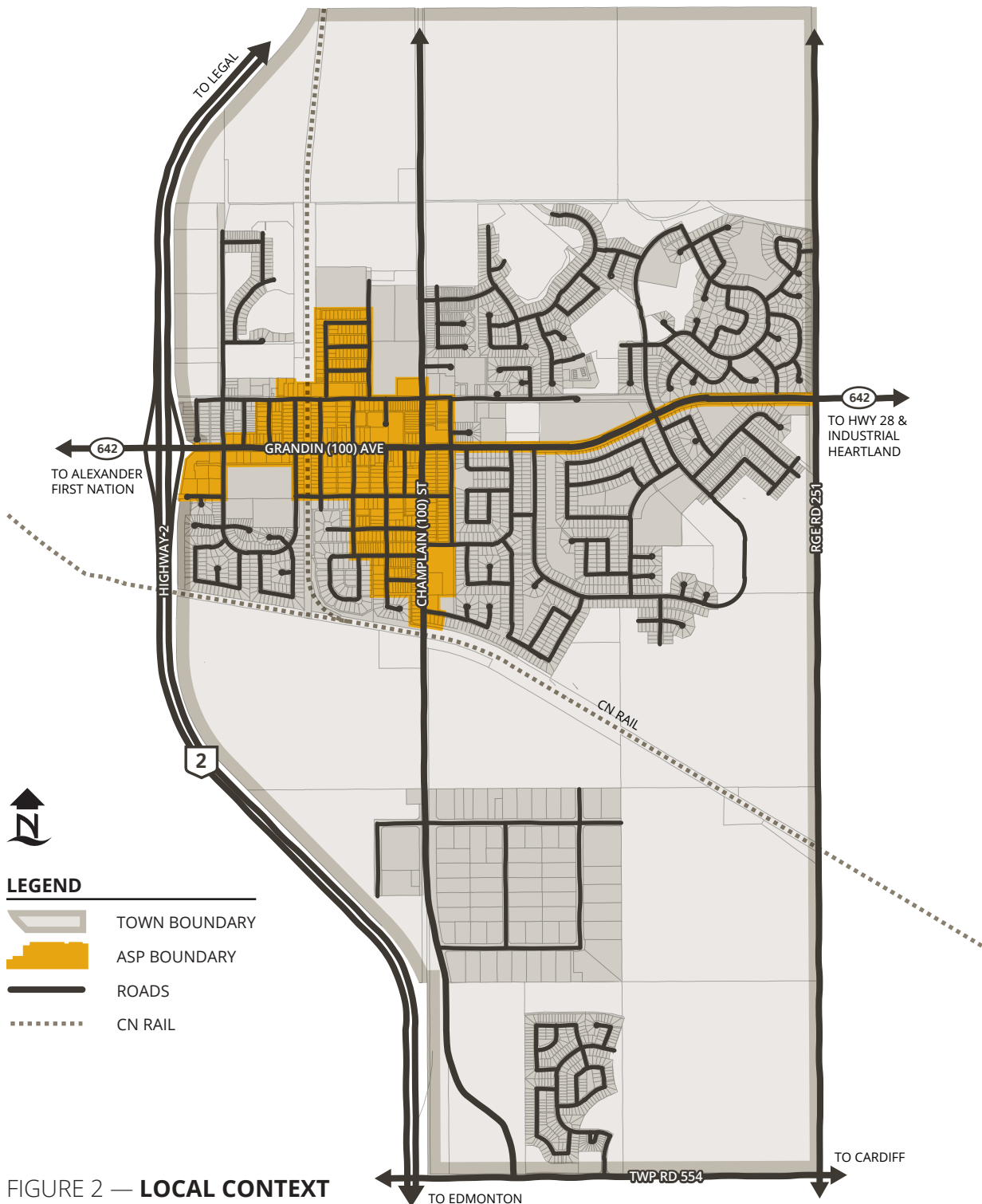


FIGURE 2 — LOCAL CONTEXT

## Morinville — Local Context

The intersection of 100 Avenue and 100 Street is the crossroads at the 'heart' of Morinville as shown in **Figure 2 — Local Context**. The two roadways form the main axes of the ASP area and the Town. From this intersection, Morinville's two main commercial corridors, 100 Avenue and 100 Street, extend east and west, and north and south respectively.

The two roadways are the only two corridors that extend the entire length and breadth of Morinville. They connect Downtown Morinville with local neighbourhoods, surrounding communities and provincial destinations. One Hundredth Avenue, as Provincial Highway 642, has a local and regional function, it is both Main Street and a regional connector highway.

## Area Structure Plan Boundary & Rationale

The ASP area comprises a ‘Primary Boundary’ as shown in **Figure 3 — Area Structure Plan Boundary**, and a ‘Secondary Boundary’. The Primary Boundary is the primary focus of planning, analysis and policy.

The Primary Boundary has been defined to include the two commercial corridors and residential and mixed use areas currently located in the blocks ‘behind’ the commercial frontages that may be affected by development along the corridor. In deciding which residential pockets to include, the age, housing composition and condition, and proximity to the Downtown core were all considered. Residential areas that are likely to experience pressure for redevelopment due to proximity to Downtown and commercial corridors, or the presence of large, underdeveloped lots have been included in the ASP boundary, to provide guidelines and policies to address how growth is managed. The ASP boundary was contracted from the initial proposed boundary to exclude neighbourhoods that were relatively new, uniform and unlikely to receive pressure for redevelopment or infill within the timeframe of this ASP.

The Secondary Boundary extends east along 100 Avenue from 99 Street east to East Boundary Road to include the eastern extent of 100 Avenue that is the subject of the Highway 642 Functional Planning Study (FPS). The western extent of the FPS is contained within the Primary Boundary. As discussed in more detail in **Chapter 2 Planning Context**, the Highway 642 Functional Planning Study forms the technical foundation for the Downtown core planning policy found in this ASP.

### Development

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

### Mixed-Use Development

Development that mixes compatible residential, commercial, institutional and recreational land uses, and may do so within an area of land and/or within buildings, in order to increase density, reduce development footprint through intensification of land use, and to improve public accessibility to the range of mixed land uses.

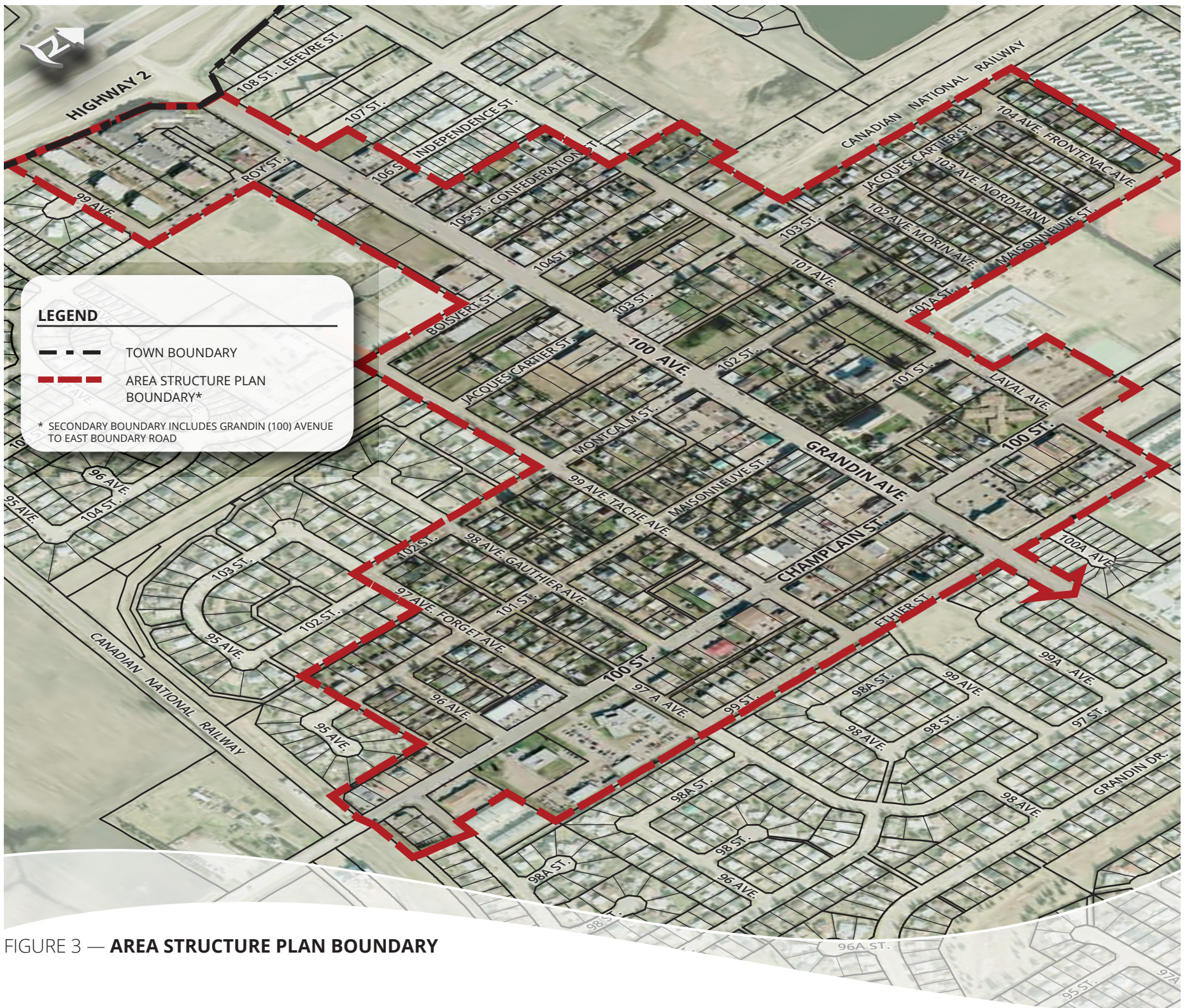


FIGURE 3 — AREA STRUCTURE PLAN BOUNDARY

## Public & Stakeholder Engagement

Engaging community stakeholders was a significant part of the planning process. Several methods were used to provide information and receive feedback. The information obtained through the various public and stakeholder engagement processes was highly valuable in helping the project team to first understand the issues and concerns of participants, and then to respond through written policy.

### Open Houses

Three open houses were held: June 2012, September 2012 and May 2013. One open house was combined with the Highway 642 Functional Planning Study. The function of the open houses was to provide an opportunity to engage with citizens and business owners about the project, to provide project information, and to understand the issues raised by attendees.

### One-on-One Business Stakeholder Sessions

One hundred and three land and business owners in the ASP area were invited to participate in one-on-one interviews to express their views, concerns and aspirations for the Downtown. Twelve business owners participated in the interviews and one owner provided a written submission.

### Small Group Residential Stakeholder Sessions

Three hundred and twelve residential landowners in the Plan boundary were invited to participate in small group chat sessions about the project. Two coffee shop sessions were held at the Higher Grounds Espresso Bar on 100 Avenue, one during a weekday afternoon and one during a weekday evening. Each session involved between five and seven residents. Two 'at-home' sessions were held, one on a weekday evening and one on a Saturday afternoon, with six to eight people participating in each. About twenty-six people participated in total, representing just over eight per cent of those invited.



## CHAPTER 2 PLANNING CONTEXT

## Statutory Requirements

### Municipal Government Act

Part 17, Section 633 of the *Municipal Government Act* (MGA) outlines the minimum requirements for the preparation of an Area Structure Plan:

An ASP:

1. must describe
  - a. the sequence of development proposed for the area,
  - b. the land uses proposed for the area, either generally or with respect to specific parts of the area,
  - c. the density of population proposed for the area either generally or with respect to specific parts of the area, and;
  - d. the general location of major transportation routes and public utilities, and
2. may contain any other matters the council considers necessary.

### Municipal Development Plan (MDP) Bylaw 11/2012

The Town's Municipal Development Plan (MDP), adopted in 2012, provides a clear mandate and strong direction for the preparation of the Cœur de Morinville Area Structure Plan. Section 8.5.2 of the MDP outlines the general terms of reference for this ASP. This ASP is consistent with the principles and policies of the MDP, in particular the Downtown and Residential land use policies, the Community Design, Sustainability and Economy policies, and the Downtown growth management policies.

Appendix 3 of the Municipal Development Plan (MDP) provides the General Terms of Reference for the preparation of an Area Structure Plan in the Town of Morinville.

**Municipal Government Act**  
The primary legislation governing municipalities in the Province of Alberta.

**Direction for this ASP comes from three influential background documents:**

1. Morinville 2035: Growing Together
2. Highway 642 Functional Planning Study
3. Growing Forward, the Capital Region growth plan

## Background Documents

### Morinville 2035: Growing Together, Municipal Sustainability Plan (MSP)

Morinville 2035 is an aspirational blueprint for achieving community sustainability from the collective perspective of those who participated in the project, including local government, organizations and citizens.

The MSP identifies six sustainability pillars and a number of goals under each pillar. It is intended that through various initiatives, both at the local government level and at the community level, the Town will reach the MSP's goals thereby moving the community toward a more sustainable state. Land use planning is one avenue available to help reach certain goals. For more details please see **Appendix B — MSP Sustainability Pillars & Goals**. The MSP goals most appropriately supported by this ASP through its long term implementation include:

- Involved citizens
- Accountable leadership
- Efficient community planning
- Celebrated arts, culture and heritage
- Shared identity
- Desirable community
- Inclusive community
- Healthy economy
- Thriving local business
- Thriving local agriculture
- Complete visitor experience
- Responsible Management
- Lighter Ecological Footprint



## Highway 642 Functional Planning Study (FPS)

The Functional Planning Study is also directed by the MDP. It forms the technical foundation for this Area Structure with regard to land use, transportation network, streetscape design and related matters for the 100 Avenue/Highway 642 commercial corridor in the Downtown. As stated earlier, the extent of the FPS boundary is incorporated into this ASP. Right of way and access management requirements and recommendations of the FPS are incorporated in this ASP through policy.

The FPS confirms key elements that are fundamental to the ASP, including:

- right of way width,
- roadway width,
- centre median requirements and opportunities,
- traffic management controls at key intersections,
- opportunities for sidewalk enhancement,
- parking requirements and opportunities,
- opportunities and limitations for access to adjacent properties, and
- pedestrian safety and traffic calming.

The FPS sets the general parameters for the place-making function of 100 Avenue. It is the foundation for developing a great street and a vibrant Downtown.

## Growing Forward: The Capital Region Growth Plan

The Edmonton Capital Region Board (CRB) was established pursuant to the *Capital Region Board Regulation AR 49/2008* to complete a growth plan for the Edmonton Capital Region with four key components: Land Use, Intermunicipal Transit, Housing, and Geographic Information Services (GIS).<sup>3</sup> With the participation of twenty-four member municipalities in the initiative, the CRB is also responsible for guiding implementation of the growth plan. The Capital Region comprises a total land base of 9,418 square kilometers, including Morinville.

*Growing Forward* contains a number of land use principles and policies that are intended to influence decision-making in the Capital Region to reach its stated goals. All themes expressed below are important to this ASP. However, themes 2, 3 and 6 are particularly pertinent. This ASP must be consistent with the principles and policies of the CRB's regional growth plan.

The Land Use Principles are expressed through six main themes:

1. Protect the environment and resources;
2. Minimize the regional footprint;
3. Strengthen communities;
4. Increase transportation choice;
5. Ensure efficient provision of services; and,
6. Support regional economic development.

- Policy**  
A deliberate statement of action to guide decisions and achieve rational outcomes.
- Principle**  
A basic or shared value that guides the direction of policy formation.

<sup>3</sup> Capital Region Board website: [www.capitalregionboard.ab.ca](http://www.capitalregionboard.ab.ca)

## Interpretation

Policies are written using “shall”, “should” or “may” statements. The interpretations of “shall”, “should” and “may” that follow provide the reader with a greater understanding of the intent of each policy statement:

**‘shall’** – denotes compliance or adherence to a preferred course of action.

**‘should’** – denotes compliance is desired or advised but may be impractical or premature because of valid planning principles or unique/extenuating circumstances.

**‘may’** – denotes discretionary compliance or a choice in applying policy.





## CHAPTER 3 SETTING THE STAGE

## Introduction

The ASP area has grown, evolved and changed for more than one hundred years. This is the oldest part of the community; the first subdivision was registered in 1899 as 'Plan VIII' when northern Alberta was still part of the Northwest Territories. The first subdivisions have left a major imprint on the urban texture of Morinville in terms of the grid street pattern, right of way widths and lot sizes. Just as the decisions of more than a century ago affect the present urban fabric, today's and tomorrow's decisions will have an effect for decades and centuries.

The following sections seek to create a profile of the Heart of Morinville today; to set the stage for proposals, policies and programmes for the future of the centre of the community.

## Issues & Opportunities

There are a number of challenges and opportunities within the ASP boundary. Some challenges can be seen as an opportunity with the right perspective. The key issues and opportunities identified through background research, analysis and numerous face-to-face conversations with business owners and area residents are summarized here.

### Issues:

1. **Traffic & Pedestrian Safety.**  
One Hundred Avenue/Highway 642 functions as both a main street and as a provincial highway. The right of way width of the highway is rather large for a 'main street' at 30 m. Additionally, the roadway feels very open with no incentive for vehicles to slow down. The results of the current roadway design are that vehicles often travel faster than the posted speed and pedestrians are challenged to cross the road quickly and safely (in particular those with mobility challenges). The long term road design for 100 Avenue will see roundabouts controlling traffic at key intersections and generally slowing traffic and improving pedestrian safety. However, in the intervening years before the roundabouts are constructed, a number of interim and permanent measures could be taken to calm traffic and improve overall safety for all who use the roadway. Interim implementation of measures to improve traffic and pedestrian safety should be considered.
2. **Vacant land along 100 Avenue/Highway 642.**  
This issue may be related to the challenges of dual approval authority jurisdiction and the associated lack of certainty in the approval process prior to the adoption of the Highway 642 Functional Planning Study. Landowners, developers and investors need reasonable certainty on land use policy and regulation to make informed investment decisions. To illustrate the point, there has been recent substantial investment and reinvestment along 100 Street while prime developable land along 100 Avenue/Highway 642 sits vacant, in part due to fewer regulatory restrictions along 100 Street.
3. **Economic development in Morinville.**  
The 100 Avenue corridor carries high volumes of traffic yet is falling behind 100 Street in terms of property investment and reinvestment. Once a bustling economic hub serving regional agricultural needs, Morinville's Downtown is challenged by lack of critical mass and drawing power, a compromised aesthetic environment and trade leakage to other centres (i.e.: larger metropolitan areas such as St. Albert and Edmonton).

## Opportunities:

- 4. Aesthetics in the Downtown core.**

There is a general sentiment that aesthetics along 100 Avenue have fallen behind that of 100 Street. In part this may be related to the first issue, too, wherein provincial right of way requirements may discourage improvement efforts. However, several other factors clearly play a role, including a predominance of single-storey buildings, very wide road right of way, and lack of a cohesive character.
- 5. Redevelopment & infill in mature neighbourhoods.**

Reinvestment in existing neighbourhoods is generally considered positive, unless that investment negatively affects the existing character and feel of the neighbourhood. The challenge is to allow for a modest increase in residential density in and around the Downtown and to support the Downtown, while respecting the integrity of the existing community.
- 1. Vacant land along 100 Avenue/Highway 642.**

The other side of this situation is that there is considerable opportunity in the Downtown for investment and reinvestment now that the jurisdictional and access management issues have been addressed by the Highway 642 Functional Planning Study.
- 2. Strong cultural/heritage connections.**

There are numerous significant and/or interesting heritage properties. The best known and iconic property is the St. Jean Baptiste Catholic Church and Rectory, along with the old convent, now converted into residential suites. This strong core is a landmark that speaks of the cultural, historical and spiritual heritage of the community. A strong sense of place can be built around historically and architecturally substantive properties in the Downtown. Through the various conversations with stakeholders, the notion that Morinville needs to capitalize on its strong French cultural heritage was evident.
- 3. Redevelopment & infill in mature neighbourhoods.**

There is adequate infrastructure in most areas of the ASP boundary to enable a modest increase in residential and non-residential density. Most, if not all, infrastructure upgrading is required only at the property line where new development connects to existing utilities. Additionally, there are some very large lots that are currently underutilized that if redeveloped could support more efficient use of land and a more compact urban form.
- 4. Strong Community Spirit.**

A number of engaged and committed people have influenced this document. This level of community spirit will make implementation of key initiatives possible, i.e.: revitalization and beautification and of the Downtown.

## Streets & the Street Network

The street network forms the skeleton that supports the land use pattern. It has a major role in defining the character of a place. Thus it will be discussed before land use.

### Historic Influences

The ASP area is built on a grid street network. Street widths were defined at the time of first subdivision. All streets, with one exception were “one chain”, or 66 feet in width, the same as many rural road allowances. That corresponds to a 20 m width today, slightly greater than local streets, slightly less than collectors.

The one exception is 100 Avenue, or “Main Street”, which was surveyed with a chain and a half (99 feet) right of way. From the beginning, 100 Avenue was envisioned as a main road, and history has met this expectation. The greater width has allowed for more travelling lanes moving higher volumes of traffic. On the other hand, the greater width increases crossing distance for pedestrians and contributes to concerns with speeding and pedestrian safety, issues of interest and concern to both this ASP and the Highway 642 Functional Planning Study.

### Contemporary Influences

With the popularization of personal automobile use in the mid-twentieth century, curvilinear road layout became popular for excluding through traffic and centralizing open space in residential neighbourhoods. This street design is evident in the neighbourhoods immediately adjacent to and outside of the ASP boundary to the southwest. However, curvilinear road layout does not support pedestrian efficiency or connectivity with adjacent neighbourhoods; rather it supports automobile efficiency, separation of uses and efficient use of developable land (curvilinear road design consumes 16-25% less land than traditional grid design).<sup>4</sup>

In recent times the traditional grid system of road layout, or a modern version thereof, has enjoyed a renaissance in large part to the ‘new urbanist’ movement. New urbanists argue that the modern grid street layout results in greater pedestrian legibility, improves connectivity between neighbourhoods, and offers lane access; all key positive attributes in supporting healthy and vibrant neighbourhoods. Also favoured by new urbanists is the use of sidewalks separated by treed boulevards on both sides of by the road further encouraging people to walk with a greater sense of security in and through neighbourhoods.

Fortunately for Morinville the residential neighbourhoods immediately adjacent to the Downtown exhibit the grid street layout, with most residential and some commercial properties backing onto lanes. Rear lanes in these neighbourhoods help promote pedestrian activity at the front of the street by directing vehicular access to the rear of the property. All lanes support two way traffic and are typically 6.0 m in width.

**Figure 4 — Street Network** is a schematic representation of the overall road layout. The project boundary is shaded dark grey. The rectangular blocks created by the grid road system are clearly visible, compared to the curvilinear road layout of the adjacent neighbourhoods to the south west.

This ASP supports the grid system of road layout with treed boulevards and separated sidewalks as providing better connectivity, a more pleasant pedestrian experience and better orientation or ‘wayfinding’.

A final comment about street names is appropriate. The early streets were named after well-known historical or ecclesiastical figures, or both. Hence, avenues were named Forget, Gauthier, Tache, Grandin, Laval, Nordmann and Frontenac, from south to north. Streets are: Ethier, Champlain, Pilon, Maisonneuve, Montcalm, and Boisvert from east to west. Later these streets were numbered using 100 Avenue and 100 Street as a base. Today, both are in use, the numbers providing a more identifiable but less historical reference point. In the document, the numerical names are used for consistency.

**Connectivity**  
Development or infrastructure that maximizes opportunities for people to physically connect with each other on, for example, bike trails, walking paths or transit.

**New Urbanist**  
A person who subscribes to the tenets of the new urbanism design movement, which promotes walkable neighbourhoods with a range of housing types, proximity to amenities, jobs and transit. The new urbanism movement elevates the importance of people, social interaction and community well-being over the convenient movement and accommodation of automobiles.

<sup>4</sup> CMHC, *Research Highlights: Residential Street Pattern Design*, Socio-economic Series 75, July 2002.

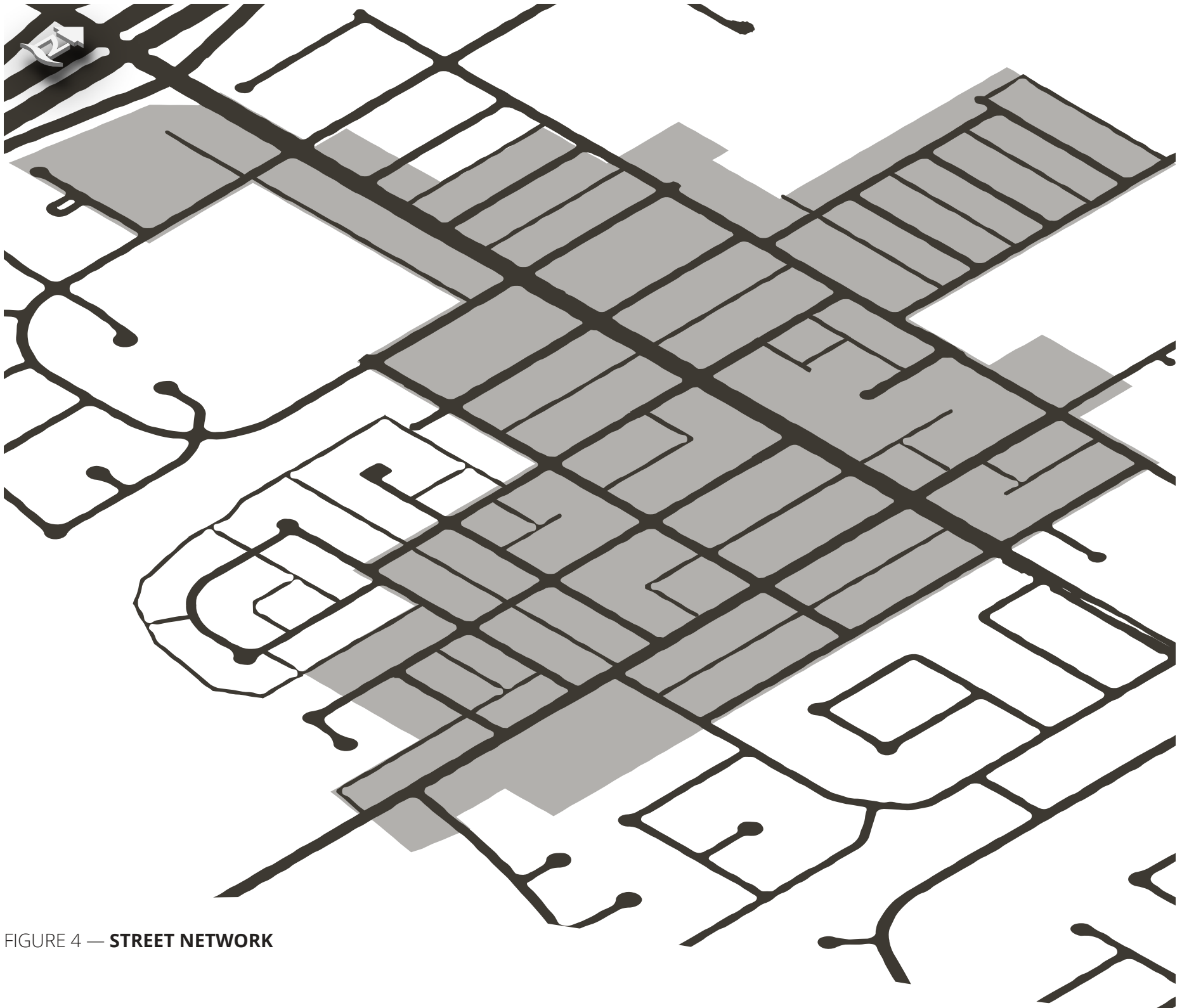


FIGURE 4 — STREET NETWORK



## Land Use

The existing land use within the plan boundary is shown in **Figure 5 — Existing Land Use** using the current Land Use Bylaw Districts. Simply, the two main commercial corridors are predominantly under commercial use with residential use behind. There are some transition areas in between and in a few locations the mixed use pattern becomes quite complex.

The dominant land uses, residential and commercial, represent approximately 34 ha (84 ac) and 22 ha (54 ac) respectively of the approximately 64 ha (158 ac) plan boundary.<sup>5</sup> Institutional and park uses comprise approximately 8 ha (20 ac). These areas are summarized in **Table 1** below.

TABLE 1 — **TOTAL ASP AREA BY MAJOR LAND USE CATEGORY**

MAJOR LAND USE CATEGORY	HECTARES (ha)	ACRES (ac)
Commercial	21.45	53.00
Residential	33.95	83.89
Institutional	7.55	16.66
Parks	0.65	1.60
<b>TOTALS</b>	<b>63.60</b>	<b>155.15</b>

The mature residential neighbourhoods adjacent to the two commercial corridors are designated as Single Detached Residential (R-1A), with a few pockets of Two-Unit Residential (R-2), Medium Density Residential (R-3) and Medium/High Density Residential (R-4).

The commercial uses along 100 Avenue and 100 Street comprise primary and general commercial uses. The Primary Commercial (C-1) land use district is applied to the Downtown core. It includes typical downtown uses: offices, retail, government, business and financial services, with zero setbacks at the front and side yards. Hence a strong street orientation is possible, desirable and usual. The General Commercial (C-2) land use district is applied to the rest of the commercial corridor lands outside of the Downtown core. This District allows for similar uses to the Primary Commercial district, yet considers a number of discretionary uses that would not be appropriate in a downtown, such as drive through businesses, service stations, and other automobile oriented uses. The expansion of the C-1 district to include both sides of 100 Street north of 99 Avenue to encourage a larger area of street frontage is an issue addressed in this ASP.

Four direct control uses exist within the ASP Boundary: DC-1, DC-3-3, DC-4, and DC-T. Most of the DC districts represent residential developments. The DC-4 District enables a mixed residential/commercial use development. The DC-T District represents land that will eventually transition from a former use to a future use that is yet unknown. The use of direct control districts illustrates (1) the complexity and/or uniqueness of some development proposals, and (2) the usefulness of site specific zoning instruments in accommodating special or unique development proposals.

<sup>5</sup> The Secondary Boundary, from 99 or Ethier Street east to East Boundary Road, comprises just under 6 ha (14.8 ac) of land. For the purposes of land use planning analysis, the Secondary Boundary is not being considered here.



FIGURE 5 — EXISTING LAND USE

## Population

The Municipal Government Act (MGA) requires that an area structure plan consider future population growth within the study area. This is because population projections help communities plan for the amenities and infrastructure necessary to provide an appropriate level of service people come to expect in urban areas.

The challenge, however, is that population projections are characteristically inaccurate and are based on assumptions that may not hold true over time. That being said, population projections are useful in assessing a community's or neighbourhood's readiness for growth and for identifying the resources required to support growth.

All projections in this document are for planning purposes only, and do not constitute policy. It is expected that these projections will need to be regularly updated to reflect the most up-to-date information and assumptions.

### Perspective

Experts agree that a key ingredient of a successful downtown is people living and/or staying in or near downtown.<sup>6</sup> In other words, increase population to increase success.

Downtown or near downtown population growth can take place in many ways, including:

1. through mixed commercial/residential development,
2. infill of vacant areas, and/or
3. rejuvenation of underdeveloped areas at higher densities.

To attract population, the Downtown must be a safe, attractive place to live. The vitality of near-Downtown low density residential development is a tribute to the perceived attractiveness of downtown.

There are a number of opportunities in or near Morinville's Downtown for creating housing and resultant increased population. There are several vacant parcels which could support mixed commercial and residential use; whether this will happen will be subject to favourable policies, market conditions and development feasibility.

There are also constraints that place limits to population growth: respect for existing neighbourhoods and the need for commercial development; and, realistically, not everyone values living in or near Downtown.

### Projections

The existing population within the ASP boundary was estimated with a roof top count using aerial photography and the density assumptions found in this document. The approximate current population of inside the Plan boundary is 1300. To estimate the population potential of Morinville's Downtown, an inventory was made of all vacant land (see **Table 2 — Vacant Land Areas by Land Use District**) and assumptions were made of the percentage of developed land with potential for redevelopment and infill within the entire ASP area. The land area for each land use district was calculated and possible densities and suitable housing forms were assigned to each area, in keeping with the location and surroundings. A range of residential densities in units per hectare, and population densities in terms of persons per unit/household, were assigned and aggregated (see **Appendix C — Population Projection Assumptions & Calculations**). The possibility of housing for target groups such as seniors' housing or family housing is inherent in the Medium Density Residential (R-3), Medium-High Density Residential (R-4) and equivalent Direct Control District (DC) land use districts, meaning these land use districts allow for densities that could easily accommodate special needs housing. The effect of existing and proposed policies and land use regulations was also considered.

**Density**  
Means a measure of the ratio of dwelling units per area of land, usually hectare or acre. The unit area of land can either be gross, meaning including all land used for roads, parks, utilities, etc., or net, meaning just the land used for locating houses.

<sup>6</sup> 20 *Ingredients for an Outstanding Downtown*, Rodger Brooks, 2013

TABLE 2 — VACANT LAND AREAS BY LAND USE DISTRICT

DISTRICT	HECTARES (ha)	ACRES (ac)
C-1 – Primary Commercial	0.61	1.50
C-2 – Secondary Commercial	1.05	2.59
R-3 – Medium Density Residential	0.36	0.90
DC-3-3 – Direct Control Residential (Equivalent to R-4 – Medium/High Residential)	0.24	0.59
DC-4-1 – Direct Control Residential (Equivalent to R-4 – Medium/High Residential)	0.59	1.42
<b>TOTALS</b>	<b>2.85</b>	<b>7.03</b>

The result of this analysis showed that under realistic assumptions:

- about 2.8 hectares (7.0 acres) of vacant land exist within the ASP area in various land use districts;
- there is considerable opportunity for redevelopment, although specific sites have not been identified and quantified.
- the population potential could approach up to 1,283 additional people if all vacant land were developed and all infill and redevelopment opportunities were realized per the assumptions.

Whether or not this will be achieved is a matter of good policy, favourable regulation, people's preferences and feasible development opportunities. However, the goal of bringing more people Downtown starts with a vision and requires sound policy.

**Goal**

To encourage more people to live in the Downtown core and adjacent neighbourhoods.

**Policies**

1. Morinville shall encourage mixed-use development, both horizontal and vertical, in the Downtown core.
2. Morinville shall work with housing agencies to identify suitable sites to meet various housing needs, either as single or mixed use developments.
3. Morinville shall examine the land use bylaw to ensure that regulations don't inhibit or discourage densification of the Downtown core.
4. Morinville shall promote the Downtown as a favourable place to live in terms of amenities, quality of life, lifestyle, and ease of access to year-round festivals and events.
5. Morinville shall work with developers to encourage the development of both short and long term housing options.
6. Morinville may support the preparation of a community needs assessment for the Downtown core and adjacent residential neighbourhoods.

# Mobility

## Pedestrian Networks

The ability of pedestrians to navigate efficiently and safely is a key factor in the success of any neighbourhood, and especially a downtown. Pedestrian safety and convenience was a major theme emerging from the stakeholder consultations. A pedestrian-oriented neighbourhood by definition requires that pedestrian safety, convenience and quality of experience are prioritized.

Generally speaking, pedestrian connectivity within the ASP boundary could be substantially improved. The most perplexing and frustrating connectivity issue is the discontinuity or absence of sidewalks along many roadways, especially between different eras of residential development. **Figure 6 — Pedestrian Connectivity** identifies the existing sidewalks within the ASP boundary in green and the discontinuity of these sidewalks in blue, labelled as “Opportunity for Connectivity”. Discontinuity is most evident in transitional areas between residential and non-residential uses. On some residential roads, 99 and 101 Avenues for example, the location of the sidewalk switches from north to south several times along the length of the roadway, necessitating excessive crossings in order to stay on a sidewalk the length of the road.

A related issue is the narrow width and problematic condition of residential sidewalks within the ASP boundary. For example, walking two abreast or two people walking with one stroller or one walker is not a comfortable experience. Accommodating two strollers, a double stroller or two walkers is impossible. Moreover, many of the residential sidewalks suffer from unevenness (water pools in spring/ice builds in winter), trip-inducing cracks, vegetative overgrowth, and ineffectual curb cuts. Combined with the lack of continuity and the need to criss-cross the street numerous times to stay on a sidewalk, it is not uncommon to see pedestrians take to the carriageway and avoid the sidewalks altogether, especially when walking with a companion or with strollers.

Sidewalks are not continuous along the south side of 100 Avenue west of the CN Rail line. A sidewalk extends on the south side of 100 Avenue west of the CN Railway tracks to the west edge of the developed commercial property, and then it stops. There is no sidewalk from this point to the Highway 2 overpass. On the north side of 100 Avenue, the sidewalk is continuous from the CN Railway tracks until 107 Street.

## Public Transit

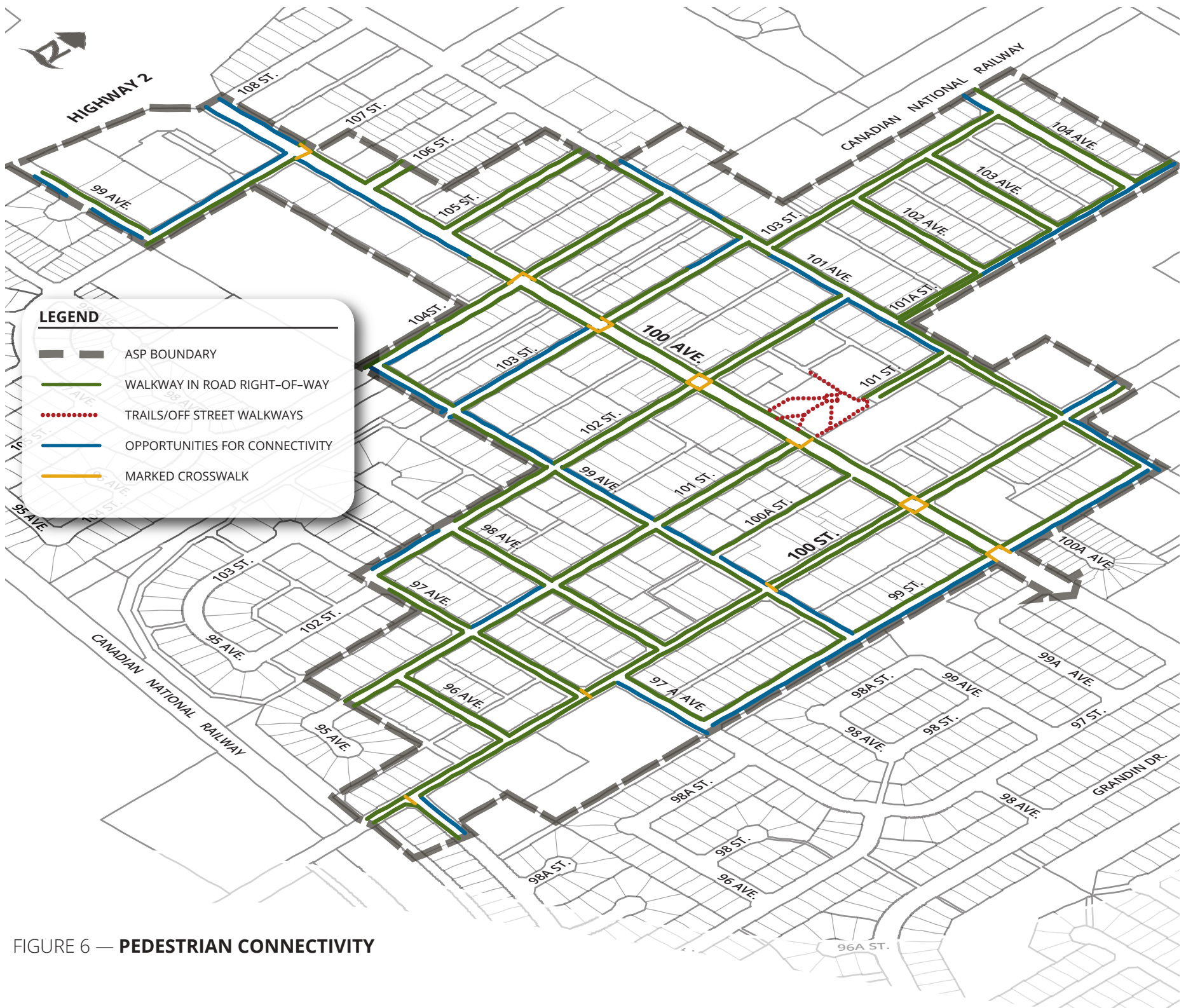
While a taxi service operates in Morinville, there is no bus service. An inter-municipal bus service to St. Albert was in place for a number of years but was discontinued due to lack of ridership, commonly considered in part due to the very limited service schedule.

Transit feasibility is directly linked to population density. Ridership tends to increase as the number of people in a neighbourhood increases. Therefore, higher residential density in the Downtown could help support some level of future transit service in Morinville. It would be prudent to investigate the feasibility of providing bus transit service once again to St. Albert as Morinville’s population continues to grow, as supported by the Municipal Development Plan, policy 11.2.

## Parking

Parking is a necessity which must be accessible, convenient, and unobtrusive. Although this plan focuses on sustainable design practices and walkability, there is a need for practicality in regards to transportation movement and public parking. Therefore, it must be balanced with pedestrian- and transit-oriented design and integrated with a variety of uses without adversely affecting the area. Accommodating space for parking is still required and a central component in ensuring Downtown businesses, services, and amenities can be easily accessed by motorists. Parking must be convenient and secure.

On-street parking should be maximized in commercial areas. Surface and structure parking lots should not front a main street, and are best located behind buildings which address the street. Further, parking areas need to respect Crime Prevention Through Environmental Design (CPTED) principles, particularly for natural surveillance. In other words, sight lines to parking areas should be maintained and not obstructed.



**LEGEND**





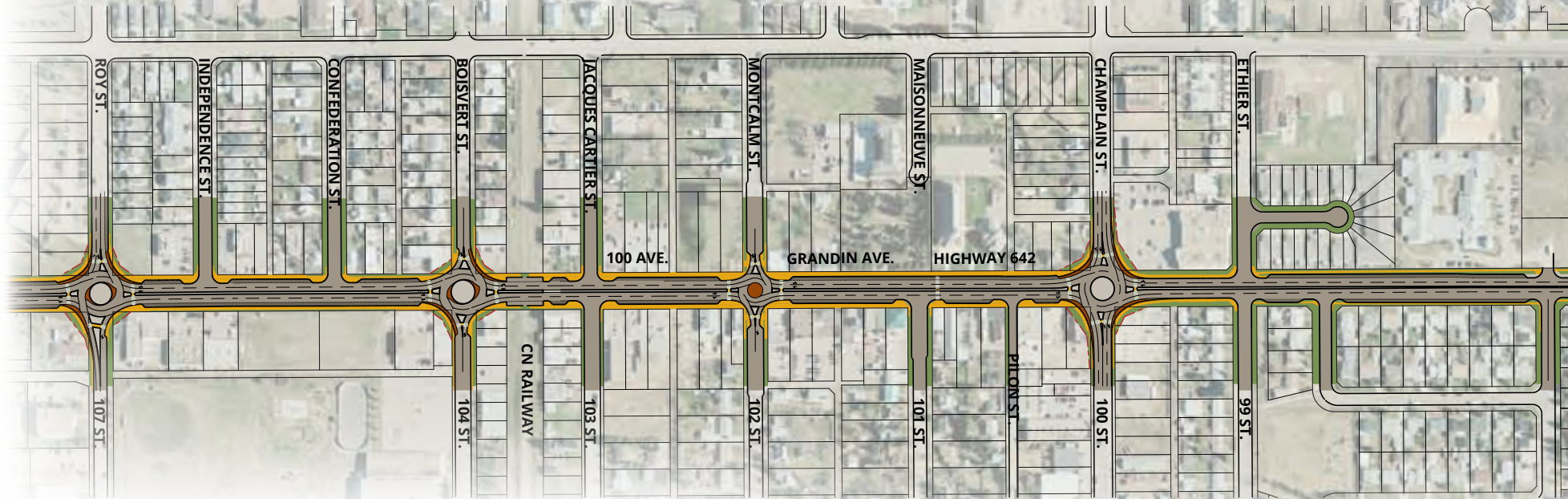
-  ASP BOUNDARY
-  WALKWAY IN ROAD RIGHT-OF-WAY
-  TRAILS/OFF STREET WALKWAYS
-  OPPORTUNITIES FOR CONNECTIVITY
-  MARKED CROSSWALK

FIGURE 6 — PEDESTRIAN CONNECTIVITY



## Highway 642

The Highway 642 Functional Planning Study (FPS) offers a technical foundation to this ASP. The FPS Project area extends along Highway 642/100 Avenue from the Highway 2 overpass at the west limit to East Boundary Road at the east limit of Morinville.

The purpose of the FPS is to create a long term plan for Highway 642/100 Avenue through Morinville that will:

- support traffic & pedestrian safety on Main Street,
- address access management (long term),
- determine long term road requirements, and
- confirm required right of way.

## Recommendations

The FPS recommends the use of modern roundabouts to address the key aspects of the project after careful analysis of two technically feasible options. This recommendation was prepared with thoughtful consideration of the stated needs of the community gathered through public discussions, the needs of the Municipality for resolution of outstanding issues, the requirements of Alberta Transportation to move goods and services effectively, efficiently and safely along a Provincial Highway, and the technical analysis performed by the Engineering Consultants.

Roundabouts are different from traditional traffic circles in two important ways:

1. they are designed to be smaller in diameter and safer to navigate,
2. they improve pedestrian safety by setting pedestrian crossings back from the entry points of the roundabout, reducing the number of pedestrian-vehicle conflict points, and offering a mid-crossing refuge on a wide median.



FIGURE 7 — PROPOSED ROUNDABOUT LOCATIONS

These safety improvements over signalized intersections were just two reasons why the roundabout option was recommended. The other primary reasons to recommend roundabouts were that their implementation would significantly reduce land acquisition requirements and associated costs and impacts on existing businesses in the Downtown.

Seven modern roundabouts are proposed at key intersections along 100 Avenue within the boundaries of Morinville over the long term, as shown in **Figure 7 — Proposed Roundabout Locations**. It should be noted that not all roundabouts will be constructed at the same time. Exactly when they will be constructed will depend largely on traffic safety warrants, Level of Service, and access to funding. The seventh roundabout is proposed to be located at the intersection of Highway 642 and East Boundary Road, which is situated predominately within the Sturgeon County municipal limits. Sturgeon County was a participant in the FPS with representation on the Project Review Committee.

The Highway 642 Functional Planning Study recommendations will result in some adjustments to the existing road right of way. As illustrated in **Figure 8 — 100 Avenue Cross Section**, the proposed roadway will include:

- four lanes of travel, each 3.5m in width,
- one lane of parking on each side of the road, each 3.0m in width,
- a 2.0m wide centre median, and
- a sidewalk on each side of the roadway measuring a maximum of 4.1m in width.

Through the implementation of the proposed future road cross section pedestrian safety is improved as vehicular traffic is slowed down by the roundabouts and crossing points are set back from key traffic movement areas, as shown on **Figure 9 — Roundabouts & Pedestrian Crossings**. Additionally, pedestrian crossings will be maintained along 100 Avenue at 101 Street and 99 Street.



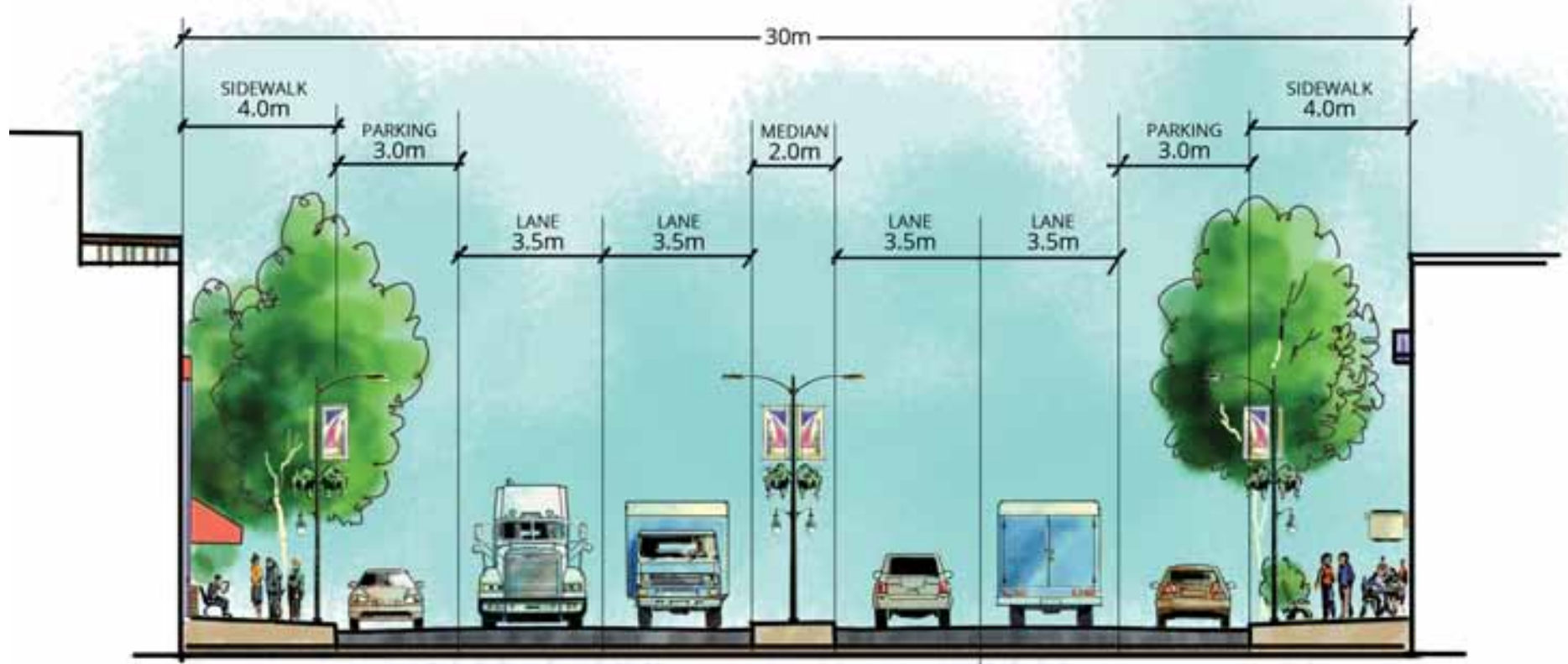


FIGURE 8 — 100 AVENUE CROSS SECTION

## Access Management

Managing direct access to 100 Avenue is critical to ensure that it functions optimally and safely in the long term. This means that wherever possible, direct access will either be removed or limited to right-in/right-out movements; no all directional access will be allowed to sites from 100 Avenue in between roundabouts once they are constructed.

A detailed plan indicating future access management and a table detailing preferred access management approaches for individual properties along 100 Avenue can be found in **Appendix D — Highway 642 Access Management Plan**. All future development along 100 Avenue proposing new or relocated access will be evaluated against the FPS access management plan. The general guidelines for managing access found in the FPS are summarized below:

### 1. Existing Accesses

- Relocate access to minor road or rear lane, if possible
- Consolidate multiple accesses
- Consolidate lots covered by a single development
- Promote joint access and/or cross access agreements between landowners
- Relocate access on site to improve safety
- Minimize driveway widths
- Set parking back from intersections minimum 6m to 7m to improve sight lines

### 2. New Accesses

- Avoid direct access to 100 Ave if possible/practical
- Allow for site specific analysis and consideration of development type in deciding access suitability

### Policies

1. In collaboration with Alberta Transportation and to the extent possible within its jurisdiction, Morinville shall implement the recommendations of the Highway 642 Functional Planning Study in the administration and implementation of the Cœur de Morinville ASP and through all associated subdivision, development and planning-related processes.
2. Morinville shall support the development of Highway 642 by the road authority in accordance with the Highway 642 Functional Planning Study.

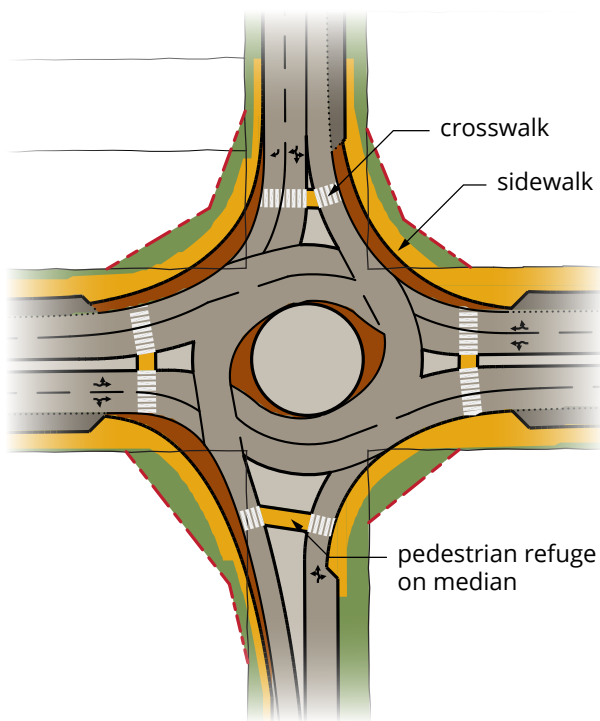


FIGURE 9 — **ROUNDBABOUTS & PEDESTRIAN CROSSINGS**

# Utility Infrastructure

## Utilities

The 2008 Municipal Utility Servicing Plan (MUSP) by UMA Engineering identified overall system improvements to meet the ultimate build out of Morinville to a population of 30,000. However, it did not contemplate any substantive changes in proposed land use or density than was planned for in 2006-2007 when the servicing analysis was completed.

An overall population density of 39.5 persons per gross hectare was assumed in the MUSP<sup>7</sup>, and related only to lands zoned for residential use at the time. In 2006/7 there were no vacant parcels of residential land in the ASP boundary. Since 2006/7 the land around the old convent has been rezoned for residential uses, some additional infill along 101 Avenue has taken place, and this document identifies future redevelopment and infill opportunities. It is concluded therefore that there was no anticipation of significant population increase in the ASP boundary area by the MUSP. This document projects population in the ASP boundary to grow by almost 1300 people at full build out. Therefore, it is recommended that the MUSP be updated to reflect the proposed changes in land use and densities.

### Stormwater

Stormwater management in the ASP boundary is a combination of overland and underground drainage systems. See **Figure 10 — Utility Infrastructure**. All new development will have to ensure post-development run-off does not exceed pre-development rates. This may require on-site stormwater management techniques, including but not limited to, rainwater harvesting, storage and reuse, rain gardens, permeable pavement surfacing and robust landscaping.

### Water

There are water supply and distribution improvements recommended by the MUSP that may affect the ASP area. These improvements include upgrading the 101 Avenue/Laval Avenue water main to 200 mm, upgrading the water main along 106 Street to 200 mm, and upgrading the water main to 300 mm along 104 Street. As of the writing of this document, the recommended improvements had not been implemented.<sup>8</sup> These improvements are recommended to be considered when pipe replacement is required to resolve localized deficiencies<sup>9</sup> or when road infrastructure improvements are required.<sup>10</sup> Additionally, waterline pressure in the ASP area may need to be reviewed to ensure sufficient waterline pressure to meet minimum fire flow requirements of specific developments. The MUSP does not speak to fire flow requirements for mixed residential/commercial uses; however, it does recommend the following minimum fire flow pressures:

- Single Family Home: 115 L/s
- Multifamily Development: 180 L/s
- Non-Residential (i.e.: commercial): 250 L/s

### Sanitary Sewer System

Many of the recommended upgrades to the sanitary sewer system have already been implemented by the Municipality. Long term servicing capacity within the Plan area appears to have been addressed through these recent upgrades. Additionally, use of modern low flow fixtures in new developments will help extend capacity within the Plan Area.

**Infrastructure**  
Physical assets to provide services to citizens and to support the functioning of a local or regional economy, including roads, sewer lines, transit, emergency response vehicles, recreational facilities, parks, information technology and more.

<sup>7</sup> *Municipal Utility Servicing Plan*, UMA Engineering, 2008, page 5

<sup>8</sup> Email correspondence with Morinville Public Works department, February 4, 2013

<sup>9</sup> *Municipal Utility Servicing Plan*, UMA Engineering, 2008, page vii

<sup>10</sup> Email correspondence with Morinville Public Works department, February 4, 2013

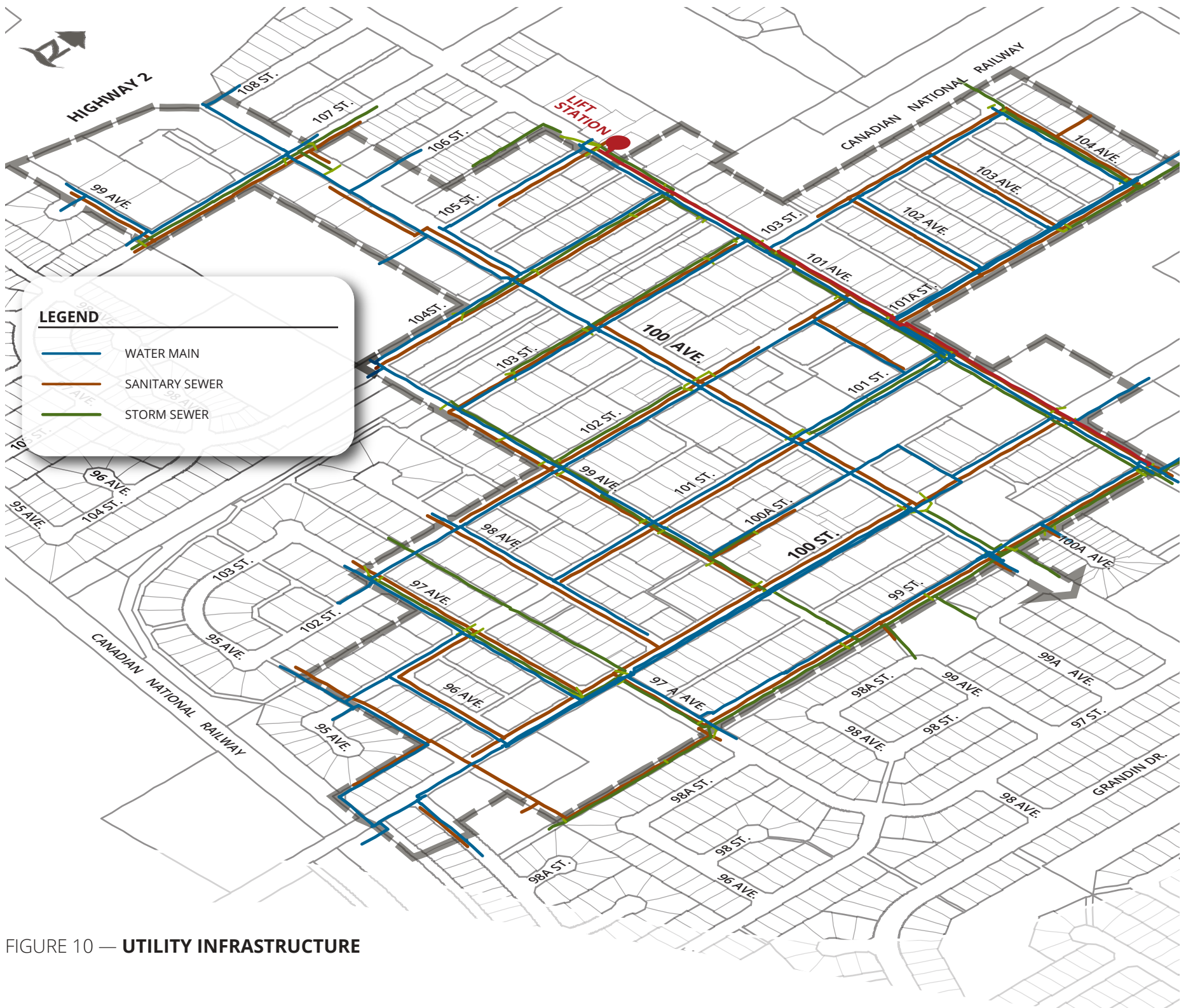


FIGURE 10 — UTILITY INFRASTRUCTURE





## CHAPTER 4 LAND USE CONCEPTS & POLICIES

## Role of Downtown in Community Vitality

The Downtown is very often the commercial, social and cultural heart of a community. When a Downtown works well it is obvious; the converse is also true.

A struggling Downtown can be accompanied by a “leaky” local economy,<sup>11</sup> a lack of tourism activity, an absence of people after peak hours, a dominance of vehicular traffic and a general lack of pride in ownership.

A healthy Downtown will encourage a buoyant local economy and be a place that attracts tourists and a mix of people on the streets throughout the day, resulting in both community resilience and vitality.

### Vision

The Heart of Morinville, with its vibrant downtown, thriving commercial corridors and resilient mature residential neighbourhoods, has improved over time through the actions of citizens, commitment of Councils and support of partners, including local business owners, builders and developers. Today, the Heart of Morinville is a regional tourism destination, attracting people to its culturally rich downtown and unique heritage buildings, quaint shopping districts, family-oriented festivals, outstanding public spaces, and its demonstrated commitment to sustainability.

<sup>11</sup> A “leaky” local economy refers to local shopping dollars being spent outside of the home community, usually in nearby larger urban centres.

# Guiding Principles

The following guiding principles inform the policies that follow to influence future development in a manner that reflects the community's long term vision for its Downtown.

## 1. Complete Streets

A complete street is one that prioritizes pedestrians, cyclists and transit users, unlike suburban streets that cater to the automobile, and serves a range of purposes and offers varied uses. This plan supports the creation of streets that are visually appealing and attractive to residents and visitors, and that provide safety and convenience to all who use them.

Complete streets are characterized by:

- wide, well maintained sidewalks
- trees, vegetation and flowers
- slow moving traffic
- human scale lighting and signage
- street-oriented buildings
- safe and convenient pedestrian crossings
- people socializing

## 2. Vibrant Downtown

A vibrant downtown can be the social, cultural and shopping hub of a community. This plan supports the notion that a vibrant Downtown is well used and offers a range of retail and commercial businesses along with a variety of quality restaurants and cafes.

A vibrant Downtown exhibits the following characteristics:

- people live there
- home to destination/niche retailers
- pedestrian/bicycle friendly
- open beyond "regular business hours"
- heritage structures/good architecture is evident
- space defined by the buildings that front the street
- easily accessed
- attractive streets
- inviting public open spaces, including wide sidewalks
- good lighting and parking

**Open Space**  
Public and private lands acquired or preserved in the public interest to conserve and protect natural features, landscape and resource, and/or to provide passive recreation space with limited or no development.



**3. Thriving Commercial Corridors**

A strong local economy is critical to the success of a Downtown. This plan encourages economic development and re-investment along the two main commercial corridors of 100 Street and 100 Avenue.

Thriving commercial corridors are characterized as having:

- no vacant land
- very few vacant buildings
- successful 'anchor' merchants
- high building density (critical mass)
- low business turn over
- good 'mix' of stores (synergy between businesses)
- pride in ownership

**4. Enduring Residential Neighbourhoods**

Long established residential neighbourhoods are rich in character and history. This plan acknowledges the complex nature of existing residential neighbourhoods and protects against uncontrolled erosion of their defining characteristics.

Enduring residential neighbourhoods are characterized by:

- Strong single family residential character
- Cohesive streetscape with mature trees
- Eclectic mix of housing styles
- Pride in ownership
- Harmonious blending of higher density developments

**5. Celebrated Heritage, Culture & Art**

Heritage structures offer cultural, historical and visual interest to a community. This plan supports the preservation and restoration of significant heritage structures that offer value to the community and to the visitor experience.

Celebrated heritage, culture and the arts is evidenced through:

- preservation of historically or culturally significant artefacts
- presence of architecturally and historically interesting structures in the Downtown
- integration of heritage into tourism and economic development efforts
- public displays of art
- public spaces for performing arts

## 6. Quality Public Realm

The public realm is all the public open spaces and facilities used by citizens to socialize and recreate both formally and informally. Quality public realm is directly linked to the success of a Downtown. This plan supports the enhancement and creation of public spaces that encourage people to gather, linger and socialize in positive, safe and engaging environments.

Characteristics of quality public realm include:

- promotes human contact and social activities
- is safe, welcoming and accommodating for all users
- has design and architectural features that are visually interesting
- promotes community involvement
- reflects local culture and history
- relates well to nearby uses
- is well maintained
- has a unique or special character

## 7. Connectivity & Wayfinding

Within the public realm, complete transportation networks that are safe and easy to navigate will encourage public use. Walking is the cheapest form of transportation, leading to increased social interaction and physical fitness. The ability of residents and visitors to navigate effectively in the Downtown core is essential to its success. Wayfinding in the context of this ASP is enabling people to navigate easily to the various amenities and points of interest in the Downtown.

Wayfinding systems are often implemented:

- using signage, symbols, colours and/or other consistent use of identifiable markings
- through careful street design and building orientation
- as part of a comprehensive Downtown revitalization plan

## 8. Sustainability

The ASP supports the economic, social and environmental sustainability through its principles and policies. In practice, sustainability within the ASP area can include:

- setting the stage to create an attractive Downtown to encourage local and visitor patronage
- encouraging urban agriculture and edible landscaping in the public realm
- using full-cut off outdoor lighting fixtures to reduce light pollution
- designing for vital public spaces and places that promote year-round usage and enjoyment
- encouraging higher density residential development to support transit service in the future
- directing rainwater run off to irrigate public landscaping and reducing non-permeable surfaces
- designing for a walkable community to improve health and reduce carbon dioxide emissions
- promoting green building design, use of alternative energies and responsible use of municipal infrastructure

## Redevelopment & Infill

Redevelopment of derelict properties or infill of underutilized or large lots can add density and augment the character of an existing neighbourhood. Redevelopment and infill opportunities exist within the ASP boundary in both residential and non-residential/commercial neighbourhoods. These opportunities are chiefly very large lots and underutilized lots with small building footprints (i.e.: small houses on big lots), as illustrated graphically in **Figure 11 — Footprint Analysis**. Redevelopment and infill must be carefully managed to ensure compatibility of new development with the existing neighbourhood.

The policies below shall be applied generally to all Character Areas as applicable in addition to the Character Area-specific policies found in the following Future Land Use Concept section.

### Goal

To ensure that redevelopment and infill within the ASP boundary is sensitive to the existing character of the area and exhibits a high standard of architectural and landscape design.

To enhance the aesthetic value of mature neighbourhoods through careful site planning and building design.

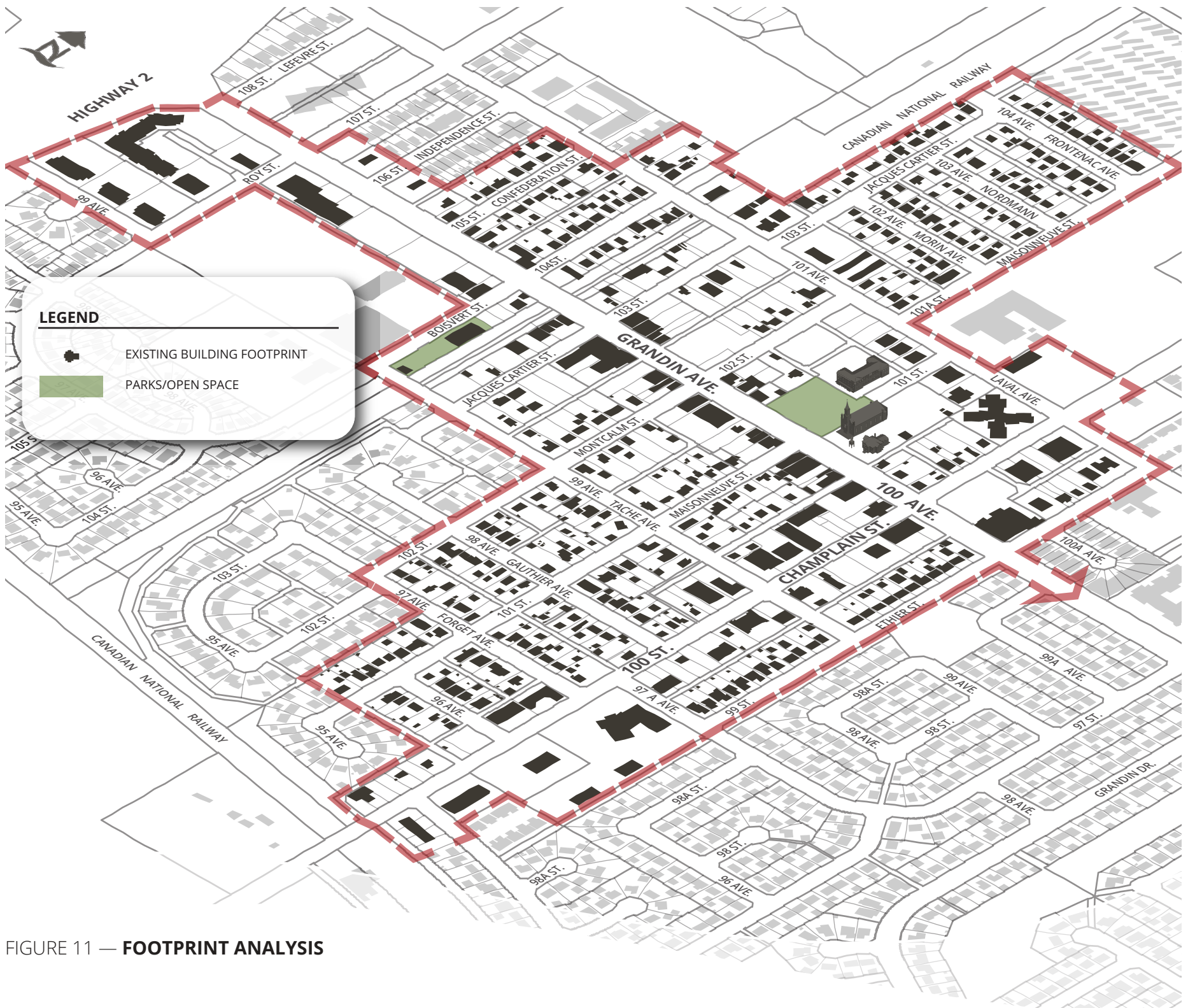


FIGURE 11 — FOOTPRINT ANALYSIS



## Residential Land

The following are general design principles for residential redevelopment and infill. Residential redevelopment & infill should:

- Fit harmoniously with the built character of the surrounding neighbourhood.
- Reinforce the prevailing pattern on the block with respect to the relationship between buildings and between buildings and the streetscape.
- Be 'neighbourly' and respectful to adjacent properties.
- Enable affected property owners to have a say in how new development will look.
- Be of a design and quality that positively contributes to the neighbourhood.

### Policies

1. In-fill development shall exhibit a high standard of architectural and landscape design details.
2. In-fill development shall respect the existing character and attributes of the existing streetscape.
3. In-fill development shall respect the scale and massing of existing adjacent homes.
4. Development on corner lots shall exhibit 360 degree architectural detailing.
5. Developers shall adhere to architectural controls intended to preserve the historic character and integrity of certain lots, blocks and/or streets in mature neighbourhoods.
6. Developers shall include a general landscape design plan, preferably prepared by a landscape design professional, with all applications for development and/or redevelopment.
7. Morinville may require the preparation of Traffic Impact Assessment in support of new development or redevelopment.
8. Morinville should endeavor to improve the quality of existing lanes.
9. Maximum height of new residential development shall be two and a half storeys.
10. Multiple unit housing shall exhibit the key characteristics of a single family home on the front façade.
11. Garage secondary suites shall be allowed on lots serviced by a lane.
12. Affordable housing shall be incorporated into mature neighbourhoods in accordance with the Community Housing Plan.
13. Where lanes exist, they shall be used as the primary access to the site.
14. Front attached garages shall not be permitted on lots with lane access.
15. Off-street parking requirements should not be reduced or varied in mature neighbourhoods.
16. All parking requirements for new development, redevelopment, infill and secondary suites shall be accommodated off-street (i.e.: on site).



## Non-Residential Land

The following are general design principles for non-residential redevelopment and infill. Commercial redevelopment and infill should:

- Support a pedestrian friendly Downtown.
- Contribute to the creation of street enclosure, the 'outdoor room' effect, by being a minimum of two storeys in height.
- Enhance the aesthetics of the Downtown through careful architectural and landscape design, lighting and conformance with good urban design principles.
- Respect and conserve the value of significant heritage buildings.

### Policies

1. Developers shall adhere to architectural controls intended to preserve the historic character and integrity of certain lots, blocks and/or streets in mature neighbourhoods.
2. Morinville shall require that developers build a minimum of two storeys with preference given to three or four storey high structures along 100 Avenue and 100 Street in the Downtown core.
3. Morinville should encourage new construction to be a minimum of two storeys in height along 100 Avenue and 100 Street outside of the Downtown core.
4. Development on corner and double fronting lots shall exhibit 360 degree architectural detailing.

5. Development backing onto adjacent residential uses shall exhibit a higher standard of architectural detailing at the rear of the structure, including appropriate screening of garbage bins, storage and/or loading areas.
6. Morinville shall encourage landowners/business owners to improve the aesthetic appeal of their businesses through appropriate renovations and updates, lighting and landscaping.
7. Developers shall be responsible for sidewalk construction along property frontage as a requirement of development/redevelopment approval.
8. Morinville may require the preparation of Traffic Impact Assessment in support of new development or redevelopment.
9. Morinville should endeavor to improve the quality of existing lanes.
10. Morinville shall encourage landowners/business owners to redevelop dilapidated or out-of-date structures within the spirit of this ASP.
11. Morinville shall encourage well-designed mixed use development projects to locate along commercial corridors.
12. Morinville should give consideration to supporting off-street parking lots near commercial corridors.
13. Off-street parking lots shall accommodate secure bicycle parking.

## Future Land Use Concept

**Figure 12 — Future Land Use Concept** directs where certain categories of development should occur in the future, identifies areas of transition and areas requiring further study. Much of the Future Land Use Concept reflects the direction already set by the Land Use Bylaw, in particular for low density residential and commercial districts. It offers some certainty regarding how the various neighbourhoods in the ASP boundary are expected to evolve over time, and provides direction to aid in decision-making.

### Character Areas

Within each future land use designation particular character areas have been identified. The intent of carefully identifying the five character areas (and sub-areas) is to allow policy development that responds to the particular needs of a place, instead of applying a list of 'one size fits all' policies to the broader land use designations within the ASP Boundary. These character areas have been overlaid onto the Future Land Use Concept map to illustrate how existing character, redevelopment and infill suitability, and proximity to the Downtown core all influence future land use and policy direction.

In the following discussion, each future land use designation is introduced and followed by a detailed description of the overlain character area.

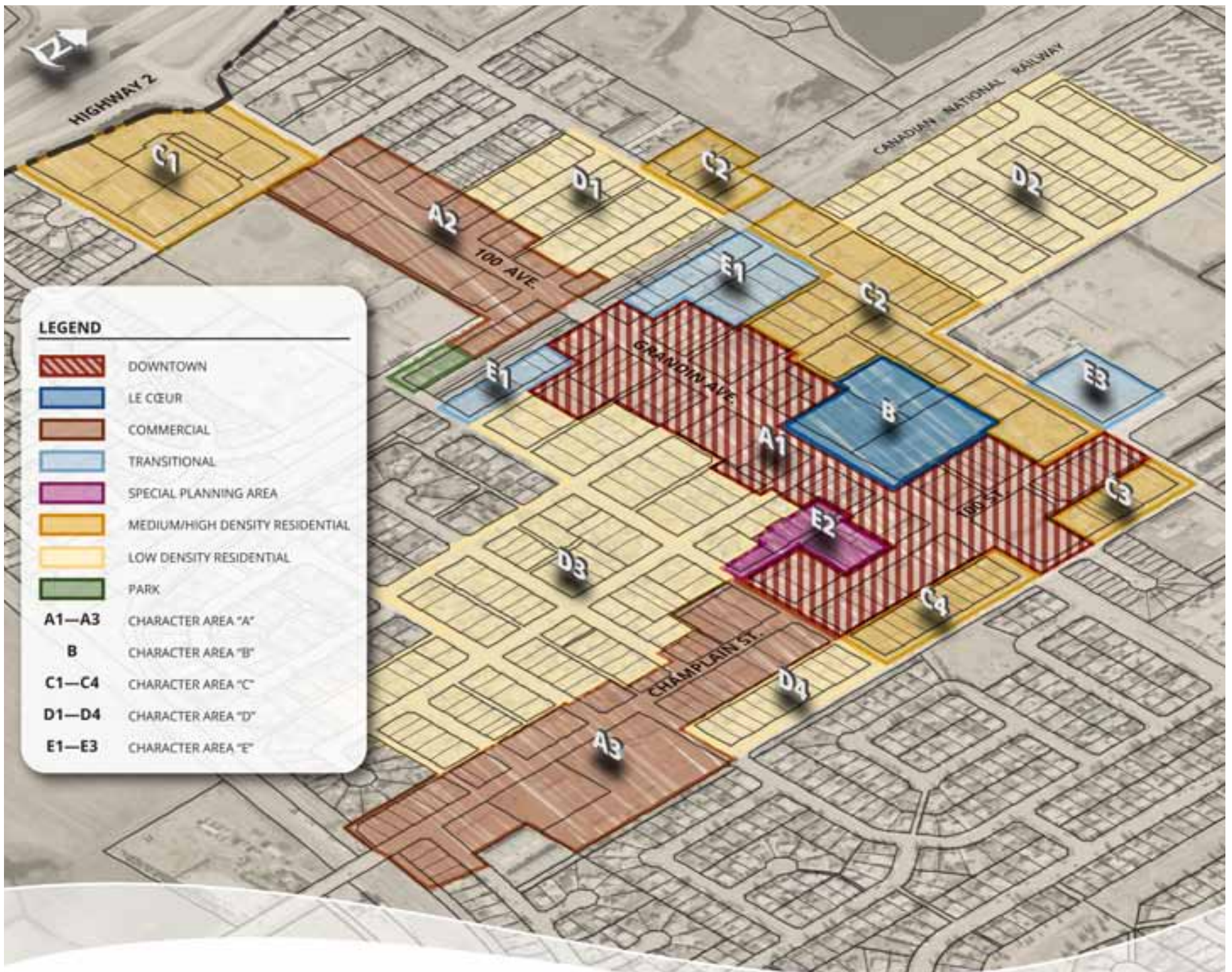
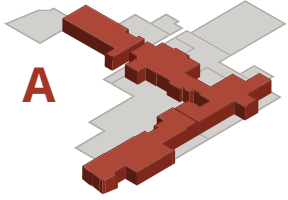


FIGURE 12 — FUTURE LAND USE CONCEPT





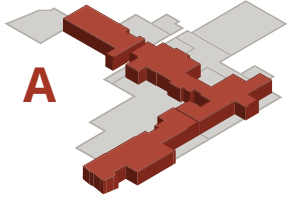
## Downtown Core Designation | Character Area A

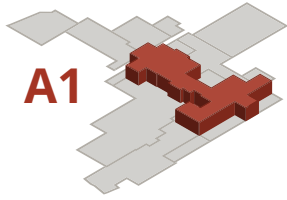
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The commercial corridors of 100 Avenue and 100 Street, along with the Downtown core, comprise both Primary Commercial (C-1) and General Commercial (C-2) land use districts. It may be beneficial to replace the C-1 and C-2 districts within the Downtown core with a new “Downtown District” that enables the kinds of uses most desired to locate in the Downtown core.

Character Area A spans the two main commercial corridors within the ASP Boundary: 100 Avenue and 100 Street. Area A is broken into three sub-areas, Areas A1, A2 and A3. Area A1 extends from about 103 Street east to 99 Street, north along 100 Street to 101 Avenue and south along 100 Street to 99 Avenue. Area A2 extends along 100 Avenue from the Highway 2 overpass to just past the CN Rail line around 103 Street. Area A3 extends along 100 Street from 99 Avenue south to the CN Rail line and the southern extent of the ASP Boundary.







A1

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## Area A1

### Perspective

Area A1 represents the heart of Morinville encompassing the Downtown core. Within Area A1 are portions of 100 Avenue and 100 Street. It is important to recall that 100 Avenue is also Provincial Highway 642; therefore, it is subject to Albert Transportation's jurisdiction with respect to adjacent land use, access to the highway, right of way requirements and intersection control.

The Primary Commercial (C-1) district is applied to 100 Avenue in Area A1, and characterized by institutional uses, public library, retail commercial, food and beverage establishments; and, the Morinville municipal offices. Commercial and residential mixed use development, redevelopment and in-fill are desired in this area to support a vibrant, economically viable Downtown. Off-street parking in this neighbourhood is limited and underutilized.

Both the Primary Commercial (C-1) and General Commercial (C-2) land use districts are applied to 100 Street in Area A1. In recent years 100 Street has received some upgrading including widened sidewalks (south) and decorative street light standards (north and south). The ultimate road design for 100 Street will see four lanes of travel with no on-street parking. There are no off-street parking lots in this neighbourhood. North of 99 Avenue, 100 Street is characterized by Downtown uses including a hotel, bank, hardware store, grocery store, drug store and postal outlet, fire hall, restaurants, and a mix of retail and service businesses.

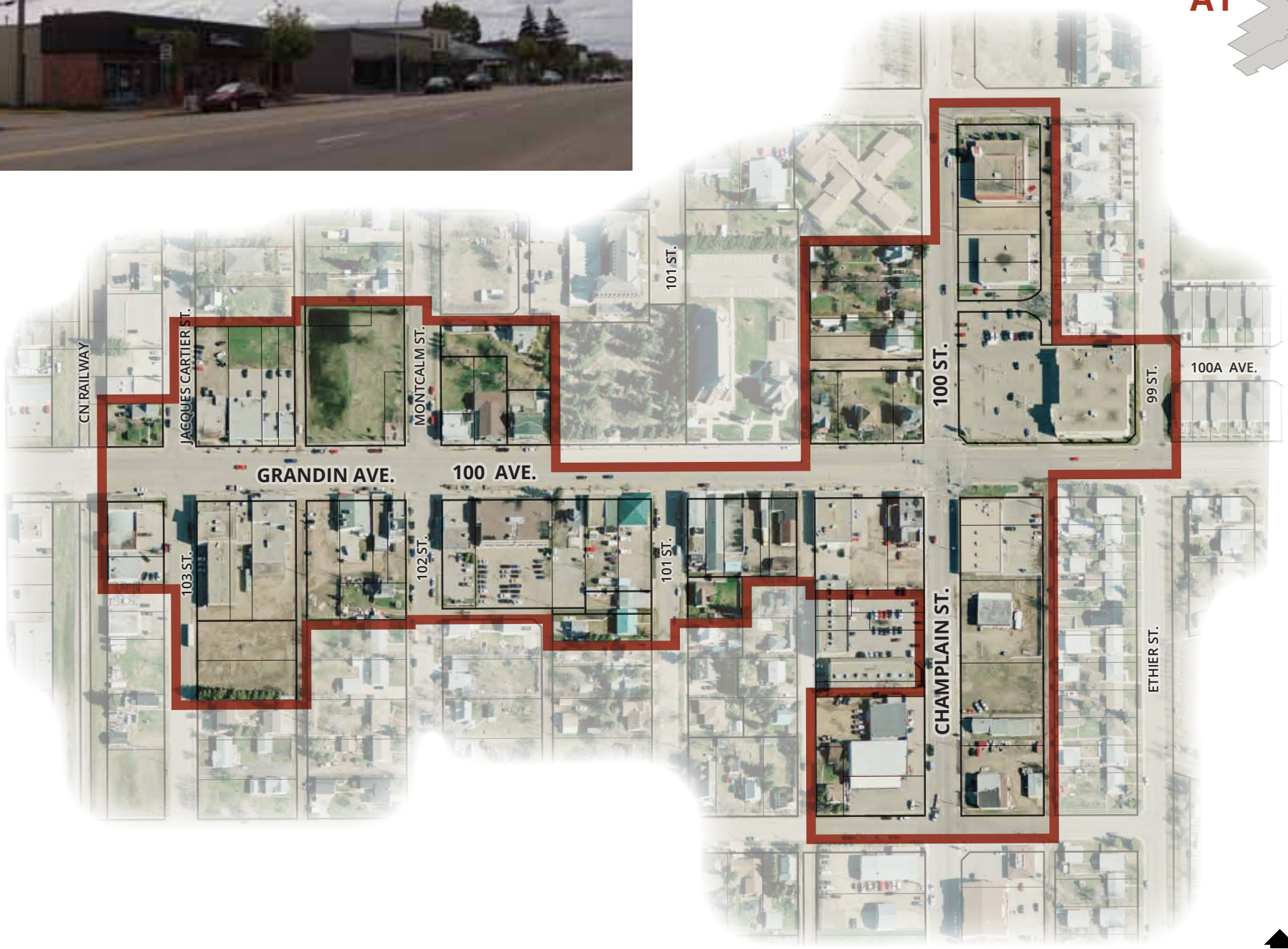
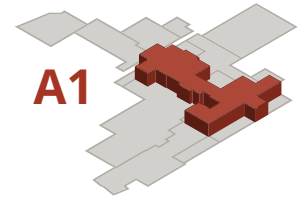
### Goal

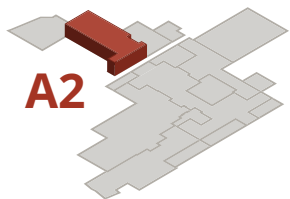
To promote the Downtown as the primary shopping district and as the vibrant social hub of the community by encouraging commercial retail to locate on 100 Avenue.

To encourage increased visitation and residency in the Downtown through improved overall aesthetics, welcoming public spaces and places, contiguous store frontage, great streetscapes, and access to on- and off-street parking.

### Policies

1. Morinville shall ensure architectural design standards are applied to new development and redevelopment in proximity to the St. Jean Baptiste Catholic Church, Rectory and old convent.
2. Morinville shall support redevelopment and revitalization of the main properties at the intersection of 100 Avenue and 100 Street where key historical resources of existing significant heritage structures are preserved in an appropriate manner.
3. Pedestrians shall be given priority consideration in the Downtown.
4. Morinville should encourage sidewalk vendors and outdoor cafés in the Downtown.
5. Morinville shall encourage appropriate artistic and cultural expression in the Downtown.
6. Morinville should consider using year-round energy efficient street tree lighting to add shopping district ambience, especially during shorter days and at night.
7. Morinville shall encourage efforts to create an overall rejuvenation and revitalization plan for the Downtown core.
8. Morinville may support the development of an overall theme within the downtown core as part of a revitalization plan.
9. Morinville may require developments in Character Area A to be reviewed and evaluated by a Design Review Panel.





## Area A2

### Perspective

Area A2 is the western approach to Downtown, from the Highway 2 overpass. It extends from 107 Street to CN Rail line, and is designated General Commercial (C-2). This area is predominately characterized by single storey buildings set back from the front property lines, with parking lots fronting 100 Avenue. There are no street trees along this stretch of 100 Avenue and a sidewalk is available only on the north side of the road from 107 Street eastward. This area is suitable for commercial in-fill and some redevelopment. Some mixed use development may be appropriate given its proximity to the Downtown core and adjacent recreational and open space at the Ray MacDonald Sports Centre. Careful site design could improve overall aesthetics.

### Goal

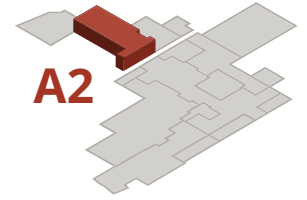
To provide ease of access to amenities and services by the motoring public.

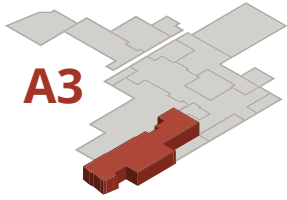
To improve the walkability of this segment of 100 Avenue that leads into the Downtown, and encourage improved building façade and landscape design to enhance overall aesthetic appeal.

### Policies

1. Morinville shall support joint access and parking arrangements between landowners to help resolve restricted access and off-street parking demand.
2. Morinville shall endeavor to acquire land as necessary to extend and improve the rear lane backing the lots along the south side of 100 Avenue.
3. Developers shall be responsible for tree planting along the street side of lots fronting 100 Avenue as a requirement of development/redevelopment approval.
4. Morinville should encourage the development of a gateway feature or features that signalizes the transition into the Downtown core from the west at around 103 Street.
5. Morinville may require developments in Character Area A to be reviewed and evaluated by a Design Review Panel.







## Area A3

### Perspective

Area A3 extends north from the CN Rail line north to 99 Avenue along 100 Street, the major north-south axis extending through the ASP area. It is noteworthy that 100 Street is the only improved north-south roadway within the Town. It is districted General Commercial (C-2), and is characterized by a mix of commercial, retail, food and beverage and professional and health service uses. Area A3 has received considerably more new building activity in the past few years compared to 100 Avenue. The banners and light standards along the widened sidewalks create a pleasing southern entry announcing the approach to the Downtown.

There are a number of houses abutting 100 Street that are non-conforming uses within the existing commercial land use district. Redevelopment of these lots for commercial uses is anticipated. Consolidation of lots may be necessary to accommodate a feasible re-development.

### Goal

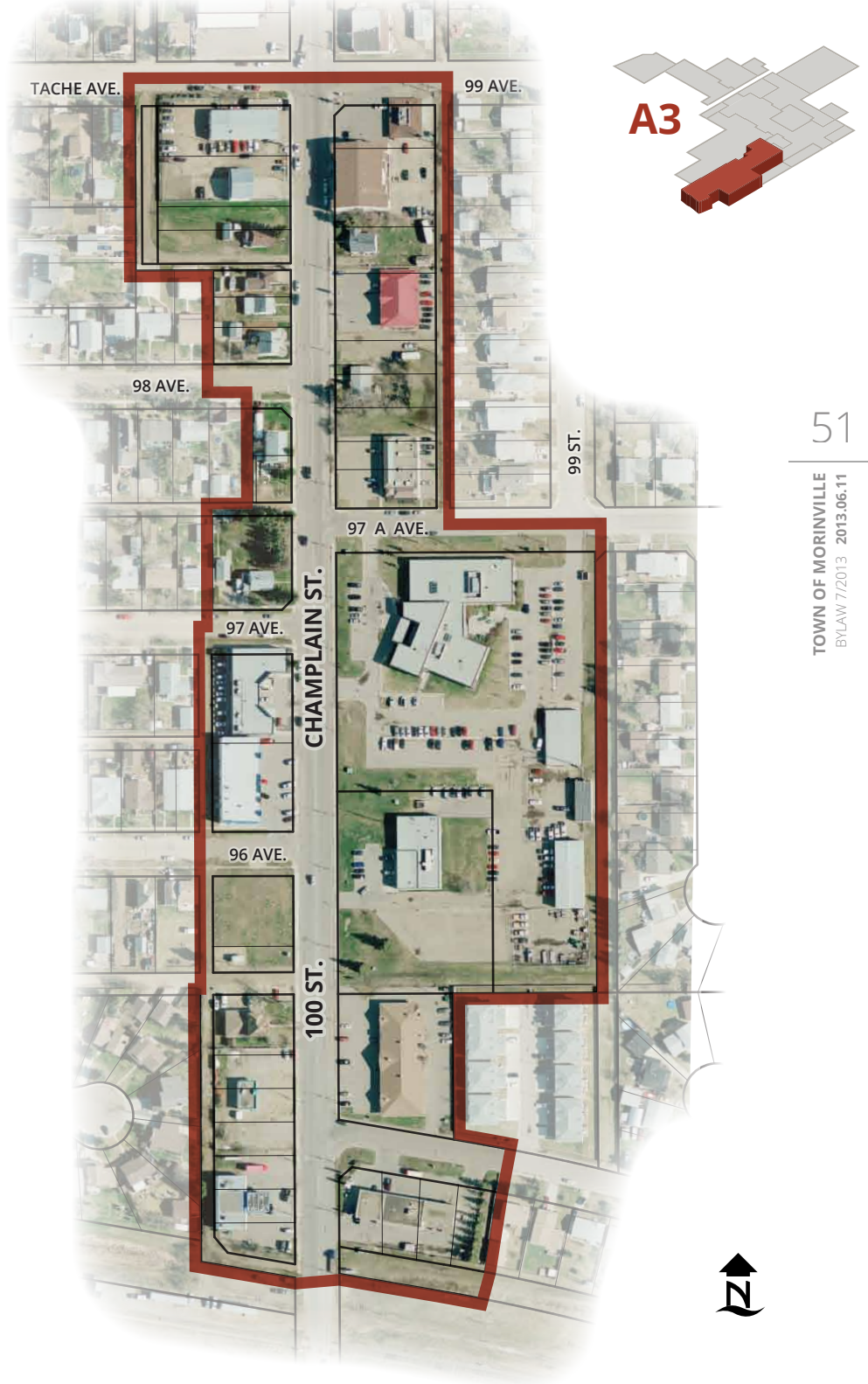
To support the continued development, redevelopment and infill of appropriate commercial and mixed uses along 100 Street.

To encourage office and professional services to locate along 100 Street.

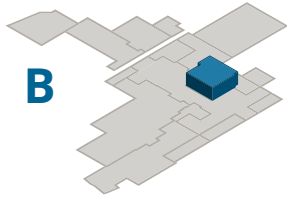
### Policies

1. Morinville shall support consolidation of lots to accommodate redevelopment.
2. Morinville should support the creation of an off-street parking lot in this area.
3. Morinville should not waive or vary minimum off-street parking requirements, unless supported by the Land Use Bylaw.
4. Morinville may require developments in Character Area A to be reviewed and evaluated by a Design Review Panel.









B

## Le Cœur Designation | Character Area B

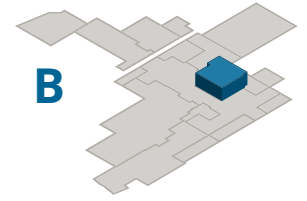
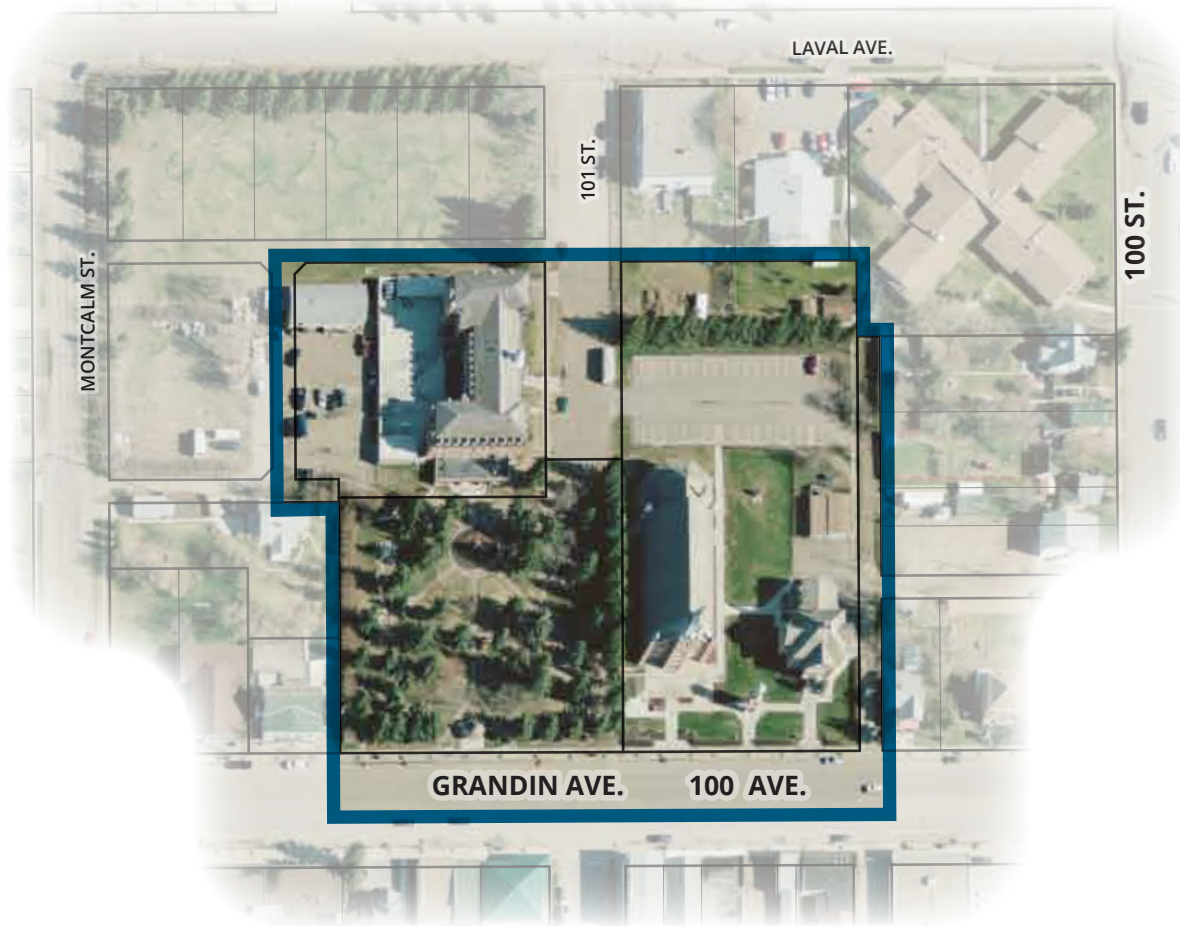
52

### Perspective

Area B is generally located between 100 and 101 Avenues and between 102 and 100 Streets. It comprises the historic and iconic St. Jean Baptiste Catholic Church and Rectory, the old convent that houses the Musée Morinville Museum, and St. Jean Baptiste Park. This 'block' contains the most iconic architectural structures in Morinville, and has a unique character that must be protected. Very careful planning is required here to maintain its integrity. Existing land use districts include Parks and Open Spaces (POS), Public and Private Services (PS), and Direct Control Site Specific (DC-3-3).

It is here, beneath and around Morinville's most distinctive landmark, the steeple of St. Jean Baptiste Catholic Church, where people gather to be festive, celebrate special occasions, honour culture, and participate in community togetherness. This public space is truly the Heart of Morinville.



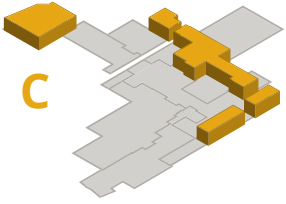


## Goal

To preserve the heritage value and integrity of the Heart of Morinville while allowing for sensitive and well-designed redevelopment and infill.

## Policies

1. Developers shall ensure that architectural detailing, materials and colour schemes skillfully respect, rather than artlessly duplicate, the heritage character of the nearby former convent, St. Jean Baptiste Catholic Church and Rectory.
2. Morinville shall maintain and enhance the integrity of the St. Jean Baptiste Park as a central and integral public gathering place within the Downtown core.

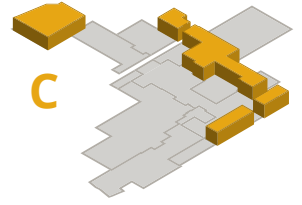


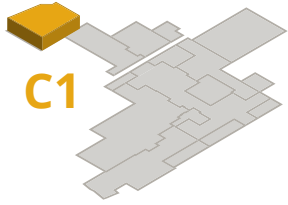
## Medium/High Density Residential Designation | Character Area C

54

This is a mixed use area located at the edge of the commercial corridors. Land use has evolved from single family residential origins, and now features medium and higher density residential as well as scattered institutional and commercial uses. Given the proximity to the Downtown and the desire for people to live near it, this designation is appropriate and supports the goals of the Municipal Sustainability Plan and the Municipal Development Plan. The challenge is to manage the continuing evolution of land use to maximize the area as a place to live and minimize disruption to adjacent neighbourhoods.







## Area C1

### Perspective

Area C1 is characterized by the dominance of apartment style, three and four storey tall multi-unit residential development. While the pressure to redevelop in Area C1 may be limited today, the proximity to existing single family residential areas and visibility from Highway 2 warrants policy direction.

### Goal

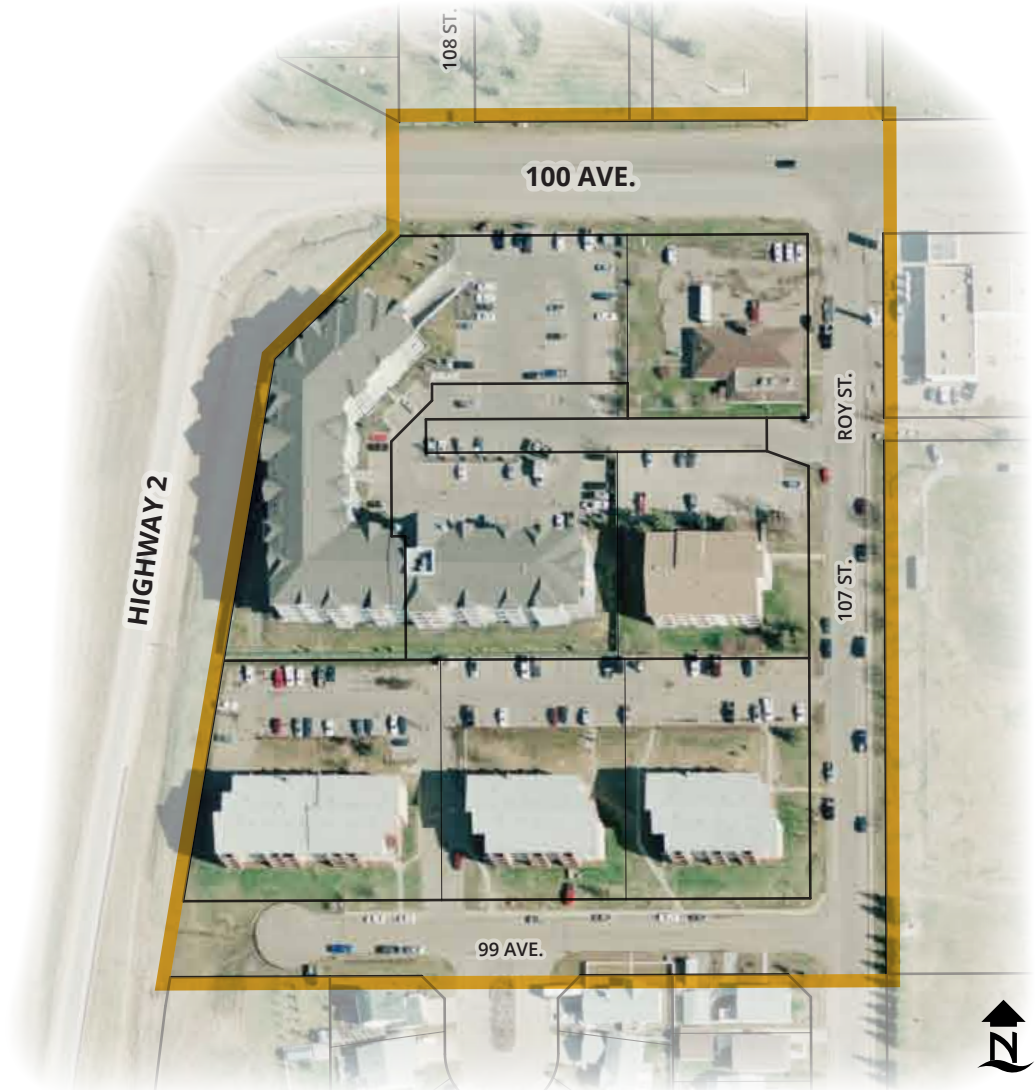
To ensure future redevelopment projects give careful consideration to exterior building, lighting and landscape design.

To ensure building siting is sensitive to adjacent uses and sight lines.

To ensure that parking requirements are met onsite.

### Policies

1. Development shall reflect 360 degree architectural detailing on the exterior of all structures.
2. Developers shall provide lighting design details with development applications that confirm light trespass onto adjacent properties and Highway 2 is avoided.
3. Morinville shall not waive or vary minimum off-street parking requirements in this area unless supported by the Land Use Bylaw.
4. All parking requirements shall be met onsite.

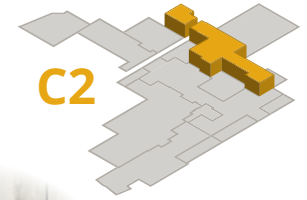




## Area C2

### Perspective

Area C2 is currently a mix of single family homes, multi-family developments, community use, and a seniors' lodge along and adjacent to 101 Avenue just north of the Downtown core. It appears this area is evolving into a higher density residential pocket, which could enhance the viability of the Downtown in the long term. Care is required to ensure future development is sensitive to its surroundings and exhibits a higher caliber of architectural design. Additionally, on-street parking is limited in this area, and may be further challenged in the future if visitors to the Downtown elect to park in adjacent residential areas. Therefore parking requirements should be accommodated onsite for any future developments. As residential density increases in this neighbourhood, additional traffic can be expected to travel along 101 Avenue. Impacts on the local transportation network should be assessed and monitored over time.

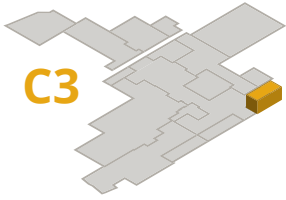


### Goal

To direct redevelopment and infill of medium/high density residential development in a sensitive, attractive and orderly manner.

### Policies

1. Medium/high density residential redevelopment and infill should be supported in this area.
2. Morinville should endeavor to guide the 101 Avenue streetscape evolution in a comprehensive manner that aims to blend various development styles into a harmonious look and that avoids unpleasant or jarring contrasts.
3. Morinville shall not waive or vary minimum off-street parking requirements in this area unless supported by the Land Use Bylaw.
4. All parking requirements shall be met onsite.



C3



## Area C3

### Perspective

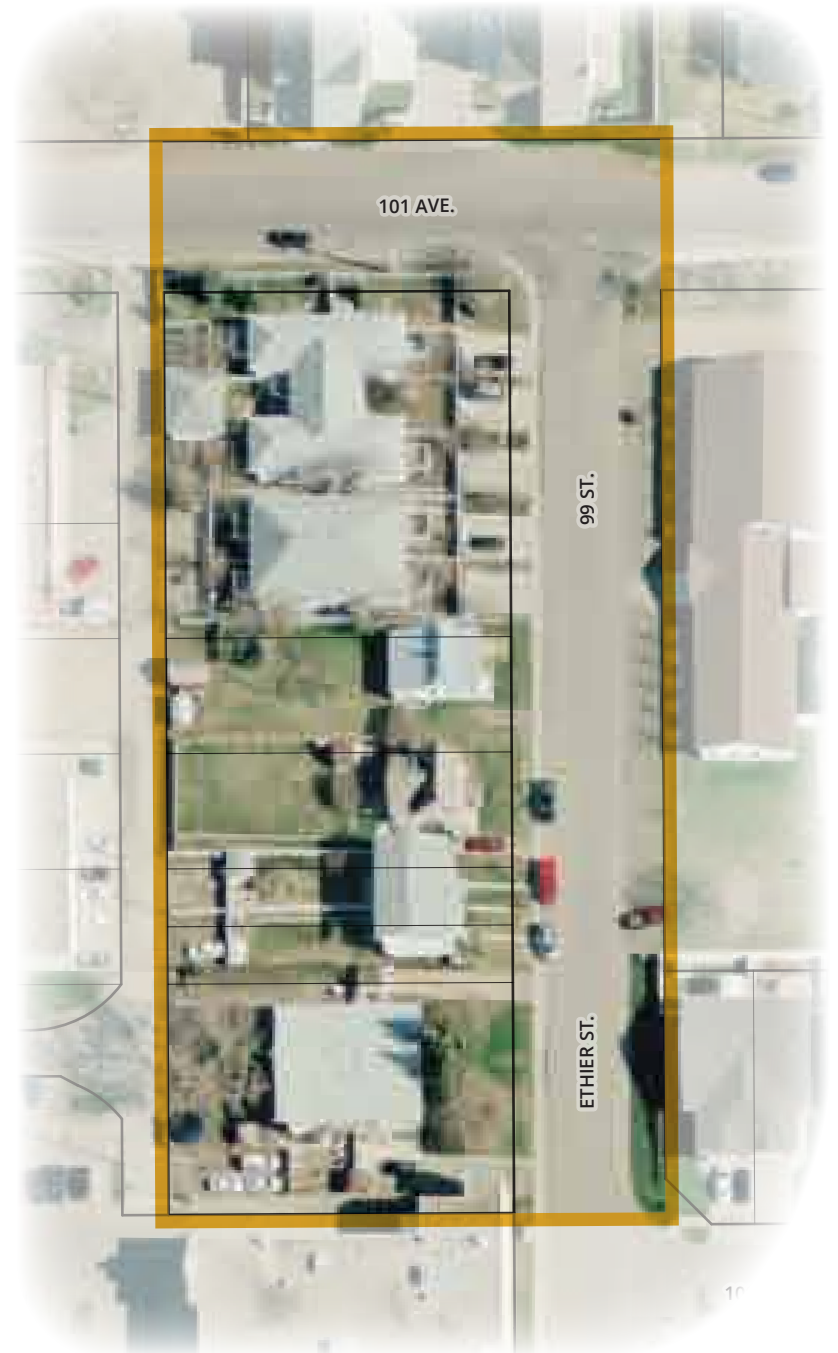
Area C3 is located along the west side of 99 Street between 101 and 100 Avenues. It is characterized by two-family and fourplex residential dwellings with rear lane access in the Two-Unit Residential (R-2) and Medium Density Residential (R-3) districts. It is immediately east of the fire hall and commercial retail, and north of a grocery store, providing excellent access to daily amenities. This area is suitable for continued multi-family residential development with support for an increase in density.

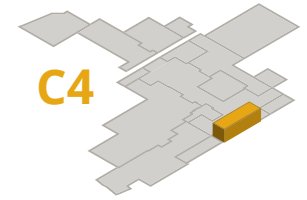
### Goal

To support the continued evolution of this area into a medium density residential neighbourhood in close proximity to daily amenities.

### Policies

1. Morinville shall support the redevelopment of this area to town housing and/or live-work developments of up to two and a half storeys.
2. All parking requirements shall be met onsite.





## Area C4

### Perspective

Area C4 is located along the west side of 99 Street between 100 and 99 Avenues and is currently in the Single Detached Residential (R-1A) district. The houses in this area are all one storey bungalows or raised bungalows on regularly sized, larger lots. The east side of 99 Street is not included in this ASP. This stretch of 99 Street fronts the backs of five single family houses on 98 Street and Rotary Park. Some home re-investment has been observed. Area C4 shares lane access with the businesses fronting 100 Street in Area A3. Given the proximity to both Downtown and the open space of Rotary Park, this area may be suitable for long-term redevelopment with well-designed town housing or live-work developments, oriented to the street with rear lane access.



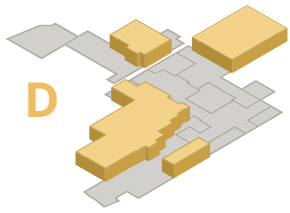
### Goal

To give consideration and support to the opportunity for the long-term redevelopment of this area with high quality, street-oriented town housing/live-work developments located immediately adjacent to the Downtown core.

### Policies

1. Morinville shall support the redevelopment of this area to town housing and/or live-work developments of up to two and a half storeys.
2. All parking requirements shall be met onsite.





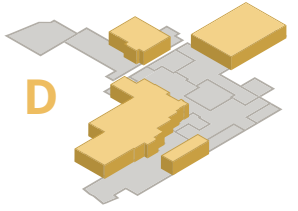
## Low Density Residential Designation | Character Area D

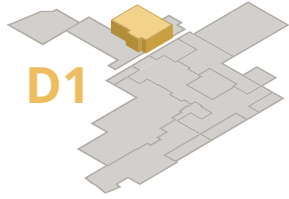
60

The intent of the low density residential designation is to preserve the single family residential character of established neighbourhoods. Some higher density residences will be allowed with careful site, architectural and landscape design. The maximum allowable density may depend on location within a neighbourhood. Higher density residential development will require an application for redistricting to Direct Control – Cœur de Morinville Residential District.

Area D comprises three of the oldest residential areas of Morinville and most of the historic residences. These areas represent the bulk of the residential development adjacent to the Downtown and 100 Street. The housing mix and feel of each sub-area is unique.







D1

62

## Area D1

### Perspective

Area D1 is located on 105 and 104 Streets north of 100 Avenue. It is characterized as being an established single family residential area with a diverse mix of housing forms located immediately adjacent to the commercial corridor of 100 Avenue, west of the Downtown core.

Lot sizes are fairly consistent throughout, except for the lots on the east side of 104 Street that back onto the CN Railway line. These lots are notably shallower, and do not conform to current minimum lot depth requirement of 33.5m (110 ft.). Redevelopment of these lots with higher density residential may encounter some challenges due to the shallower building pocket, and will require careful site design and building layout.

Area D1 exhibits a streetscape that includes boulevard separated sidewalks and mature street trees. Some reinvestment in the neighbourhood is evident. Some properties are ready for re-investment, or possibly redevelopment or infill. The variety of housing forms may allow for the blending of innovatively designed two- or three-unit housing with sensitive design considerations.



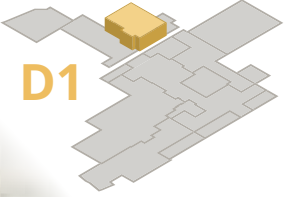
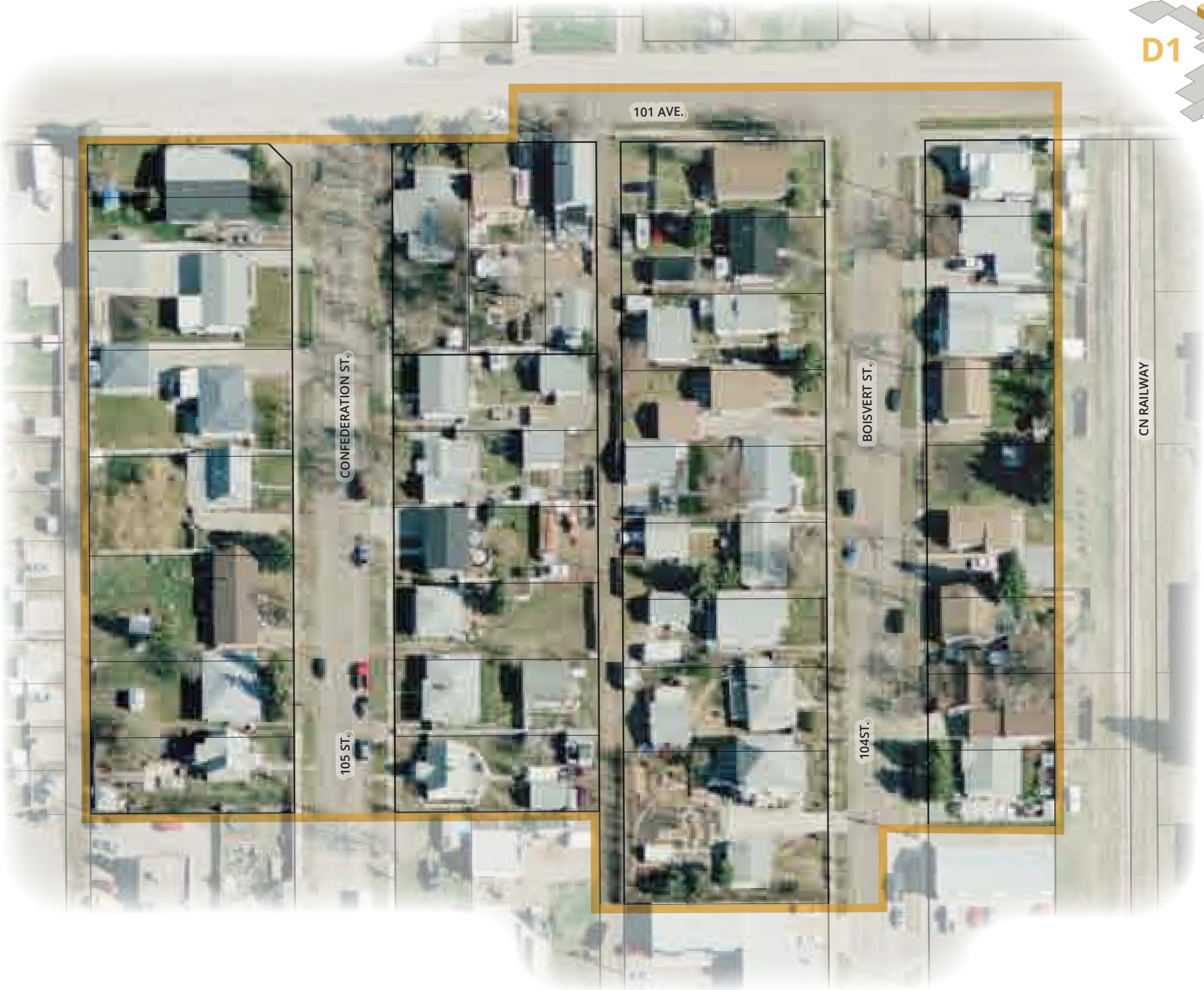
### Goal

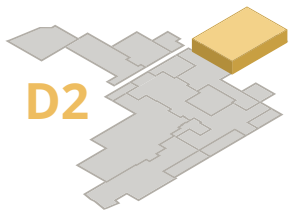
To continue the predominately single family character of 105 Street and the west side of 104 Street while allowing for some two-unit residential infill opportunities with careful design considerations for character, scale, massing and overall “fit.”

To allow modest density increases along the east side of 104 Street with two-unit or three-unit residential developments that reflect the shallow depth of the lots that back onto the CN Rail line.

### Policies

1. Three-unit residential infill may be considered on a site specific basis along the east side of 104 Street, requiring a Site Specific Direct Control redistricting application and review process.
2. Single family residential housing shall be the dominant form of housing in this area.
3. Two-unit residential infill may be considered on a site specific basis throughout the area, requiring a Site Specific Direct Control redistricting application and review process.





## Area D2

### Perspective

Area D2 is north of 101 Avenue and west of Morinville Public Elementary School. This area is predominately characterized by single family houses with a couple of two-unit developments.

This neighbourhood has two access roads, 101A Street and 103 Street, which both connect to 101 Avenue. Lot size and shape is fairly regular in this area and further subdivision of existing lots is generally not supported. The streetscape includes separated sidewalks and treed boulevards. Recent expansion of multi-family development along 101 Avenue has created some sensitivity to residential infill. Therefore, infill in Area D2 needs to be sensitive to the existing character of the neighbourhood and will be limited to two-unit residential developments.

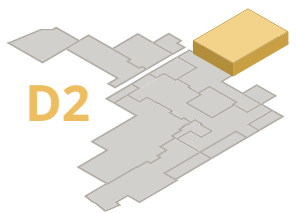
### Goal

To maintain the existing low density residential character of the established neighbourhood while allowing for limited density increase through two-unit redevelopment on a case by case basis.

### Policies

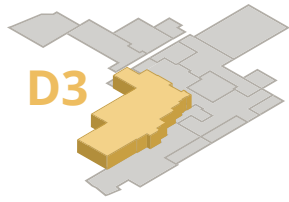
1. Further subdivision of existing lots may be supported if the resultant lots comply with the regulations of the Land Use Bylaw.
2. Single family residential housing shall be the dominant form of housing in this area.
3. Two-unit residential infill may be considered on a site specific basis throughout the area, requiring a Site Specific Direct Control redistricting application and review process.





D2





## Area D3

### Perspective

Area D3 is located south and west of the two commercial corridors, 100 Avenue and 100 Street. A number of the community's most significant historic residences are located in this neighbourhood. It is a predominately single family residential neighbourhood with a pocket of existing two-unit residential near the southeast corner of the area, bounded by 96 and 97 Avenues and 101 and 100 Streets. Three other properties have converted from single family residential to two-unit residential within the last few years with mixed reviews. The streetscape offers separated sidewalks and treed boulevards on most streets, yet not always on both sides of the roadway. This neighbourhood does present many opportunities for redevelopment and infill on unusually large lots, a number of which are located immediately adjacent to the Downtown core, north of 99 Avenue. However, there exists concern among residents over the potential for the slow erosion of the existing character of the neighbourhood through redevelopment, infill and the southward expansion of commercial uses.

Redevelopment of lots south of 99 Avenue will be limited to two-unit residential. Larger lots may be further subdivided provided they meet the minimum size requirements prescribed in the Land Use Bylaw. The very large lots north of 99 Avenue are expected to be able to absorb infill of slightly higher density up to three-unit residential developments. Very large lots will be considered for further subdivision. Infill on re-subdivided lots will have to exhibit sensitive site layout and careful architectural design to avoid crowding, obtrusive overshadowing of adjacent houses, and other similar negative impacts on the existing neighbourhood.

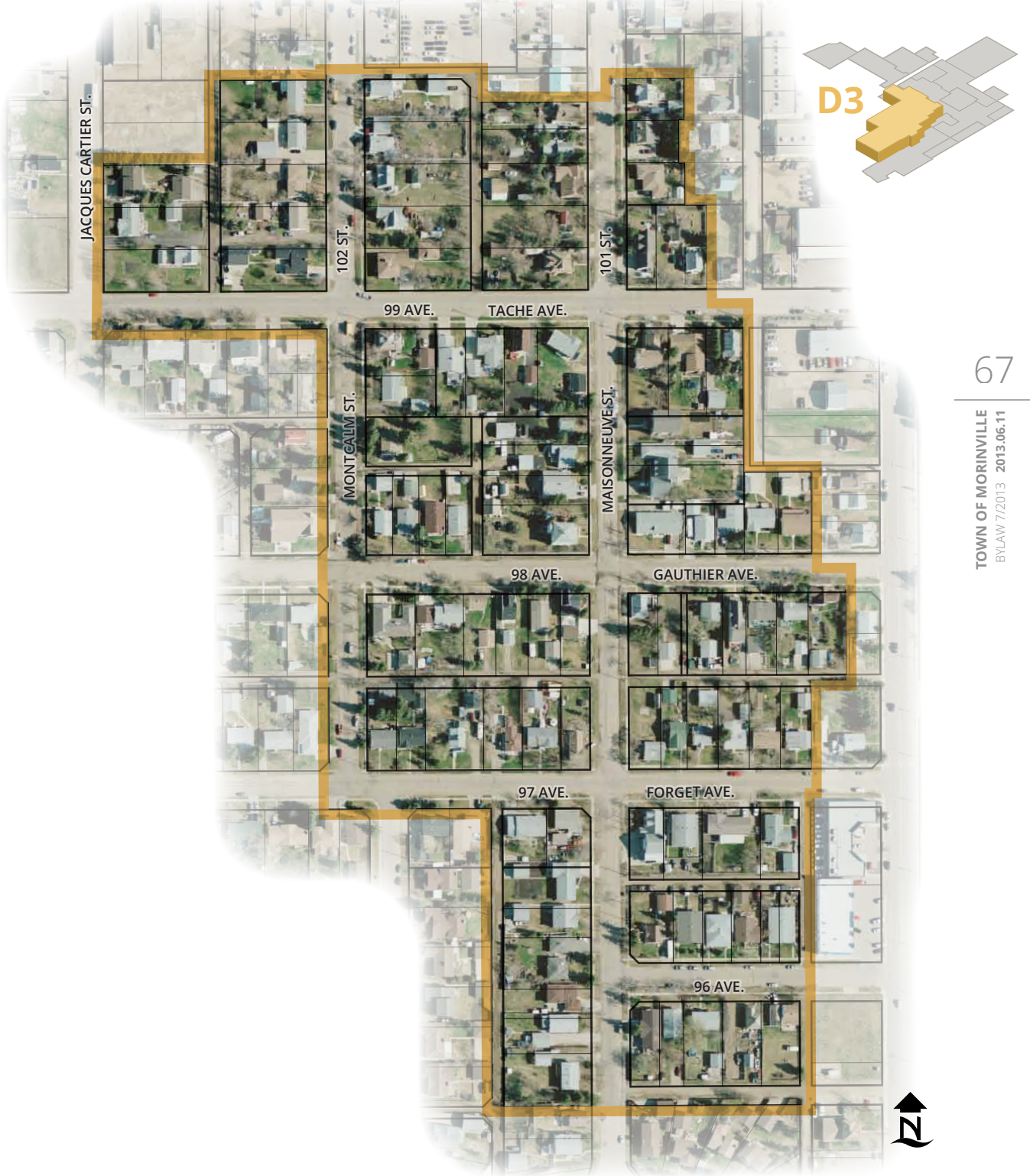


### Goal

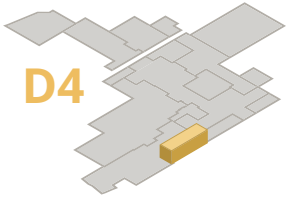
To maintain the existing residential character of the neighbourhoods while allowing for select and sensitively designed redevelopment and infill as appropriate on a case by case basis.

### Policies

1. Three-unit residential infill may be considered on a site specific basis north of 99 Avenue, between 103 Street and 100A Street, requiring a Site Specific Direct Control redistricting application and review process.
2. Further subdivision of existing lots may be supported if the resultant lots comply with the regulations of the Land Use Bylaw.
3. Single family residential housing shall be the dominant form of housing in this area.
4. Two-unit residential infill may be considered on a site specific basis throughout the area, requiring a Site Specific Direct Control redistricting application and review process.







D4

## Area D4

### Perspective

Area D4 is located along the west side of the southern end of 99 Street between 99 and 97A Avenues. The block comprises a mix of housing types: five bungalows with detached garages accessed via the rear lane and seven two storey homes with front attached garages also serviced by a rear lane. This portion of 99 Street fronts the back yards of seven houses on 98 Street and one side yard of a house on the corner of 99 Street and 97A Avenue. This area shares a rear lane with commercial uses fronting 100 Street and is in close proximity to the Downtown. Future infill with a maximum of two-unit housing may be suitable with careful consideration of site and building design.

### Goal

To support the sensitive redevelopment of this area with a maximum of two-unit housing forms that complements the existing two-storey homes.

### Policies

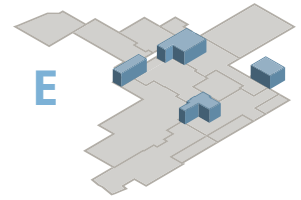
1. The design of two-unit dwelling units shall respect the character, scale and massing of existing single family homes in the neighbourhood and resemble a single family home as viewed from the street.
2. Single family residential housing shall be the dominant form of housing in this area.
3. Two-unit residential infill may be considered on a site specific basis throughout the area, requiring a Site Specific Direct Control redistricting application and review process.

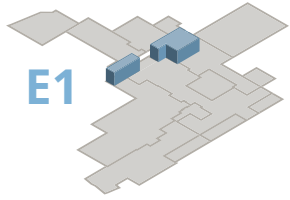




## Transitional Designation | Character Area E

Three transitional areas have been identified in blue and pink on the Future Land Use Concept Map. These areas are influenced by, and suitable to accommodate uses from, more than one land use district. How they evolve may be more a function of market forces than planning directive, so their fates are in transition.





E1

## Area E1

### Perspective

Area E1 comprises both sides of 103 Street between 101 and 100 Avenues and the five lots along the west side of 103 Street just north of 99 Avenue. Current zoning is General Commercial (C-2). The north end of Area E1 is a mix of commercial, residential, public utility, light industrial and vacant land.

The streetscape is inconsistent between sides and lacks street trees, with some mature trees located on the private properties abutting the east side of 103 Street.

Building form and type also lack cohesion. There is some higher density residential development, two single family homes, and vacant land along the east side of 103 Street with commercial businesses, light industrial and vacant land on the west side.

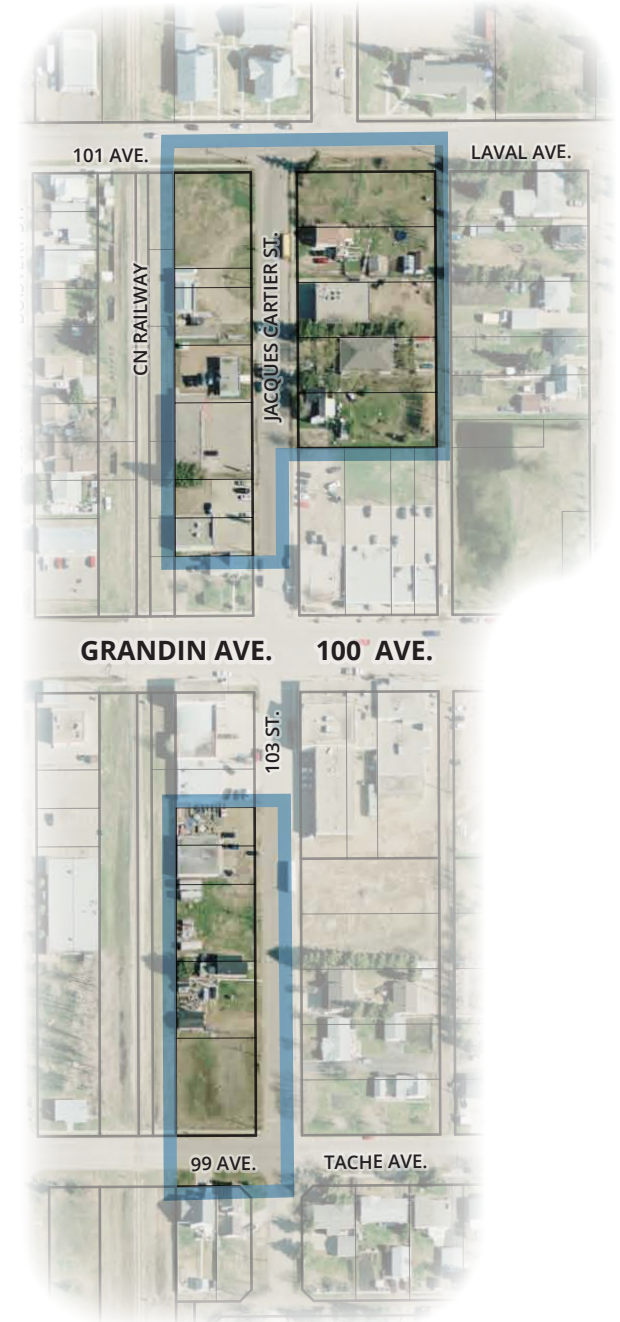
A vacant lot, a former gas station, is located at the south end of 103 Street at the northwest corner of 99 Avenue. It is understood the land has undergone some remediation and continues to be monitored. Its level of contamination or suitability for redevelopment is unconfirmed as of this writing. The lot north of this vacant land is currently developed as a residence, which as a preexisting dwelling is a discretionary use in the C-2 district, and north of the house is vacant land. There is no sidewalk on the west side of 103 Street south of 100 Avenue. Redevelopment at this end of 103 Street would need to be sensitive to the adjacent low density residential neighbourhoods to the east and south.

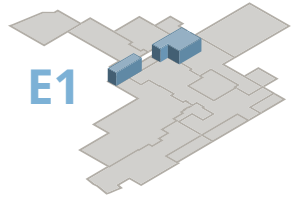
### Goal

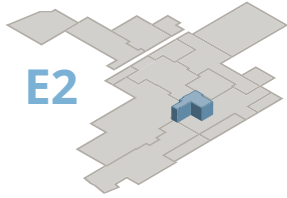
To encourage a more comprehensive approach to planning and development in this area that results in a balanced mix of higher density residential and compatible non-residential uses adjacent to the Downtown core.

### Policies

1. Morinville shall support the redevelopment of this sub-area with higher density residential and compatible commercial uses in mixed use and/or live-work developments.
2. Consideration should be given to creating an overall concept plan for this area to guide future development proposals.
3. Redevelopment of the south end of 103 Street shall be sensitive to the existing single family residential properties on the east side of 103 Street.







E2



FIGURE 13 — ARTIST'S RENDERING: 100A STREET

## Area E2

### Perspective

Area E2 is a unique pocket of residential neighbourhood accessed by 100A Street, a one-way street off of 100 Avenue and the adjacent Morinville Centre strip mall that fronts 100 Street.

Very large lots fronting 101 Street used to be serviced by a rear lane that is today 100A Street. At different points in time the large lots fronting 101 Street were subdivided in half and the 10.0 m wide lane was converted to a one-way street to service the newly created parcels. The consequence of the subdivisions is a handful of residences that front what used to be a residential rear lane and what still functions as a de facto rear lane for commercial uses which front 100 Street. Along the road one can gain access by foot to both 100 Avenue at the north end of 100A Street and 100 Street across the Morinville Centre site. The result is a very unusual streetscape that feels not quite residential and not quite commercial, and very unlike any other street in Morinville.

Special planning consideration is required for this area to ensure it evolves over time to support the highest and best uses given its location, unique attributes and constraints. Continuance of residential uses and redevelopment of slightly higher density residential and mixed use developments is supported as long as redevelopment proposals address the constraints of site, including but not limited to access and parking. Provision of parking in consideration of future redevelopment needs should be addressed in an overall Downtown Parking Strategy document.

Additionally, the eventual redevelopment of the Morinville Centre property that backs onto the east side of 100A Street must recognize that 100A Street is a residential area. Redevelopment of the strip mall should attempt to orient business accesses to both 100 and 100A Streets, and provide for easy and safe pedestrian flow through the property between 100 Street and 100A Street.

It would be ideal if all the landowners along 100A Street and Morinville Centre could collaborate to create a feasible long term redevelopment concept for the entire area. One such concept that could be considered for the long term redevelopment of this area is a pedestrian-oriented boutique shopping district with strong connections to the Downtown and the series of annual festivals. A pedestrian shopping district along 100A Street in connection with the redevelopment of the Morinville Centre strip mall could serve as a transitional area between the Downtown and the adjacent residential neighbourhood to the south. An artist's rendering imagines the future 100A Street as a pedestrian shopping district in **Figure 13 — Artist's Rendering: 100A Street**. However, the number of existing landowners that would have to come to agreement on such a shared vision poses some limitation on the practicality of such a plan. Therefore, some general policies have been developed here to help guide development in the meantime that would be considered suitable for this area.

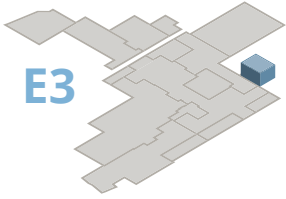
## Goal

To ensure that 100A Street and the adjacent strip mall evolve over time in a comprehensive manner to enable the highest and best use of land possible given the unique attributes of location and to promote pedestrian access from 100 Street and 100 Avenue through the strip mall site and 100A Street.

## Policies

1. Morinville shall support the continued residential character of 100A Street while recognizing that its unique character may support other transitional uses.
2. Morinville may consider higher density and/or mixed use/ live-work developments on 100A Street.
3. Developers may be required to support applications for development with a localized parking study in the absence of an approved Downtown Parking Strategy.
4. Morinville shall support a coordinated approach to redevelopment of 100A Street and the Morinville Centre strip mall to enable a comprehensive approach to development.
5. Intermediate redevelopment shall respect the existing character of the adjacent neighbourhoods through careful design and recognition of the transitional nature of 100A Street between commercial and residential uses.
6. Corner residential lots shall present full architectural detailing on each fronting side of the development that reflects the dominant characteristics of adjacent residential uses.





E3

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## Area E3

### Perspective

Area E3 is the Parish Hall and parking lot. This property is closely linked with Character Area B as the hall has supported many significant community and private functions over time. The structure is very old and since the development of the Community Cultural Centre, its use has declined. However its future is uncertain and given this uncertainty, and for planning purposes, it has been identified as transitional.

The property is favourably located in proximity to the Downtown and is of a size that would enable a number of suitable potential redevelopments.



### Goal

To direct future redevelopment of the Parish Hall with sensitivity and respect for its community, cultural and historical significance.

To ensure redevelopment of the site is consistent with the character of the area.

### Policies

1. Morinville will continue to work with the Parish and community groups to determine a use that best fits the site and meets community needs.
2. Redevelopment shall be respectful of the surrounding neighbourhood character and reflect the historical and cultural importance of the Parish Hall in an appropriate manner.



# CHAPTER 5 PLANNING & DESIGN CONSIDERATIONS



## Planning Considerations

### Public Realm

Public spaces and open places are multifunctional areas, they create amenity and gathering spaces for people, encouraging these spaces to be used for events and functions both formal and informal; increase activity in the downtown core, facilitating opportunities for recreation and education; support community identity; and attract and anchor development.<sup>12</sup>

There are many key qualities of successful public spaces including public buy-in and shared community vision, activities and events, convenient access and linkages to the community as a whole, focal points of the community, landscaping, functional design (including multi-modal accessibility), comfort, and attractiveness.<sup>13</sup>

The public realm should be shaped and surrounded with fine buildings but they need not necessarily be iconic. The quality of materials and architecture visible from the public space shape and provide character to that space. Materials with lasting qualities and local appeal can establish permanence and authenticity; without such materials, the place may not be viewed as authentic or timeless. Storefront designs must avoid conventional or dull ordinariness, allowing for differentiation, with narrow units and frequent openings which animates the public realm (i.e.: the more windows and doors, the better). Where privacy allows, transparent glass should be used over frosted glass. Awnings and other projections also provide variation, and articulate and add interest to the street edge.<sup>14</sup>

Universal Design, or barrier-free design, expressly for development to serve all persons regardless of age or ability also improves the public realm. Barrier-free access refers to ensuring there are accessible parking areas, dropped curbs, ramps, convenient entranceways, and way-finding features to assist the visual or hearing impaired.

<sup>12</sup> *Visions for a New American Dream*, Anton Clarence Nelessen; 1994

<sup>13</sup> Project for Public Spaces <http://www.pps.org/>

<sup>14</sup> 2007 Urban Design Compendium

### Goal

To encourage the development of attractive, safe, welcoming and dynamic aspects of the public realm.

### Policies

1. Public spaces shall be designed with barrier free access.
2. Public space designs shall incorporate principles of Crime Prevention Through Environmental Design.
3. Landscaping in public spaces shall be encouraged.
4. Public spaces shall be inclusive.
5. Public spaces should exhibit innovative design and implementation.

## Public Art

Public art is a multifaceted art form which encompasses a wide variety of creative expressions in the public realm.<sup>15</sup> This art form can take many different shapes and forms including murals, monuments, sculptures, water features, seating and other street furniture, among others.

Public art is important to a community as it provides beautification and general aesthetics; it creates social and economic benefits, and provides a cultural and historical advantage. Other benefits of public art include engaging in community dialogue, connecting artists with communities, expression of community values and identity, and enhancing public appreciation of art. There is such a diversity of public art that each form is unique to its place. Due to the nature of public art, it tends to involve lower maintenance costs than landscaping.<sup>16</sup>

There are processes involved in not only choosing the art forms best suited for a community, but the placement of these art forms. The placement of public art requires attention and planning to ensure that it suits its surroundings and compliments the site in which it is located.

### Goal

To support and encourage the display of public art in the Downtown.

### Policies

1. Public art shall be encouraged, especially in the Downtown and in public buildings.

<sup>15</sup> *Public Art: An Essential Component of Creating Communities*, Jack Becker; 2004

<sup>16</sup> *Ibid*

## Heritage Conservation

Morinville is rich in heritage resources. The Morinville Municipal Development Plan (MDP) recognizes that there are many benefits to preserving heritage resources. These include fostering community revitalization, encouraging heritage tourism, fostering a strong sense of place, and enhancing local culture, among others. The MDP directed the development of a set of guidelines in order to preserve significant heritage resources. A municipal heritage survey is a first step in developing those guidelines.

The Morinville Heritage Survey was conducted to identify existing built heritage (historic homes and businesses) initially constructed no later than 1930. Within this scope, a total of 49 resources were identified. From the survey, a Places of Interest list was created based on a preliminary evaluation. More information can be found in the Morinville Heritage Survey Final Report.

The results of the preliminary evaluation identified 26 buildings, one of which is located outside of the Cœur de Morinville boundary, as Places of Interest for further evaluation. See **Figure 14 — Heritage Buildings**. It should be noted that this listing as a Place of Interest does not automatically mean the resource should remain on the Places of Interest list, but those that do belong with the ultimate goal of conservation does not necessarily mean that the building is intended to be frozen in place either.

There are different approaches and aspects to acknowledge character-defining elements. The recognition or preservation of a Place of Interest is something to be determined on a case-by-case basis, depending on a number of factors. Sometimes it means a building should be preserved in its entirety, or even restored. Or perhaps a portion of the building, or selected features, could be embodied into new or adjacent development that would still succeed in acknowledging the character-defining elements. There are endless possibilities, and Morinville encourages innovation and creativity in all cases.

### Goal

To identify, evaluate, recognise, and manage historic resources, and promote the awareness and encourage the conservation, preservation, rehabilitation, and/or restoration of historic resources and their character-defining elements to enhance the quality of the built environment for the benefit of present and future generations.

### Policies

1. Morinville shall prepare a Historic Resources Management Plan to articulate a clear long term strategy to manage Morinville’s Historic Resources achieving the goal of this section.
2. Morinville shall encourage the retention and adaptive reuse of Heritage Buildings through appropriate land use and development policies and bylaws.
3. Morinville should identify and create appropriate initiatives, incentives, and policies to the business and residential community to encourage the management of Heritage Buildings. These may vary from financial incentives (such as tax reliefs and grants) and zoning (such as density transfers and variances) to greater direct involvement (such as practical restoration advice).
4. Morinville shall encourage dialogue with property owners to agree upon the formal recognition of select Heritage Buildings through designation bylaws, which will protect and oversee applications to alter the character-defining elements to ensure that Heritage Buildings are conserved.
5. Morinville shall raise awareness of the benefits that heritage conservation brings to the community and property owners.
6. Morinville shall also assist in promoting its existing and lost historic resources through self-guided historical walking tours, banner programs, commemorative naming of rooms, buildings and districts, plaques, street signs, and other streetscape elements and publications and other initiatives within the spirit of this Plan.
7. Morinville shall ensure that development on sites adjacent to Historic Buildings are compatible with and respect the building’s form, scale, massing, proportions, character, and overall architectural treatment.
8. Morinville should develop design standards and guidelines to respect the design, character and style of its Historic Buildings in new development.

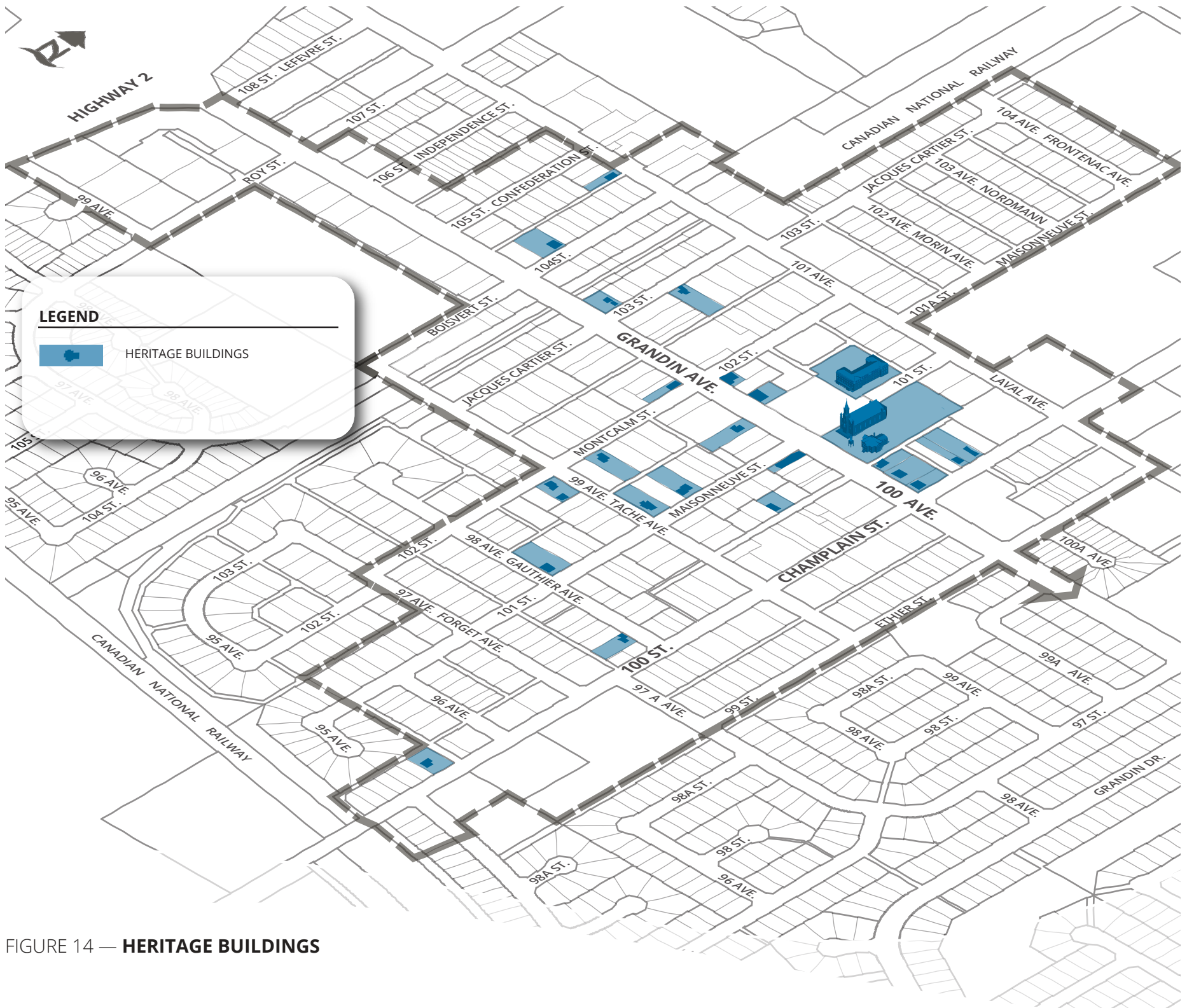


FIGURE 14 — HERITAGE BUILDINGS

## Redistricting Applications

Under current planning regulation, applications to build higher density homes in the R-1A district require an application to redistrict, or rezone, the land from Single Detached Residential (R-1A) to Two-Unit Residential (R-2), or Medium Density Residential (R-3), and etc., as the case may be. This ASP recommends continuing with the requirement for redistricting, yet the application would be to the Direct Control – Cœur de Morinville Residential District instead of either R-2 or R-3. The Direct Control – Cœur de Morinville Residential District is tailored for each lot, allowing for fine tuning of the site and building design requirements prior to submission of a development permit. To clarify, the proposed building design and site layout would be written into the Direct Control – Cœur de Morinville Residential District so that only that particular design and site layout would be permitted to be constructed once the redistricting was approved. This new process requires some parameters for administration and evaluation, which are provided below.

### Policies:

1. Applicants shall comply with the application requirements prescribed by Council for redistricting lands located within the ASP boundary. Council shall use the Minimum Application Requirements contained herein in guiding the process, and may establish more detailed application requirements as and when deemed necessary.
2. Morinville shall evaluate redistricting applications using the mandatory evaluation criteria contained herein.
3. Council shall not approve a redistricting request for a Direct Control – Cœur de Morinville Residential District that is inconsistent with the policies of this ASP.

### Minimum Application Requirements

The minimum application requirements for a Site Specific Direct Control redistricting, in addition to the requirements of the Land Use Bylaw, are:

1. Complete set of coloured elevation drawings (front, rear and both sides);
2. Materials (finishing materials, such as siding, roofing, etc.) list;
3. Site plan, parking plan, and general landscaping plan; and,
4. Communication plan outlining the proposed neighbourhood engagement process, including but not limited to a narrative explaining:
  - a. how you intend to work with the Administration to determine who are the adjacent and affected neighbours;
  - b. when in the process you will be making contact with the adjacent and affected neighbours;
  - c. how you intend to make contact with the adjacent and affected neighbours, i.e.: written letters, door to door, etc.;
  - d. what you intend to show in terms of drawings, diagrams, finishing materials, etc.;
  - e. where you could meet with the adjacent and affected neighbours;
  - f. how the feedback you receive from the adjacent and affected neighbours will be incorporated into your project; and,
  - g. how you intend to follow up with the adjacent and affected neighbours if necessary.

## Mandatory Evaluation Criteria

In considering the merits of a Site Specific Direct Control redistricting application, Administration and Council shall adhere to the criteria below.

Evaluation Criteria:

1. Overall 'fit' with the existing character of immediately adjacent buildings on all sides in terms of:
  - a. height,
  - b. scale,
  - c. massing,
  - d. setbacks,
  - e. location of garage (if applicable),
  - f. roof slope, and
  - g. exterior finishes.
2. Does not block an unreasonable amount of sunlight from reaching the adjacent properties.
3. Does not significantly erode backyard privacy of the adjacent properties.
4. Lot coverage is within 10-15% of the existing adjacent properties, except between different land use designations (i.e.: residential and commercial) where landscaped buffers are provided/required.
5. The development retains healthy mature trees where feasible.
6. The exterior design of structures shall comply with the Architectural Guidelines and/or the recommendations of the Design Review Panel.

## Design Considerations

### Pedestrian-Oriented & Human Scale Design

Pedestrian-oriented design relates to thinking about the convenience and needs of the pedestrian above the automobile. Designing in 'human scale' is part of pedestrian-oriented design in that aspects of the built environment are designed in proportion and relation to people.

In commercial areas, pedestrian-oriented design relates to fronting buildings to the street, with parking at the rear, and placing windows along the street to create a 'relationship' with pedestrians. It can also mean providing universal and barrier free access in more than one location on a building. Providing attractive landscaping on the sidewalk, in parking lots and between buildings helps foster a pedestrian friendly environment. Creating pedestrian safe corridors from parking lots to buildings is part of pedestrian-oriented design.

In residential neighbourhoods, pedestrian-oriented design can relate to separating sidewalks from the carriageway with a landscaped/treed boulevard and installing light standards that are shorter and cast a more intimate light. It also refers to how houses are designed, including front decks and porches, encourages conversation between neighbours. Additionally, placing garages in a subordinate position relative to the front door of the house emphasizes the importance of the person over the automobile.

#### Goal

To ensure human scale is reflected in all new development, redevelopment and infill within the ASP boundary.

#### Policies

1. Streetscape design shall reflect the human scale.
2. Housing redevelopment and infill shall reflect the human scale in design.
3. Street front commercial development shall reflect the human scale in design.

## Crime Prevention Through Environmental Design (CPTED)

Crime Prevention through Environmental Design (CPTED) is another important planning principle to nurture livable and safe places.<sup>17</sup> Commonly accepted elements of CPTED include:

- Natural Surveillance – means to see and be seen; a person is less likely to commit a crime if they think someone will see them do it. In other words, good design should provide for good sight lines and maximum visibility with appropriate lighting and landscaping, and encourage “eyes on the street.”
- Natural Access Control – refers to the use of design features such as signs, fences, lighting and landscaping to clearly guide and direct the flow of people and vehicles to and from the proper entrances.
- Territorial Reinforcement – refers to the use of design features such as landscaping, gates, pavement treatments or signs to enable people to distinguish between private and public spaces and to discourage trespass.
- Maintenance – means if an area is left unattended and in disrepair, it will result in the gradual decline of an entire neighbourhood. Additionally, poorly kept properties often receive more criminal activity than well-kept properties.

To further encourage natural surveillance and territorial enforcement, amenity spaces, such as balconies and porches, should be provided. The use of different landscaping, fencing, or paving materials or changes in grade further distinguishes between the public and private realms.

### Goal

To promote safety and security in all neighbourhoods and along streets within the ASP boundary.

### Policies

1. CPTED principles shall be incorporated into all designs for new development, redevelopment and infill.
2. Evaluation of development applications shall include if the design gives consideration to the principles of CPTED.
3. Street beautification and/or revitalization efforts shall incorporate principles of CPTED.

<sup>17</sup> [http://cptedsecurity.com/cpted\\_design\\_guidelines.htm](http://cptedsecurity.com/cpted_design_guidelines.htm)





FIGURE 15 — 100 AVENUE STREETSCAPE

## Streetscape Design

Streets have many functions. They define place, affect movement, dictate access, provide parking and are infrastructure corridors. Although there is significant importance in every function of streets, the place function is the most important from a community planning point of view. Streets as places affect the function and desire for the community to spend time in the public realm. Components of effective streetscapes that put people at ease are distinctive paving, street furniture, trees, landscaping, signage, amenity areas, lighting, and human scale.<sup>18</sup>

Street furniture, trees, and lighting have multifunctional capacities:

- Street Furniture — quality of the furniture as well as the placement of it requires attention. This is done to ensure that the furniture suits its surroundings.
- Street trees & Landscaping — provide for seasonal shade, reduce wind speed, create an aesthetically pleasing environment, and clean the air.
- Street Lighting — must fit the context of the street and avoid light pollution. Street lighting can also increase safety in the public realm.

The scale of streets, components of streetscapes, and building fronts and heights are all relative to each other. It is important for all of these elements to be designed in a proportionate manner and appropriate for their intended function, as this can dramatically alter the feeling and space of a streetscape.

Streetscapes are fundamental design components within a community, dictating the form and scale of the community. The functionality, use, and safety of streetscapes depend on the overall design of the space, therefore requiring thoughtful design. Streets are the primary place for people to live, work, shop, play, and interact.<sup>19</sup>

<sup>18</sup> *Ibid*

<sup>19</sup> *Visions for a New American Dream*, Anton Clarence Nelessen; 1994.

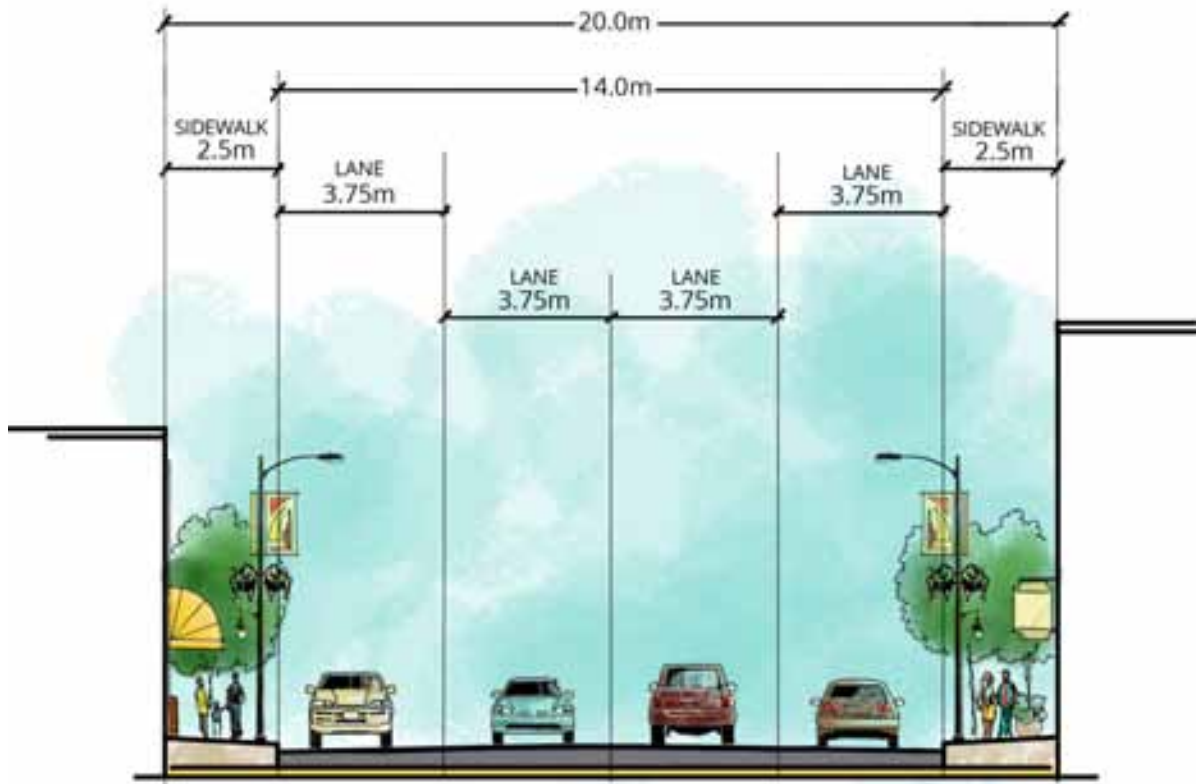


FIGURE 16 — 100 STREET CROSS SECTION

### 100 Avenue & Downtown

In the Downtown along 100 Avenue the wide road cross section, **Figure 8 — 100 Avenue Cross Section** on page 28, places physical and psychological distance between the sides of the street. To mitigate this distance, buildings should be set forward on lots to the property line fronting the street. Also, buildings need to be a minimum of two storeys, if not three to four, to help give a sense of enclosure to the street, the “outdoor room” effect. In the ultimate future road cross section for 100 Avenue, a median separates east and west bound travel lanes. This median should have light standards, banners, way-finding signs, and/or flower planters to help provide some visual relief from the expanse of asphalt (see **Figure 15 — 100 Avenue Streetscape**).

### 100 Street

The road cross section of 100 Street is narrower than 100 Avenue and does not have a centre median (see **Figure 16 — 100 Street Cross Section**). Buildings along 100 Street should be set forward on lots to front the street, with vehicular parking located behind buildings where feasible. Building façades should appeal to the pedestrian with ample windows and street front entrances. See **Figure 17 — 100 Street Streetscape** for a conceptual image.



FIGURE 17 — 100 STREET STREETScape

### Goal

To direct development along 100 Avenue and 100 Street to reflect good urban design principles, and especially in the Downtown, to define the public-private interface and create street “enclosure.”

### Policies:

1. All new development in Area A1 shall be a minimum of two storeys, and all new development in Area A2 and Area A3 may be a minimum of two storeys.
2. New development should front the street and locate off-street parking at the rear of the property.
3. Front elevations of buildings shall avoid large, blank walls absent of windows and street access.
4. Access to 100 Avenue shall comply with the Highway 642 Functional Planning Study.



FIGURE 18 — CONCEPTUAL DOWNTOWN SIDEWALK

## Sidewalks

Sidewalk design is critical to the look and feel of the Downtown, and influences the success of commercial shopping districts. In an ideal situation, 4.6 m (15 ft.) is the preferred minimum sidewalk width in a downtown commercial area.<sup>20</sup> This width allows for two people to walk comfortably side-by-side or for individuals to pass one another with ease. It promotes social interaction with the ability to pull to one side and carry on a conversation while others continue to pass by unobstructed. It also provides enough room for benches, flower planters, café tables and street vendors on the sidewalk, all of which add to the social ambience of the street. The long term road design for 100 Avenue sets a maximum sidewalk width of 4.1m. An artist's rendering suggests the future look of a sidewalk along 100 Avenue in **Figure 18 — Conceptual Downtown Sidewalk**.

Additionally, the sidewalk can be broken into zones of use as illustrated in **Figure 19 — Sidewalk Zones**. The storefront zone is identified as additional retail space for displays and signage. The pedestrian zone is where people walk unimpeded by obstacles. The amenity zone is the area of the sidewalk where benches, café tables, street trees, lighting and planters can be located. Additionally, street vendors, musicians and other artists can use this public space. These zones create use patterns along the sidewalk and help pedestrians navigate in the Downtown.

<sup>20</sup> Main Street...When A Highway Runs Through It: A Handbook for Oregon Communities, 1999



FIGURE 19 — SIDEWALK ZONES

**Goal**

To improve the public realm through good sidewalk design and implementation, particularly in the Downtown core.

**Policies**

1. Sidewalk widths in the Downtown shall comply with the Highway 642 Functional Planning Study.
2. Decorative sidewalk surfacing should be considered to delineate different zones of activity.
3. Sidewalk cafes and seating shall be encouraged on sidewalks in the Downtown.
4. Street furniture, street trees, lighting, and planters shall be located in the amenity zone.
5. Portable commercial signage (sandwich board signs) shall be located within the storefront zone of the sidewalk.



## CHAPTER 6 IMPLEMENTATION

A summary table of implementation projects/tasks can be found in **Appendix E**. Short term projects/tasks are those that should be completed within six months to five years after the ASP is adopted. Mid-term projects/tasks are those that should be completed within five to ten years after the adoption of this ASP. Longer term projects/tasks are subject to review, revision or deletion depending on the changing needs of a community, but usually take between ten and thirty years to fully implement.

## Implementation Projects

### Alberta Transportation Approval (short term)

Alberta Transportation is the road authority for Highway 642, or 100 Avenue. As such, all subdivision and development applications for properties adjacent to 100 Avenue must receive approval from Alberta Transportation and the Town of Morinville. If Alberta Transportation reviews and agrees to a set of land use policies regulating land along 100 Avenue contained in an Area Structure Plan, i.e.: this ASP, then subdivision and development applications will no longer need to be referred to Alberta Transportation for approval. Therefore, in order to streamline the approvals process at the municipal level, it is imperative that this ASP be 'signed off' at the Provincial level by the Deputy Minister of Alberta Transportation. It is hoped that this task is the one first accomplished upon municipal adoption of this ASP.

### Zoning & Regulatory Amendments (short, mid and long term)

The implementation of this ASP will require a number of amendments to the Land Use Bylaw. Key amendment triggers are discussed below.

#### Primary Commercial (C-1) Amendments

The existing Primary Commercial (C-1) district that applies to the Downtown core (Character Area A1) is limited in its ability to implement the urban design principles and mixed use character supported by this ASP. Where innovative design doesn't quite fit or where the market preference is not considered by the district, the current C-1 land use district may be a deterrent to development.

Therefore, the C-1 land use district should be amended to support the urban design principles, standards and guidelines presented in this ASP, and allow for future innovation not yet anticipated by the marketplace. The appropriate amendments would include, but not be limited to, the following topic areas:

- high degree of architectural detail respective of the historic character,
- minimum height of 2 storeys,
- buildings address the street with parking in the rear,
- mixed-use & live-work as permitted uses,
- signage and lighting for the downtown shopping district – design and consistency to create sense of place/destination,
- allow for side-by-side duplex style live-work units, and
- ensure exterior finishes of all buildings, both at the time of construction and throughout the life of the building, are attractive and complimentary to the overall beautification efforts of the downtown.

### Site Specific Direct Control

In Areas C2, C4, D1 through D4, E1, and E2 neighbourhoods, redistricting from the Single Detached Residential (R-1A) district to accommodate a higher density residential redevelopment or infill development will require a Site Specific Direct Control redistricting application and review process.

The Site Specific Direct Control designation will enable adherence to the residential redevelopment and infill policies of this ASP, as well as applicable policies, regulations, guidelines and recommendations of statutory and supporting planning documents, such as the *Municipal Development Plan*, *Land Use Bylaw*, *Historic Resource Management Plan*, and *Architectural and Design Guidelines*. This will ensure that comprehensive site analysis and layout, along with detailed building and landscaping designs, work together to achieve a new development that ‘fits’ with the existing, predominately single family, low density neighbourhood.

Additionally, all applications for a Site Specific Direct Control redistricting will require that the applicant, at his/her sole expense, engage the local residents of the neighbourhood to discuss the proposed development. This engagement shall be required at the beginning of the application process, and must include, at a minimum, the application requirements prescribed under Redistricting Applications on page 80. Further, drawings showing finishing materials and dimensions from final grade will be expected to be made available for the neighbourhood’s review during the discussion. Neighbourhood feedback from the engagement session will be taken into consideration during the review and evaluation of the application. Subsequent meetings may be required pending the outcome of the initial neighbourhood discussion. A new Council Policy will detail the consultation requirements of a redistricting application in the Character Areas noted above.

### Harmonizing Districts

A number of zoning and regulatory amendments will be required over time to align the Land Use Bylaw with the direction of this ASP. In particular, the Future Land Use Concept directs Primary Commercial (C-1) uses to extend south along 100 Street to 99 Avenue, which is inconsistent with the Land Use Bylaw’s Land Use District Map.

Additionally, as the transitional areas described in Character Area E evolve, changes in the land use district may be appropriate and necessary to align with the direction of the this ASP.



## Redevelopment & Infill Development Standards (short term)

Redevelopment or infill of a permitted use under the existing land use district shall comply with the development standards of the Land Use Bylaw. Redevelopment and infill applicants requiring a Direct Control – Cœur de Morinville Residential redistricting shall work with the Development Officer to determine the following, as applicable:

- Site Coverage
- Building Setbacks
- Building Heights
- Street Frontage, Access & Circulation
- Landscaping, Parking, Lighting and Signage
- Residential Building Size
- Commercial Floor Area Ratio

## Historic Resource Management Plan (short term)

Much work has been done to identify and create an inventory of historically significant places within the ASP boundary, as discussed in other Sections of this ASP. The next step is to implement conservation efforts on those properties whose owners agree to participate in the process. The implementation of the heritage conservation efforts will require public education and sourcing of funds to support the required work.

It is recommended that a Historic Resource Management Plan document be developed and implemented before the end of 2013.

## Architectural & Urban Design Guidelines (short term)

The scope of this ASP does not consider a detailed articulation of the architectural and urban design guidelines that may be applied to development within the ASP boundary. Once this ASP is adopted, Municipal Planning Authorities will be required to evaluate development proposals against the policies, standards and guidelines contained herein.

Therefore, it is recommended that an Architectural & Urban Design Guideline document be developed to further clarify interpretation of the ASP's intent and be implemented within six months to a year after the adoption of this ASP.

Additionally, as part of the implementation of Architectural & Urban Design Guidelines, consideration should be given to the necessity of establishing a Design Review Panel. The panel would comprise a number of professionals in the fields of architecture, landscape architecture, heritage conservation and urban design and would sit as necessary to review significant development applications. The feasibility and utility of such a body should be studied by the Municipality in the short term and revisited as the community grows.

## Downtown Revitalization Plan (short-mid term)

Revitalization is needed along 100 Avenue to bring it up to at least the same standard as 100 Street and to help re-emphasize its historic and perceived role as the "Main street." Additionally, investment in beautification projects may help stimulate private investment in existing developments and attract new investment. Moreover, a beautiful downtown will attract more shoppers.

It is highly recommended that Morinville develop and implement in stages a Downtown revitalization plan.

## **Downtown Parking Strategy (short term)**

There is limited off-street public parking in the Downtown. Over time as Morinville continues to grow and enjoy a broader range of amenities in the Downtown, parking availability will become a priority. It is best to start planning for the provision of off-street public parking before demand exceeds capacity.

Therefore it is recommended that a Downtown Parking Strategy be prepared by the end of 2015, or perhaps sooner in conjunction with an economic development strategy.

## **Wayfinding Strategy (mid term)**

The ability of residents and visitors to navigate effectively in the Downtown core is essential to its success. Way-finding in the context of this ASP is enabling people to navigate easily to the various amenities and points of interest in the Downtown using signage, symbols, colours and/or other consistent use of identifiable markings.

It is recommended that a highly legible and beautiful way-finding system for Morinville's Downtown be artfully implemented as part of a revitalization plan.

## **Public Art & Culture Strategy (mid term)**

Creating spaces for public artwork and cultural events in public spaces will support the establishment of a great, interactive public realm. In turn, a vibrant public realm supports economic development in a Downtown.

It is recommended that a Public Art & Culture Strategy be developed in partnership with Community Services and be implemented in stages over the lifespan of this ASP and integrated into any revitalization efforts.

## **Update Municipal Utility Servicing Plan (mid term)**

The 2008 Municipal Utility Servicing Plan (MUSP) prepared by UMA may not have contemplated in its analysis the mix of uses and population projections that this ASP proposes. To ensure adequate capital budgeting in the future for utility maintenance, upgrades and replacement, it may be prudent to revisit the analysis and adjust the recommendations accordingly.

It is recommended that the 2008 MUSP be updated to reflect the density, population projection and mix of uses proposed by this ASP.

## **Implementation of Highway 642 Functional Planning Study (long term)**

The recommendations of the Highway 642 Functional Planning Study (FPS) will be implemented in part through the subdivision and development processes (short term). Capital road improvements and installation of roundabouts will take place over the longer term.

## **Downtown Revitalization Implementation (long term)**

Implementing a revitalization plan takes time. Some quick and easy things like setting up flower beds and café tables can be done in the short term. However, the overall redesign of a street can take decades to achieve and is funding dependent. Therefore, full implementation of a revitalization plan should be considered a long term project.

## Funding Sources for Capital Projects

There are numerous programs that may provide funds for capital projects that qualify under specific criteria. The range of such programs is considerable, from grants to public-private partnerships. The following are examples of implementation programs to facilitate re-investment in the downtown. They are offered as an indication of what is available. Further analysis would be needed to determine suitability to Morinville's circumstances.

### Grants

Numerous grant programs exist and are available to qualifying projects under certain circumstances. A list of potentially suitable grant programs, available as of the writing of this document, can be found in **Appendix F**.

### Taxation

#### Business Revitalization Zone

A business revitalization zone, or BRZ, is a specific commercial area identified to be in need of revitalization and beautification. The area can be a single street, a number of streets or an entire district. A BRZ project is always initiated voluntarily by the local business community.

The *Municipal Government Act* (MGA) legislates how a BRZ is established and operated. The BRZ is established locally through the passing of a municipal bylaw. A board of directors must be established to administer the BRZ association and decide how funds are spent. Board of director membership and annual budget must be approved by the local municipal council annually.

Funding for a BRZ is collected directly through a tax levy on the businesses within the BRZ. The municipality collects the levy through taxation and then is forwarded to the board of directors to fund BRZ programming.

### **Community Revitalization Levy**

A community revitalization levy, or CRL, is a process that can be used by a municipality to invest in public infrastructure in a particular neighbourhood to stimulate additional economic investment and generation of tax revenue. This type of financing is also known as tax increment financing (TIF) elsewhere. The public investment stimulates neighbourhood level investment which 'lifts' tax revenues in the area. The additional tax revenues stimulated by the initial public investment are then used directly to pay off the cost of the initial public investment over a set period of time.

A municipality must obtain provincial approval to establish a CRL. If granted, the Province will also 'give back' the education portion of the new municipal tax revenue to help pay off the initial public investment. It typically takes 2 years to get a CRL established and implementing.

### **Area Redevelopment Levies**

Sections 634 and 647 of the Municipal Government Act enable a municipality to adopt an area redevelopment plan and enact area redevelopment levies respectively. The reasons for applying an area redevelopment levy must be articulated in the area redevelopment plan and can only be used for certain capital projects, including purchasing land for parks or schools or new/expanded recreation facilities. A redevelopment levy is applied at the development permit stage, in accordance with the area redevelopment plan adopting bylaw.

## **Public-Private Partnerships (P3)**

Private investment in capital projects is not a new concept. The nature of the partnerships varies from project to project, but the underlying principle is that funding from the private sector and public sector is pooled in order to finance a project to completion.

## Monitoring, Review & Amendment

### Monitoring

The document should be referenced when developing capital and strategic business plans, in particular during the annual budgeting process to allocate funding as appropriate for municipally-lead initiatives in the short, medium and long terms.

### Review

To ensure consistency with current planning policy and community direction, this ASP should be reviewed regularly and updated as needed. A review interval of five years is suggested.

### Amendment

This document shall be amended in accordance with the requirements of the *Municipal Government Act*. Further, if deemed appropriate considering the nature of the amendment and its intended consequences, the amendment process may require more than the minimum advertising and notification requirements of the MGA.



APPENDIX A  
GLOSSARY OF TERMS

A number of the definitions below come from the Capital Region Board's *Growing Forward* regional growth plan.

**Connectivity**

Development or infrastructure that maximizes opportunities for people to physically connect with each other on, for example, bike trails, walking paths or transit.

**Density**

Means a measure of the ratio of dwelling units per area of land, usually hectare or acre. The unit area of land can either be gross, meaning including all land used for roads, parks, utilities, etc., or net, meaning just the land used for locating houses.

**Development**

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

**Economic Development**

Any effort, initiative or undertaking designed to aid or increase the growth of an economy.

**Infill Development**

Development in existing developed areas, occurring on vacant or underutilized lands, or redevelopment of a developed site to a higher density.

**Infrastructure**

Physical assets to provide services to citizens and to support the functioning of a local or regional economy, including roads, sewer lines, transit, emergency response vehicles, recreational facilities, parks, information technology and more.

**Mixed-Use Development**

Development that mixes compatible residential, commercial, institutional and recreational land uses, and may do so within an area of land and/or within buildings, in order to increase density, reduce development footprint through intensification of land use, and to improve public accessibility to the range of mixed land uses.

**Municipal Government Act**

The primary legislation governing municipalities in the Province of Alberta.

**New Urbanist**

A person who subscribes to the tenets of the new urbanism design movement, which promotes walkable neighbourhoods with a range of housing types, proximity to amenities, jobs and transit. The new urbanism movement elevates the importance of people, social interaction and community well-being over the convenient movement and accommodation of automobiles.

**Open Space**

Public and private lands acquired or preserved in the public interest to conserve and protect natural features, landscape and resource, and/or to provide passive recreation space with limited or no development.

**Policy**

A deliberate statement of action to guide decisions and achieve rational outcomes.

**Principle**

A basic or shared value that guides the direction of policy formation.

**Redevelopment**

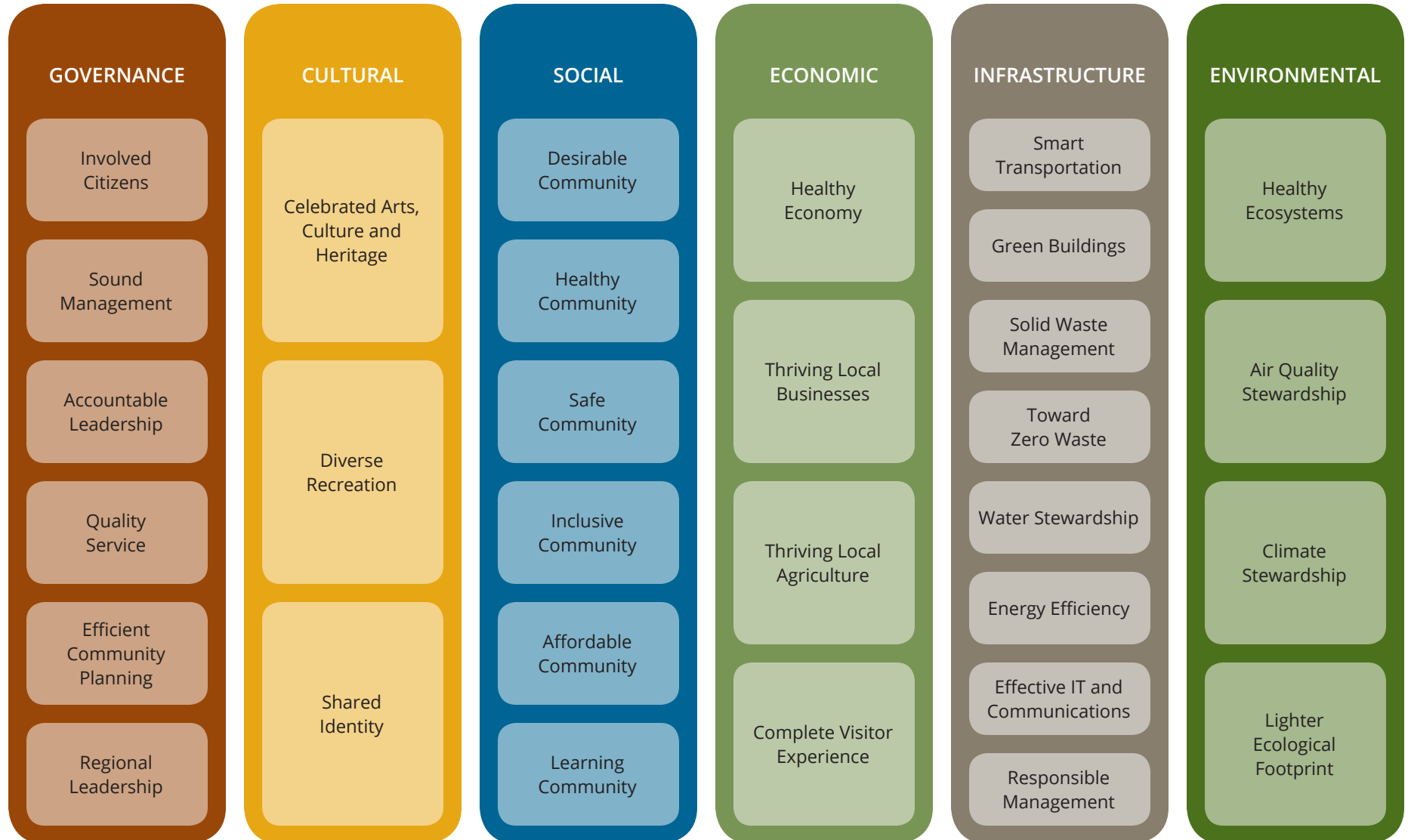
Any new construction on a site that has pre-existing uses and/or buildings.



APPENDIX B  
MSP SUSTAINABILITY PILLARS & GOALS



Municipal Sustainability Plan  
Sustainability Pillars and Goals





APPENDIX C  
POPULATION PROJECTION ASSUMPTIONS &  
CALCULATIONS

## Approach

One way to establish population projections is to assume the kinds of housing that will be built in the future and how many people will live in each housing unit built. This is a simple, straight forward approach that can easily be replicated by others in the future when updates are required.

To project population using housing type and density, first a number of reasonable assumptions are set based on observation of the condition of existing properties, market considerations, and sound planning principles, as detailed below. Once assumptions are set, one can use simple calculations to estimate different population scenarios within the ASP boundary at full build out.

### Assumptions

1. All vacant commercial land will develop as mixed commercial/residential projects.
2. All vacant residential or equivalent DC designated land will develop at maximum allowable densities.
3. 8-10% of developed commercial land will redevelop as mixed commercial/residential projects.
4. 5-7% of all residential land will redevelop or infill as R-2 (80%) or R-3 (20%) equivalent housing forms.
5. No residential land will be redeveloped for single family housing.
6. Institutional land is treated as residential land given its current predominate residential character.

TABLE C1 — ASSUMED DENSITIES

CATEGORY	PERSON/DWELLING UNIT (p/du)	GROSS DENSITY	
		du/ha	du/ha
Single Family (R1A)	2.8	10-12	4-5
Duplex (SP-DC)*	2.0	28	8-12
Tri-plex, Four-Plex, Row House (SP-DC, R3)	2.0	54	21
Apartment (R3 & R4)	1.8	125	51
Mixed Use	1.8	54-125	21-51

\*SP-DC denotes Site Specific Direct Control

Using the above assumptions and data, **Table C2 — Population Projections** presents population projections for the ASP area to the year 2035 (detailed calculations follow). The total projected growth in the ASP boundary area is between 1,132 and 1,283. This growth is assumed to be included in, and not in addition to, the Capital Region Board's growth projections for Morinville.

TABLE C2 — **POPULATION PROJECTIONS**

	<b>MAJOR LAND USE</b>	<b>TOTAL AREA (ha)</b>	<b>AREA (ha)</b>	<b>GROSS DENSITY (du/ha)</b>	<b>PERSONS/DWELLING (p/du)</b>	<b>NUMBER OF PERSONS</b>
1	Vacant Commercial (100%)	1.66	1.66	125	1.8	373
2	Vacant DC-4-1 (100%)	0.59	0.59	125	1.8	132
3	Commercial (8-10%)	21.45	1.72-2.15	125	1.8	387-483
4	Vacant R3 (100%)	0.36	0.36	54	2.0	38
5	Vacant DC-3-3 (100%)	0.24	0.24	160	1.8	66
6	Residential (5-7%)x0.80	41.50	1.66-2.33	28	2.0	92-130
7	Residential (5-7%)x0.20	41.50	0.42-0.58	54	2.0	44-62
					<b>TOTAL</b>	<b>1,132-1,283</b>

## Detailed Calculations

### Commercial Land Build Out:

1. Vacant Land (C1/C2) Calculation:  $(125 \text{ du/ha}) \times (1.66 \text{ ha}) = 207 \text{ du}$   
 $(207 \text{ du}) \times 1.8 \text{ p/du} = 373 \text{ persons}$
  
3. Infill/Redevelopment Land Calculation:  $(125 \text{ du/ha}) \times (1.72 \text{ ha}) = 215 \text{ du}$   
 $(215 \text{ du}) \times 1.8 \text{ p/du} = 387 \text{ persons}$
  
- $(125 \text{ du/ha}) \times (2.15 \text{ ha}) = 268 \text{ du}$   
 $(268 \text{ du}) \times 1.8 \text{ p/du} = 484 \text{ persons}$

### Residential Land Build Out:

2. Vacant Land (DC-4-1) Calculation:  $(125 \text{ du/ha}) \times (0.59 \text{ ha}) = 73 \text{ du}$   
 $(73 \text{ du}) \times 1.8 \text{ p/du} = 131 \text{ persons}$
  
4. R3 Vacant Land Calculation:  $(54 \text{ du/ha}) \times (0.36 \text{ ha}) = 19 \text{ du}$   
 $(19 \text{ du}) \times 2.0 \text{ p/du} = 38 \text{ persons}$
  
5. Vacant Land (DC-3-3) Calculation:  $(160 \text{ du/ha}) \times (0.24 \text{ ha}) = 37 \text{ du}$   
 $(37 \text{ du}) \times 1.8 \text{ p/du} = 66 \text{ persons}$
  
6. Infill/Redevelopment (SP-DC: R2 equivalent 80%) Calculation:  
 $(28 \text{ du/ha}) \times 1.66 \text{ ha} = 46 \text{ du}$   
 $(46 \text{ du}) \times 2.0 \text{ p/du} = 92 \text{ persons}$
  
- $(28 \text{ du/ha}) \times 2.33 \text{ ha} = 65 \text{ du}$   
 $(65 \text{ du}) \times 2.0 \text{ p/du} = 130 \text{ persons}$
  
7. Infill/Redevelopment (SP-DC: R3 equivalent 20%) Calculation:  
 $(54 \text{ du/ha}) \times 0.42 \text{ ha} = 22 \text{ du}$   
 $(22 \text{ du}) \times 2.0 \text{ p/du} = 44 \text{ persons}$
  
- $(54 \text{ du/ha}) \times 0.58 \text{ ha} = 31 \text{ du}$   
 $(31 \text{ du}) \times 2.0 \text{ p/du} = 62 \text{ persons}$



APPENDIX D  
HIGHWAY 642 ACCESS MANAGEMENT PLAN

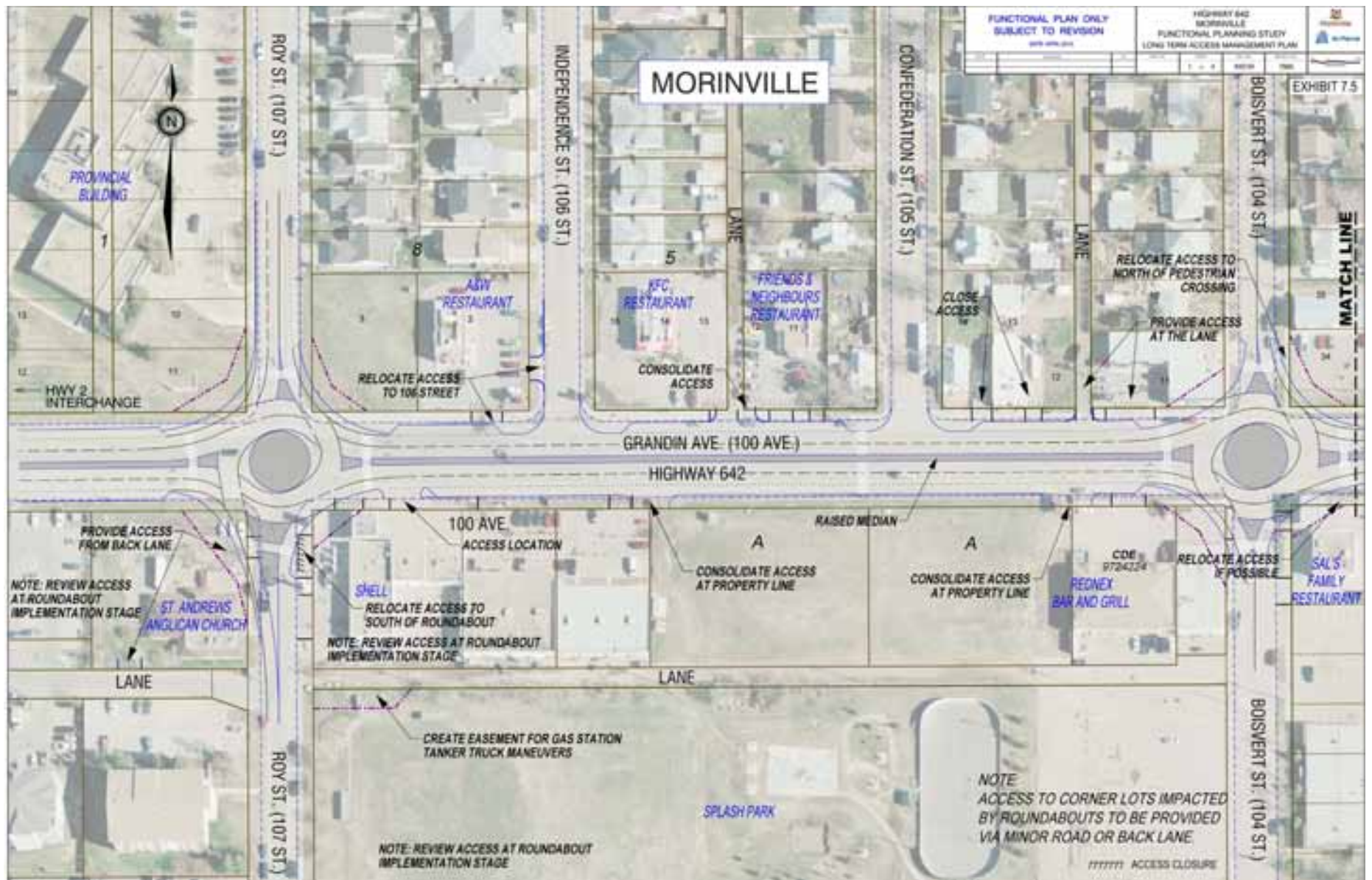
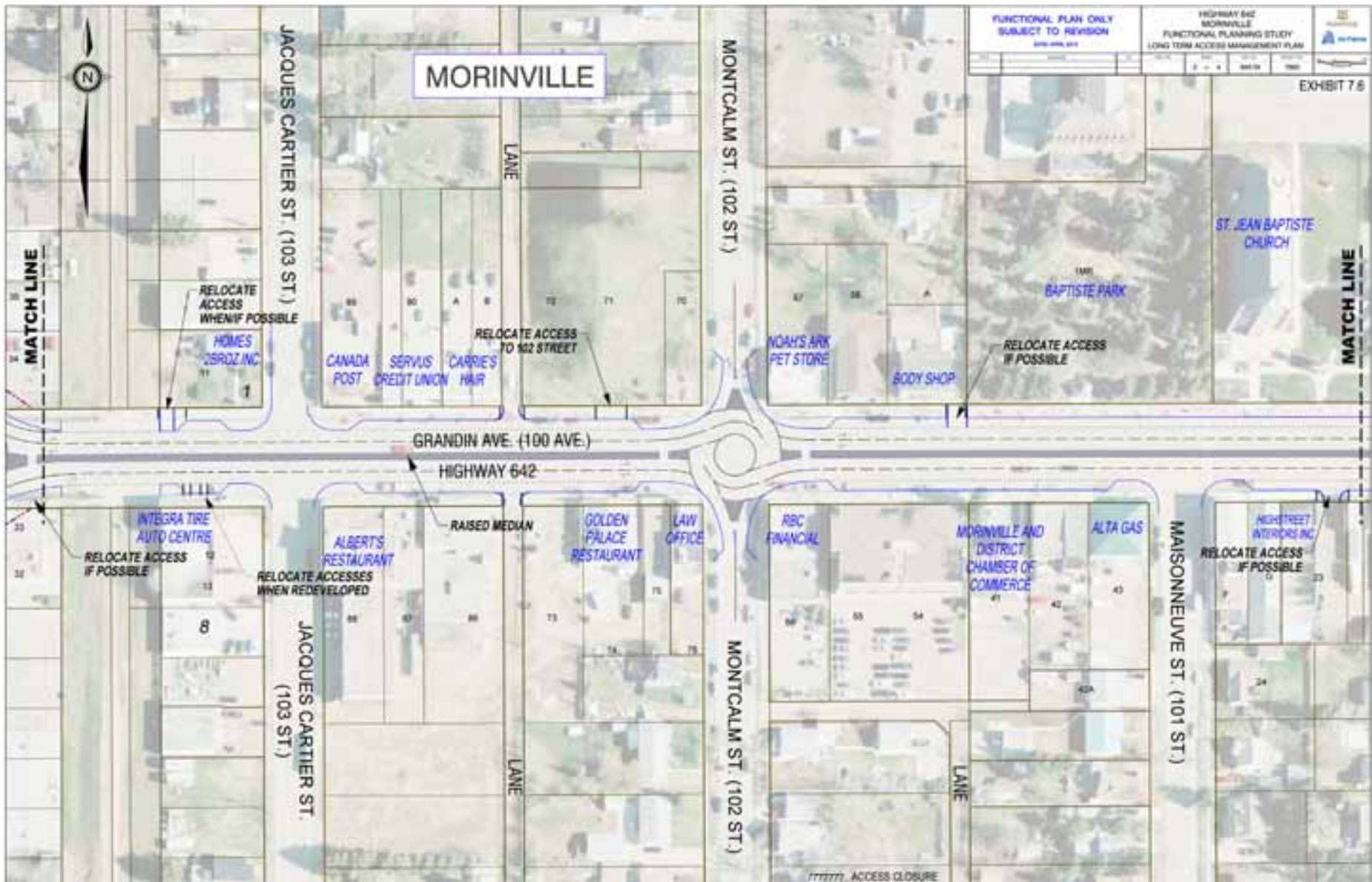
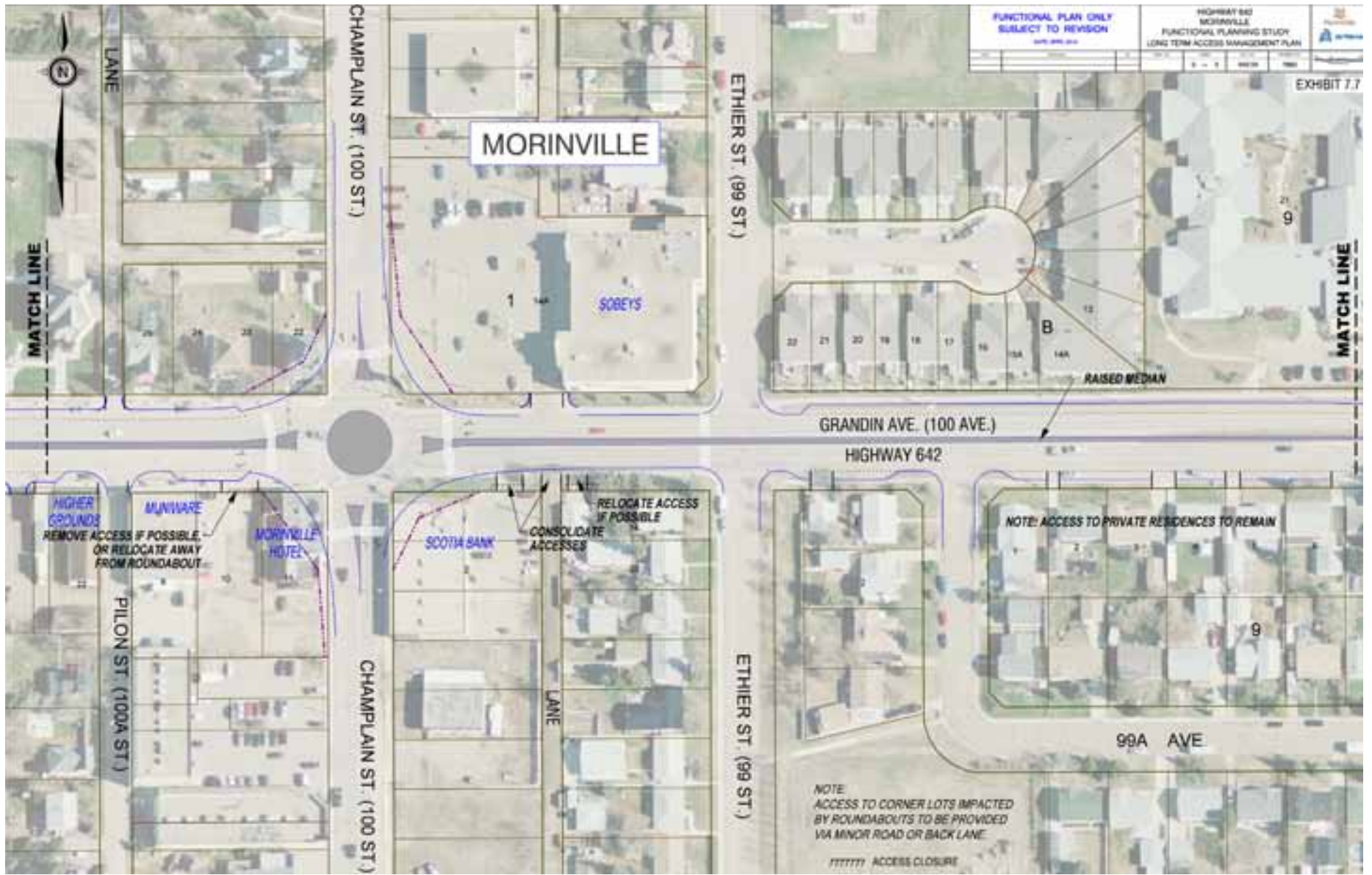


FIGURE D1 — RECOMMENDED LONG-TERM PLAN









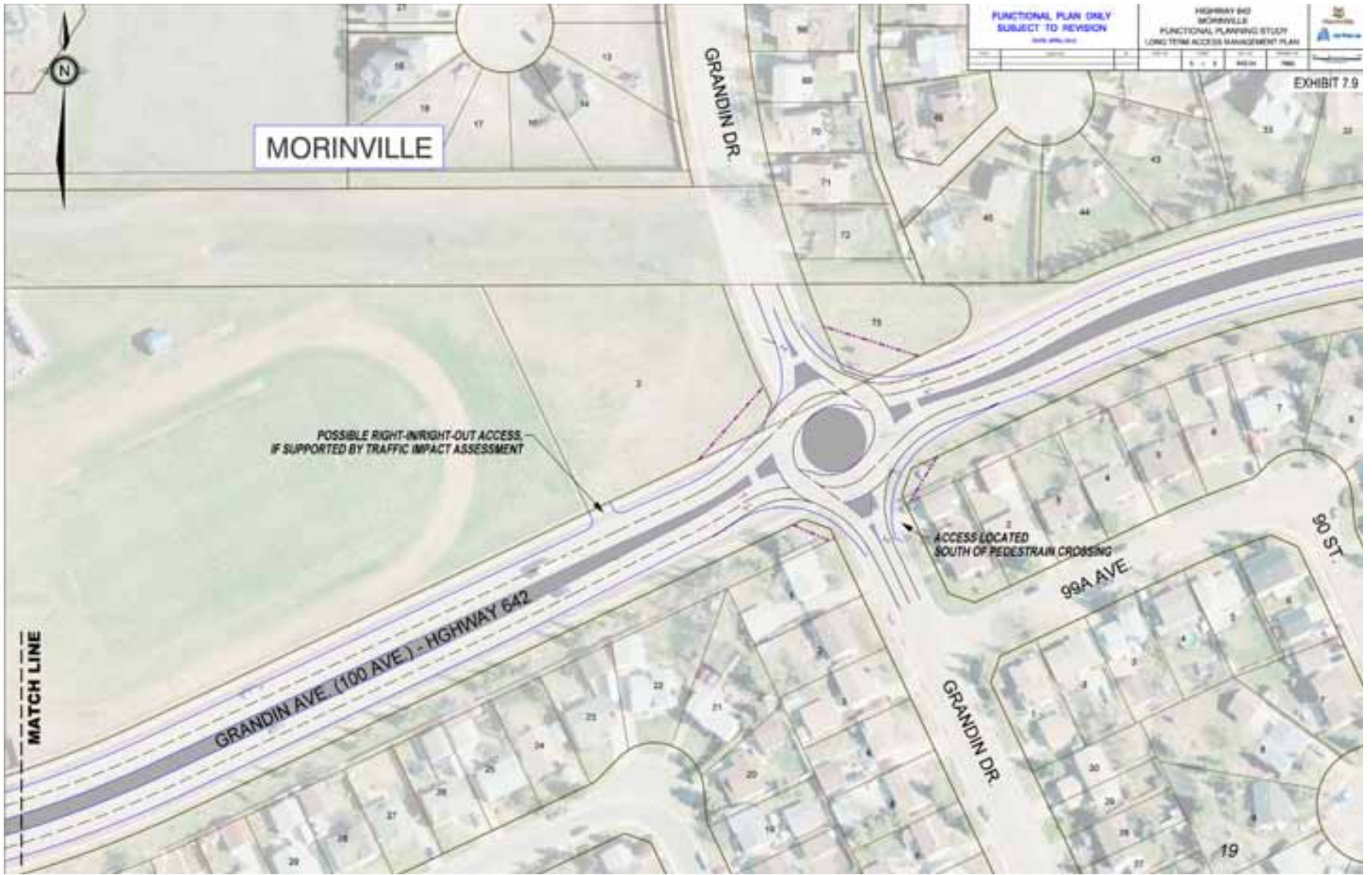


TABLE D1 — ACCESS MANAGEMENT INVENTORY

LOCATION	PRESENT OWNER/LAND DESCRIPTION	EXISTING ACCESS	FUTURE ACCESS
<b>100 Avenue at 107 Street</b>			
North-West Corner	Provincial Building (Plan 8779 S, Block 1)	No direct access off 100 Avenue	No change
South-West Corner	St. Andrews Anglican Church (Plan 822 1284 Block 1, Lot 12)	Access off 107 Street, close to the corner.	1. Relocate access to rear lane; 2. Option of one way operation with access moved south as much as possible and other access at the rear lane.
North-East Corner	Vacant Lot (Plan 042 0228, Block 8, Lot 3)	No access defined	Access to be provided off 107 Street~ 25m from south property line.
South East Corner	Shell Gas Station	Access modifications required as part of an active development application have not yet been implemented and should be addressed as soon as possible.	With roundabout implementation, two accesses closest to the corner will require relocation away from the roundabout. The closest access may be provided next to pedestrian crossing away from roundabout.
<b>100 Avenue - 107 Street to CN Railway Tracks - Eastbound</b>			
Properties, east of Shell	Strip Mall, Front parking (Plan 792 2048, Lot 2)	Joint with Shell access from 100 Avenue	Access to be reconfigured, consolidate access with Shell site.
	Strip Mall, Front parking (Plan 802 1047, Lot 3A)	Existing access at east end of the lot	Access may be relocated to property line to provide joint access with adjacent Lot 4 joint access / crossing agreement between the two owners would be required.
	Vacant Lot (Plan 072 2234, Block A, Lot 4)	Empty lot, no defined access	Access to be provided via back service road, and possible joint access with the Lot 3A.
	Vacant Lot (Plan 792 2048, Block B, Lot 3)	Empty lot, access off 100 Avenue at the east end of property.	
	Rednex - Bar and Grill (Plan CDE 972 4224)	Existing access off 100 Avenue with front-age parking.	Possible access relocation if joint with adjacent empty Lot 3. Crossing agreement between the two owners would be required.

LOCATION	PRESENT OWNER/LAND DESCRIPTION	EXISTING ACCESS	FUTURE ACCESS
<b>100 Avenue and 104 Street Intersection</b>			
South-West Corner	The Flower Shop	Access off 104 Street, close to the corner.	Lot to be acquired for the roundabout footprint. If lot is redeveloped, access from the rear lane.
South-East Corner	"Sal's Famous" Restaurant	Access off 100 Avenue and 104 Street	Lot partially affected by roundabout footprint, land to be acquired. If lot redeveloped, access from 104 Street, access location away from roundabout pedestrian crossing.
<b>100 Avenue - 107 Street to CN Railway Tracks - Westbound</b>			
Northwest Corner of 100 Avenue 106 Street	A&W Restaurant (Plan 952 2958, Block 8, Lot 2)	One access off 100 Avenue, one off 106 Street (Independence Street)	Relocate 100 Avenue access to 106 Street
Northeast Corner of 100 Avenue 106 Street	KFC Restaurant (Plan 946 Q, Block 5, Lots 13,14&15)	One access off 100 Avenue, one off 106 Street (Independence Street)	Relocate 100 Avenue access to the lane, make it joint access to KFC, the lane and lots 11,12
	Friends and Neighbours Restaurant (Plan 946 Q, Block 5, Lots 11,12)	Access off 100 Avenue	Relocate 100 Avenue access to the lane, make it joint access with KFC, the lane and lots 11,12
Northwest Corner of 100 Avenue and 105 Street	(Plan 946 Q, Block 5, Lot 10)	Vacant Commercial Building	If access required, to be provided via 105 Street
Northeast Corner of 100 Avenue and 105 Street	(Plan 946 Q, Block 4, Lot 14)	Access off 100 Avenue	Access to be relocated to 105 Street
	Vacant Commercial Site (Plan 946 Q, Block 4, Lot 13)	Access off 100 Avenue	Relocate 100 Avenue access to the lane
Northwest Corner of 100 Avenue and 104 Street	(Plan 762 1617, Block 4, Lot 11 and 10)	Strip Mall to Number of Businesses; parking in front, direct access off 100 Avenue.	Property affected by the Roundabout footprint, property to be acquired. If property redeveloped, access to be provided via 104 Street or the lane
Northeast Corner of 100 Avenue and 104 Street	(Plan 762 1617, Block 1, Lot 34)	Existing Access off 104 Street.	Property affected by the Roundabout footprint, property would be affected. If property redeveloped, access to be provided off 104 Street.

LOCATION	PRESENT OWNER/LAND DESCRIPTION	EXISTING ACCESS	FUTURE ACCESS
<b>100 Avenue CN Railway Tracks to 102 Street - Eastbound</b>			
CN Railway to 103 Street	Integra Tire Auto Centre (Plan 9201 S, Block 2, Lot 12)	Two direct accesses to the building off 100 Avenue in addition to access off 103 Street.	Until the business changes into other profile, may not be possible to remove existing access.
103 Street to the lane	Hotel, Pizza Restaurant, Mini Storage (Plan 4187 HW, Lots 86-88)	No direct access off 100 Avenue	No change, if the access is required, it can be provided off 103 Street or the lane
The lane to 102 Street	Golden Palace Restaurant, Health Food Store, Law Office and others (Plan 8 RN, Lots 73 to 75)	Strip Mall to Number off Businesses; No direct access off 100 Avenue. Lot 73 - Empty	If redeveloped, access to be provided via the lane or off 102 Street. Access dedication may be required.
<b>100 Avenue CN Railway Tracks to 102 Street - Westbound</b>			
CN Railway to 103 Street	Homes 2Broz Inc. (Plan 9201 S, Block 1, Lot 11)	Access off 100 Avenue	If possible relocate access to 103 Street
East of 103 Street to the lane	Canada Post, Servus Credit Union, Carrie's Hair  (Plan RN 8, Lots 70 to 72)	No direct access to the businesses; Canada Post access off 103 Street One common parking in the back for the businesses, access via the lane.	Retain existing access scheme.
The lane to 102 Street		No direct access.	Access via 102 Street.
<b>100 Avenue 102 Street to 100 Street - Westbound</b>			
102 Street to 101 Street	St. Germain Place: RBC Financial, Morinville Information Centre, Hunters printers and Copy, Alta Gas. (Plan 8 RN, Lots 41-43 and 54-56)	No direct access.	Access via 102 Street.
101 Street to 100A Street	Quinn's Plumbing & Heating Ltd.; (Plan 2549 MC Lot F), Highstreet Interiors inc.; (Lot G & Lot 23)	Access to parking space created for businesses (part of lot 23)	Relocate access if possible.
101 Street to 100A Street	Shooters Supplies and other Businesses (Plan 2549 MC, Lot 22)	No direct access	Access via 101 Street.

LOCATION	PRESENT OWNER/LAND DESCRIPTION	EXISTING ACCESS	FUTURE ACCESS
100A Street to 100 Street	Don's Bistro, MuniWare, Morinville Hotel (Plan 20 KS, Lots 9-10)	Access to Parking Lot off 100 Avenue and 100 Street behind the hotel.	Morinville Hotel property is affected by the proposed Roundabout. Access to be resolved at that time of Roundabout implementation. Preferably no direct access to 100 Avenue.

### 100 Avenue 102 Street to 100 Street - Eastbound

	Strip Mall East of 102 Street	No direct access off 100 Avenue for all businesses but Body Shop next to the Park and trail (access to garage in the back)	Lot has no connection to back lane - removal not possible. Acquisition of the lot is an option.
	Baptiste Park and St. Jean Baptiste Church  (Plan 7732 R , Block A, Lot 22, 23, 24, 25)	Access to Church Parking lot via the Lane opposite 100A Street.  Access via back lanes.	Access to remain.  Lots 22 and 23 would be affected by the proposed Roundabout footprint. Access to be reviewed at the time of Roundabout implementation.

### 100 Avenue 100 Street to Grandin Dr. - Eastbound

100 Street and 100 Avenue - South-East Corner	Scotia Bank	Access off 100 Avenue to the parking lot	Building/property is affected by the Roundabout footprint - When property redeveloped, access to be provided via existing lane.
	Private Residence (Lot 24)	Driveway to garage off 100 Avenue	Access to be relocated to the lane, if possible.
99 Street to Grandin Dr.		Residential properties with front facing driveways	Accesses will remain as is.

### 100 Avenue 100 Street to Grandin Dr. - Westbound

100 Street and 100 Avenue - North-East Corner	Sobeys	Two accesses one off 100 Avenue and one of 100 Street.	Property would be affected by the Roundabout but accesses will remain.
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APPENDIX E  
IMPLEMENTATION PROJECT/TASK SUMMARY



TABLE E1 — IMPLEMENTATION PROJECTS/TASKS LIST

TASK	SHORT	MID	LONG	RESPONSIBLE PARTY/IES
<b>OPERATIONAL PROJECTS</b>				
Ministry of Alberta Transportation Approval	<b>X</b>			Alberta Transportation
Zoning & Regulatory Amendments	<b>X</b>	<b>X</b>	<b>X</b>	Municipality
Redevelopment & Infill Development Standards	<b>X</b>			Municipality
Historic Resource Management Plan	<b>X</b>			Municipality
Architectural & Urban Design Guidelines	<b>X</b>			Municipality
Downtown Revitalization Plan	<b>X</b>			Municipality & Partners
Downtown Parking Strategy	<b>X</b>			Municipality
Wayfinding Strategy		<b>X</b>		Municipality
Public Art & Culture Strategy		<b>X</b>		Municipality
Municipal Utility Servicing Plan Update		<b>X</b>		Municipality
<b>CAPITAL PROJECTS</b>				
Implement Highway 642 FPS		<b>X</b>	<b>X</b>	Alberta Transportation and/or Municipality
Downtown Revitalization Implementation		<b>X</b>	<b>X</b>	Municipality & Partners



APPENDIX F  
GRANT PROGRAMS

## Municipal Infrastructure

### **Municipal Affairs - Municipal Sustainability Initiative (MSI)**

The Municipal Sustainability Initiative is a provincial funding source aimed at providing support to municipalities to build or upgrade their public transit facilities, recreation and sport facilities, roadways and bridges, and storm water systems. The program can fund both capital and operational projects.

### **Ministry of Alberta Transportation – Alberta Municipal Infrastructure Program (AMIP)**

This program provides financial assistance to municipalities to develop capital municipal infrastructure to maintain or enhance economic, social and cultural opportunity and well-being, while protecting and improving the quality of our environment upon which people and economies in Alberta depend.

Where the core capital infrastructure needs have been addressed, the available funds may also include other capital projects, such as cultural and recreational facilities, community environmental and energy systems and facilities, solid waste management systems and facilities, municipal buildings, and other municipal physical infrastructure ([www.transportation.alberta.ca](http://www.transportation.alberta.ca)).

### **Ministry of Alberta Transportation/Government of Canada – Federal Gas Tax Fund (FGTF)**

Funding under this program supports the development of public transit systems, water and wastewater systems, solid waste management, community energy systems, and community capacity building. For communities with less than 500,000 population, the funding may also be used for rehabilitation of municipal roads and bridges that enhance sustainability outcomes ([www.transportation.alberta.ca](http://www.transportation.alberta.ca)).

### **Ministry of Alberta Transportation – Basic Municipal Transportation Grant (BMTG)**

The BMTG grant provides funding for eligible capital transportation projects including road construction, rehabilitation, and major public transit system requirements. In addition, the program includes Barrier-Free Transportation initiatives to improve accessibility for seniors and persons with disabilities. Included in the list of eligible transportation projects are design and engineering services, construction and rehabilitation of roads, streets, and highways, construction of grade separations, major transit capital projects, bus and LRT vehicle purchase (including the purchase of accessible transit vehicles), and transportation system management projects ([www.transportation.alberta.ca](http://www.transportation.alberta.ca)).

## Public Transit

### **Ministry of Alberta Transportation – Green Transit Incentives Program (GreenTRIP)**

The Green Transit Incentives Program (GreenTRIP) is a one-time funding program that will support new and expanded public transit throughout Alberta. GreenTRIP will provide only capital funding assistance for sustainable public transit infrastructure and technology. The program will provide Albertans with a wider range of public transit alternatives for local, regional, and intermunicipal travel, making public transit more accessible. It is anticipated that this program will help reduce the number of vehicles on Alberta roads and reduce greenhouse gas emissions ([www.transportation.alberta.ca](http://www.transportation.alberta.ca)).

## Social/Cultural/Recreation

### Ministry of Alberta Transportation – Alberta Municipal Infrastructure Program (AMIP)

This program provides financial assistance to municipalities to develop capital municipal infrastructure to maintain or enhance economic, social and cultural opportunity and well-being, while protecting and improving the quality of our environment upon which people and economies Alberta depend.

Where the core capital infrastructure needs have been addressed, the available funds may also include other capital projects, such as cultural and recreational facilities, community environmental and energy systems and facilities, solid waste management systems and facilities, municipal buildings, and other municipal physical infrastructure ([www.transportation.alberta.ca](http://www.transportation.alberta.ca)).

## Heritage Conservation

### Alberta Main Street Program

The Alberta Main Street Program is a community-based initiative, supported by Alberta Culture and Community Spirit, Municipal Heritage Partnership Program (MHPP). The intent of the program is to restore historic integrity and architectural character to traditional Main Streets in Alberta. The program utilizes a four-point approach: organization, design, marketing and economic development.

Municipalities who qualify for the Main Street program become members in the Main Street Membership Network with access to two different levels of benefits. To qualify for the Main Street program, a municipality must demonstrate that within the “footprint area” at least 50% of buildings have historical significance and integrity.

## Non-Profit Sector Beautification Projects

### Benjamin Moore Community Restoration Program

Benjamin Moore & Co., Limited, in partnership with the Community Foundations of Canada, offers cash grants (up to \$4,000) and paint (up to \$750 retail value) to support heritage restoration projects in Canada. Canadian registered charities with volunteers from the local community may apply for funding, but priority is given to the specific communities targeted in Benjamin Moore’s three regions: Western, Central and Eastern. The communities change each year ([www.heritagecanada.org](http://www.heritagecanada.org)).

## Sustainability

### Federation of Canadian Municipalities Green Municipal Fund

Grants of up to \$350,000 are available to municipal governments to cover half the eligible costs of integrated sustainable community plans and studies. Funding is also available for capital projects related to brownfields, energy, transportation, waste, and water ([www.fcm.ca](http://www.fcm.ca)).

## Urban Forestry

### Tree Canada

Provide education, technical expertise and resources to plant and care for urban and rural trees. Programs applicable to Morinville include:

- TD Green Streets – encourages and supports the adoption of leading-edge municipal forestry.
- Grow Clean Air – plant urban trees to offset carbon emissions
- Edible Trees – funding to support planting of edible fruit and nut trees to build community resilience and support food security (tree-arbrescanada.ca).

### Private Investment

At any time private investment could become available, with or without conditions. Private investment cannot be relied upon as a funding source, but being positioned to capitalize on an opportunity that comes along is critical.

## P3 Canada Fund

Public Private Partnership Canada (PPP Canada) was created as a Crown corporation with an independent Board of Directors reporting through the Minister of Finance to Parliament. PPP Canada administers the funding of P3 infrastructure projects, the P3 Canada Fund.

From the website [www.p3canada.ca](http://www.p3canada.ca), “P3 Canada Fund was created to improve the delivery of public infrastructure and provide better value, timeliness and accountability by increasing the effective use of P3. The P3 Canada Fund is the first infrastructure funding program, anywhere in Canada, which directly targets P3 projects....”

“PPP Canada works with provincial, territorial, municipal, First Nations, federal and private partners to support greater adoption of public-private partnerships in infrastructure procurement. To be eligible for a P3 Canada Fund investment, the infrastructure project must be procured, and supported by a province, territory, municipality or First Nation (i.e., a public authority).”

Eligible infrastructure categories applicable to Morinville include:

- Water
- Wastewater
- Public Transit
- Green Energy
- Disaster Mitigation
- Solid Waste Management
- Brownfield Redevelopment
- Culture
- Connectivity and Broadband
- Local Road
- Shortline Rail
- Tourism

