



Conceptual Scheme

Meadows of Morinville - Manufactured Home Park

1793061 Alberta Ltd.

Final Report

April 12, 2016

Table of Contents

1	Introduction.....	1
2	Existing Site Conditions	1
2.1	Existing Site Features.....	1
2.2	Surrounding Land Use	2
2.3	Utility Right of Way.....	2
3	Development Plan	2
3.1	Objectives	2
3.2	Transportation Plan	2
3.3	Land Use Plan	2
3.4	Amenities Space	3
3.5	Additional Spaces	3
3.6	Site Layout	3
3.7	CN Rail Right-of-way Berm Requirement	3
4	Utility Servicing.....	4
4.1	Storm Water Plan	4
4.2	Sanitary Sewer Plan	4
4.3	Water Distribution Plan	5
4.4	Shallow Utilities	5
4.5	Grading & Miscellaneous.....	5
5	Construction Sequencing.....	5
6	Implementation	6



List of Figures#

Figure 1.1 : Location & Ownership Plan	1
Figure 2.1 : Existing Topography Plan.....	1
Figure 3.1 : Transportation Plan	3
Figure 3.2 : Typical Roadway Cross Sections	3
Figure 3.3 : Land Use Plan	3
Figure 4.1 : Utilities Plan.....	5
Figure 4.2 : Land Purchase Sketch	5
Figure 5.1 : Development Staging Plan.....	5

List of Tables#

Table 3.1: Land Use Statistics	3
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Appendices

Appendix A - Geotechnical Report	9
Appendix B - Stormwater Implementation Study Merge Consulting Ltd. July, 1980.....	10
Appendix C - CN Spur Line Requirements & Images	11



1 Introduction

This Conceptual Scheme is intended to provide a plan for the development of an 11 hectare manufactured home site within the Town of Morinville, AB. The purpose of the Conceptual Scheme is to support a development permit application in accordance with Policy 9.17 of the Municipal Development Plan (MDP), which requires that manufactured home parks be comprehensively planned neighborhoods requiring the approval of a conceptual scheme. The area is legally defined as Plan 1224688 Block 1 Lot 7. It is bounded by 100 St to the east, Manufactured Home Park, a pump station and a future affordable housing site to the south (Plan 1224688 Block 1 Lot 5), CN railway to the west, and agricultural land to the north. The intended use of the land is R-MHP (Manufactured Home Park Residential) which complies with the zoning shown on the Land Use District Map in the Town of Morinville Land Use Bylaws.

There is no current ASP approved for this area. This property is owned by 1793061 Alberta Ltd., and this Conceptual Scheme is produced by Prism Engineering Inc on their behalf. The general site location and current property ownership can be seen on Figure 1.1.

2 Existing Site Conditions

2.1 Existing Site Features

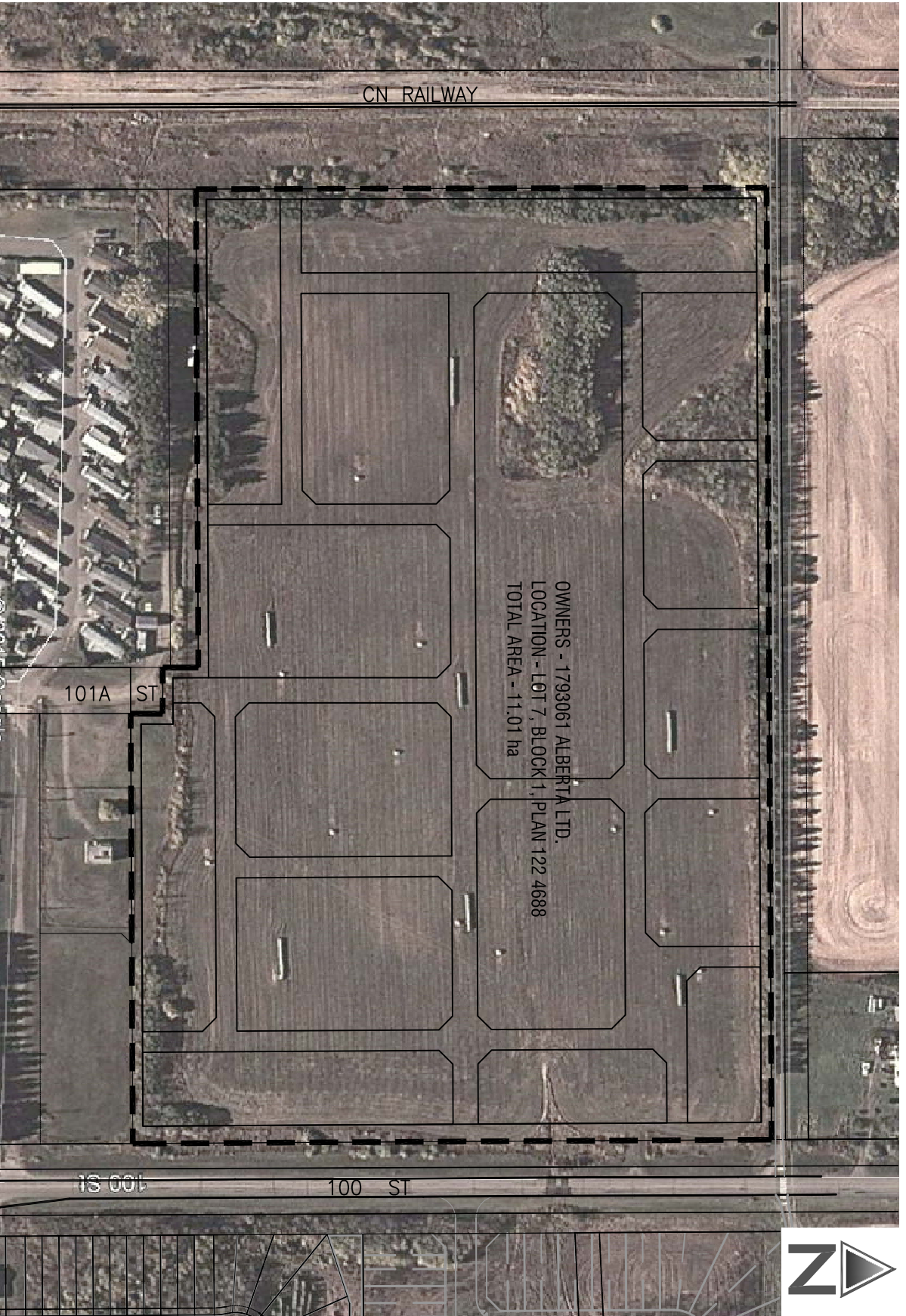
The site is currently undeveloped land, comprised of gently undulating, flat land with an elevation difference of roughly 2.77m across the site, generally draining from west to east with maximum and minimum geodetic elevations of 699.81m and 697.04m respectively. The existing site topography is depicted with 0.2m contour intervals on Figure 2.1.

There are rows of trees along the north and west border, with additional patches of trees spread throughout the site. A drainage ditch runs along the southern edge of the site and up the east property line along 100 St. This ditch will need to be realigned to follow the south property line during development.

A geotechnical assessment of this area was completed in October 2015 by Shelby Engineering Ltd. and is included as Appendix A. The investigation found topsoil depths ranging from 180mm to 610mm. The topsoil is underlain by 350mm to 2.05m of clay fill described as medium to high plastic, or clay till fill described as low to medium plastic. The fill layer is underlain by clay till described as medium to high plastic. A thin 300-900mm layer of medium to high plastic native clay was seen in two test holes between the fill and till layers. Based on the findings of the geotechnical reports this site is developable for its intended purpose.



LEGEND
--- PLAN AREA BOUNDARY



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MUNICIPALITY

DEVELOPER
1793061 ALBERTA LTD.

ENGINEER



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PROJECT

MEADOWS OF MORINVILLE
MORINVILLE ALBERTA

LOCATION & OWNERSHIP PLAN

SCALE:

1:2500



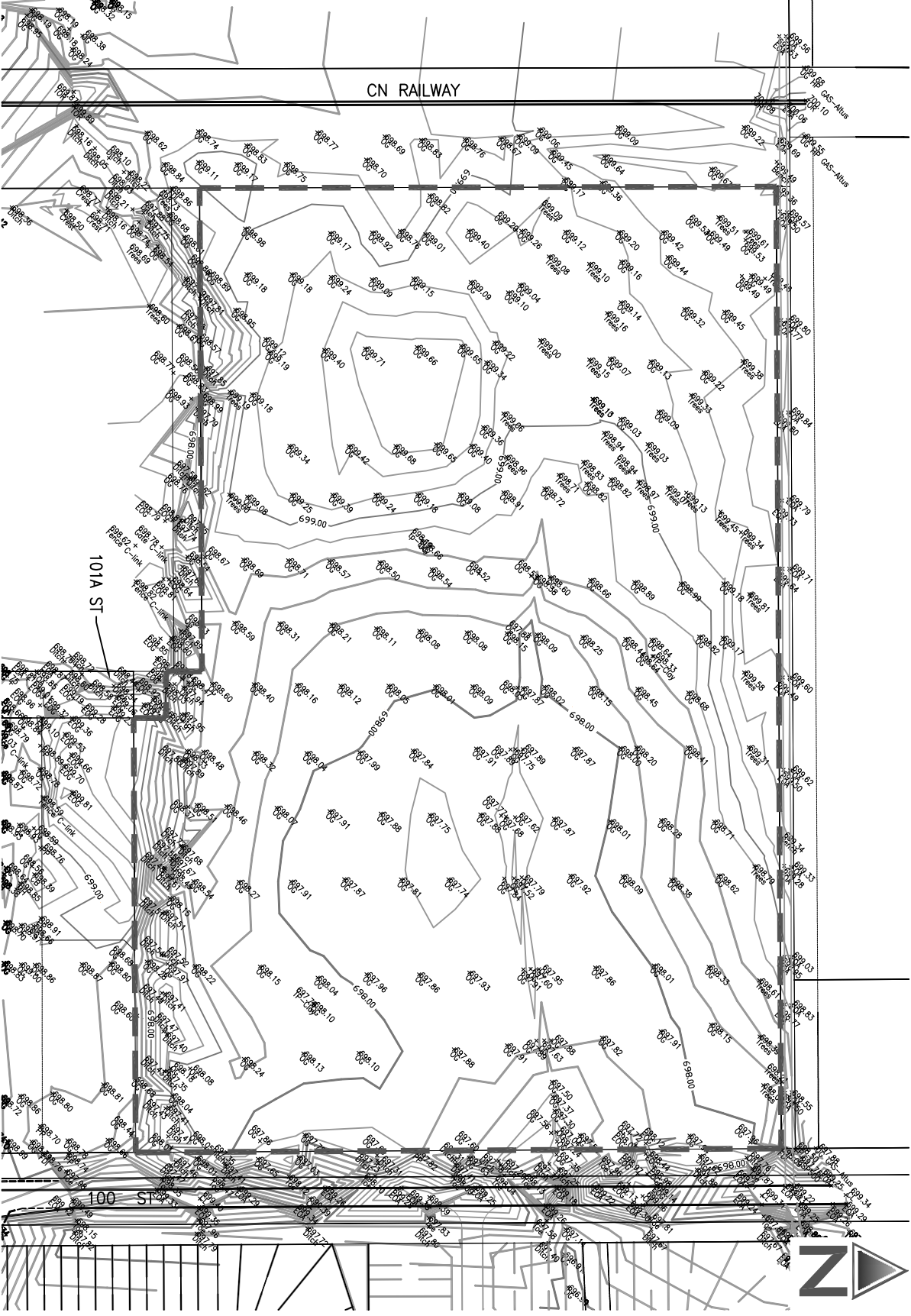
DATE:

MARCH 2016

FIGURE

1.1

LEGEND
 ——— PLAN AREA BOUNDARY
 - - - - - EXISTING GROUND CONTOURS



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 MEADOWS OF MORINVILLE
 MORINVILLE, ALBERTA
 EXISTING TOPOGRAPHY PLAN

SCALE:
 1:2500



DATE:
 MARCH 2016

FIGURE

2.1

2.2 Surrounding Land Use

The plan area is bounded by 100 St (Champlain St) and R-VC2 (Village Champlain Stage II Residential) to the east. Along the southern border there is R-MHP (Manufactured Home Park Residential), PS (Public and Private Services) containing a pump station and DC-1 (Direct Control – General) which will be used for a future affordable housing site. To the west there is the CN Railway with POS (Park and Open Space) and future residential development space (R-1B, R-2, R-3) to the west of the railway. Along the northern border is UR (Urban Reserve) agricultural land which the MDP designates for future residential development. The existing and surrounding land has been illustrated on Figure 3.3.

2.3 Utility Right of Way

There are no existing utility right of ways extending through the development area. A gas line right of way exists north of the site, north of Lot 5MR (containing a walking trail), however it is off the property so should not impact development. The tentative plan is to extend shallow utilities and subsequent right of ways from the existing Village Champlain site on the east side of 100 St, and from 101A St to the south, to service the plan area.

3 Development Plan

3.1 Objectives

The objective of this development is to provide residents with affordable, manufactured housing in an attractive, well maintained neighborhood.

3.2 Transportation Plan

The site is bordered by 100 St to the east. The internal road network will connect to 100 St, lining up with the future Village Champlain Stage II access in order to create a four way intersection. An emergency access will be provided to the south at 101A Street. Two additional emergency accesses will be provided at the north property line, tying to the Town's existing 3m paved trail. Emergency accesses will be blocked off using knock down barricades to prevent unauthorized access.

Stantec is currently performing a Traffic Impact Assessment to determine the short and long term effects of the proposed development on 100 St, and on Highway 642.

The proposed road network and accesses can be seen in Figure 3.1. Proposed street cross sections can be seen on Figure 3.2. An overall street naming plan will be developed during the design stage and submitted to the Town of Morinville for acceptance.

3.3 Land Use Plan

There are currently 154 private units proposed to be built within the development area, all of which will be used for manufactured home units. Based on a population density of 2.5 people per unit this will provide for a total estimated population of 385. Land use statistics can be seen in Table 3.1.



There are 72 visitor parking spaces that have been spread throughout the development for the convenience of the guests of the residents, and to remove the need for street side parking. “No Parking” signs will be installed along the road sides to ensure that residents use their garages/driveways and guests use the dedicated visitor parking stalls. In addition, specific areas around the community are set aside for snow storage resulting from the clearing of the roads during winter months. The snow melt will be intercepted by the storm system via catch basins during spring runoff.

Table 3.1: Land Use Statistics

	Area (ha)
Total Area	11.01
Open Space (amenities, snow storage, P/L setback)	0.87
Roadways and parking space	2.10
Community Support Space (Office/shop)	0.23
Developable Area	7.81
Residential Area	7.81

3.4 Amenities Space

The development area includes 457.6m² of amenities space; this exceeds the minimum required space of 385m² (2.5m² per dwelling) in accordance with the Town of Morinville’s Land Use Bylaws Section 3.11. This open space is intended to provide residents with a convenient place to pursue outdoor activities and to encourage an active lifestyle within the community. This space has been placed to provide ease of access for everyone in the community as well as ensure it is in the first phase of development.

3.5 Additional Spaces

Additional space has been allotted to allow 1793061 Alberta Ltd. to construct an onsite office as well as shop/yard for equipment storage, to allow for proper management of the private community.

The required 10% MR space dedication (1.1ha) will be paid cash-in-lieu as described by the Municipal Government Act.

3.6 Site Layout

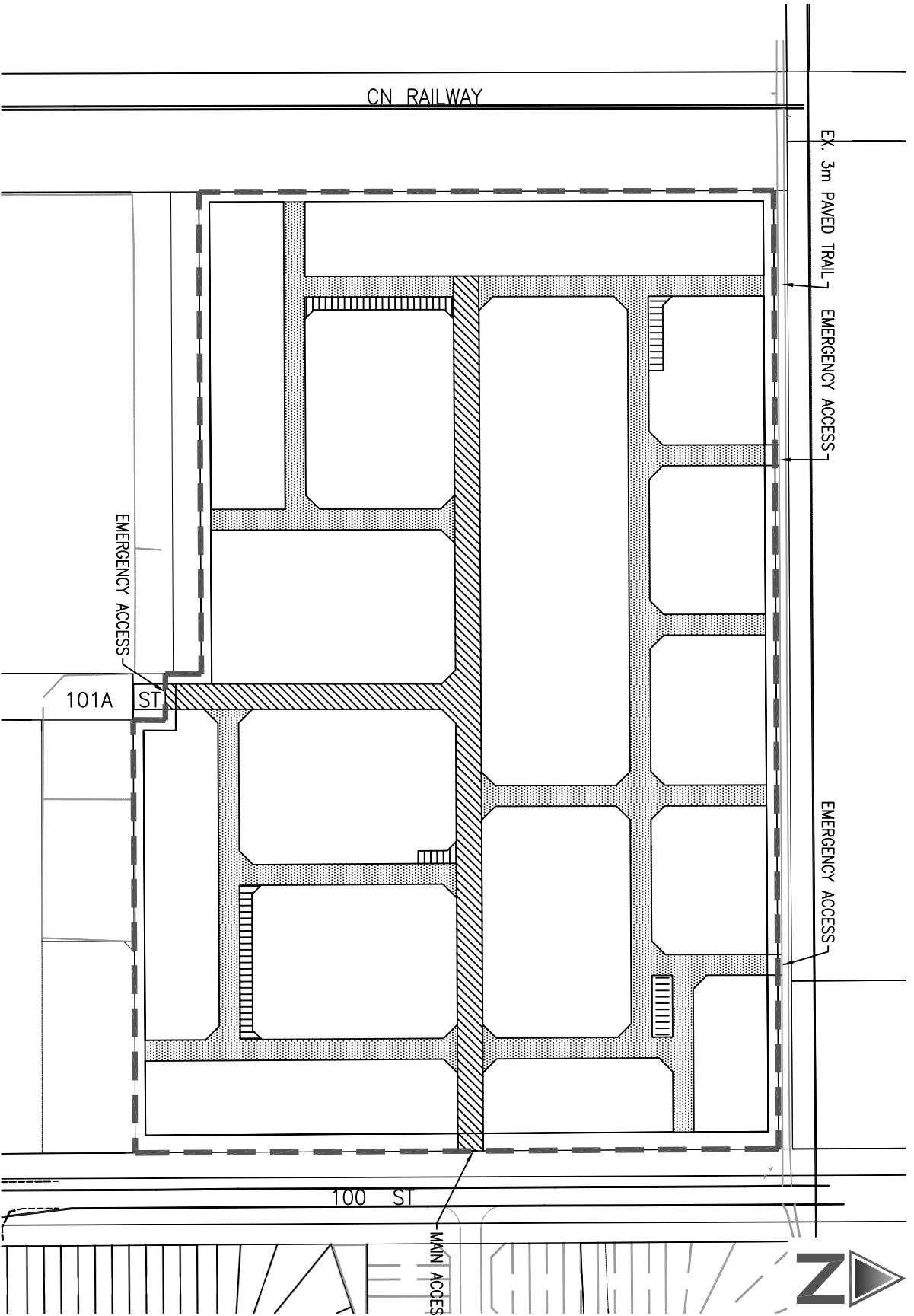
The proposed land use for the Manufactured Home Park is detailed in Figure 3.3. It details the overall layout and usage of the site and illustrates the proposed block lines. All lots have been sized to accommodate a double parking pad, with the majority of lots able to accommodate a garage as well. This helps to remove the need for street parking outside of visitor parking.

The overall landscaping, recreational and amenities areas will need to be well thought out at the detailed design stages to meet the need of the residents. An overall landscaping plan, including typical lot layout, will be developed as part of the detailed design package.

3.7 CN Rail Right-of-way Berm Requirement

It is expected that a berm along the CN rail right-of-way will not be required. The CN Spur Line requirements (Appendix C) require that dwellings have a 15m safety setback from the railway right-of-way. However, as





EX. 3m PAVED TRAIL } EMERGENCY ACCESS

EMERGENCY ACCESS

EMERGENCY ACCESS

101A ST

100 ST

MAIN ACCESS

CN RAILWAY



- LEGEND**
- PLAN AREA BOUNDARY
 - 10m ROADS IN 11m R/W
 - 8m ROADS IN 9m R/W

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PROJECT
MEADOWS OF MORINVILLE
MORINVILLE, ALBERTA
TRANSPORTATION PLAN

SCALE: 1:2500
DATE: MARCH 2016

FIGURE
3.1

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PROJECT
MEADOWS OF MORINVILLE
MORINVILLE, ALBERTA

PROJECT

LAND USE PLAN

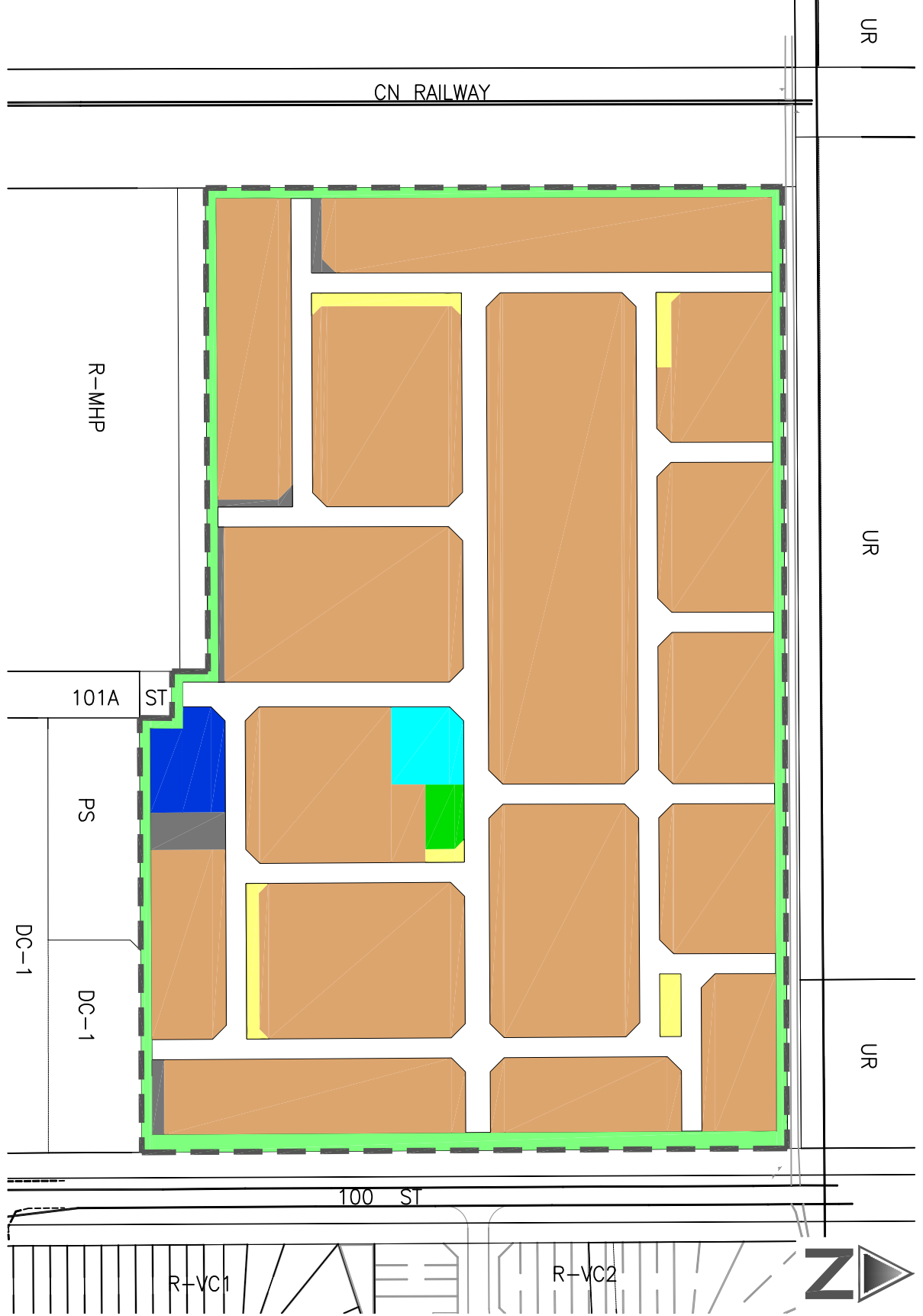
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DATE:
MARCH 2016

FIGURE

3.3



- LEGEND
- PLAN AREA BOUNDARY
 - MANUFACTURED HOME
 - VISITOR PARKING AREAS
 - OFFICE BUILDING
 - MAINTENANCE BUILDING
 - AMENITIES AREA
 - SNOW STORAGE AREAS
 - SETBACK BUFFER

depicted in the CN right-of-way aerial images attached in Appendix C, several other dwellings along the CN tracks are built much closer than 15m to the right-of-way. At the Plan Area, the CN right-of-way approximately doubles in width, providing roughly 36m separation between the tracks and the west property line of the development, and approximately 43m from the tracks to the rear of dwelling units on the site. Combining this extra width with the low volume in which the track operates presents a very low safety risk to the future residents of the development. The low safety risk is further evidenced by no other development along this section of the railway requiring a berm, despite many being closer to the tracks than the planned development.

4 Utility Servicing

4.1 Storm Water Plan

There is an existing 1200mm storm line to the south that will be connected to in order to service the plan area. It is expected that this 1200mm line has sufficient capacity to accommodate the additional minor-event flows from the Manufactured Home Park. The alignment of the storm sewer system will follow the internal road network. Surface drainage will be handled by catch basins placed along the road which will connect into the underground storm sewer network.

If the 1200mm line does not have sufficient capacity to handle the entirety of the additional flows, there is the additional option of extending the storm service east across 100 St to connect to the 525mm storm line in the future Village Champlain Stage II site.

Appendix B includes the Stormwater Implementation Study completed by Merge Consulting Ltd. in July 1980. The Town has confirmed that the subject development can connect to the 1200mm storm line, which drains east to Pond "A". The pond has been sized to accommodate the subject development. There is an ongoing investigation to determine the major drainage path to the pond as the developments to the east have been built-up blocking the natural drainage route. The issue is pre-existing and may impact several lands west of 100 St.

The proposed layout for the storm water mains can be seen in Figure 4.1.

4.2 Sanitary Sewer Plan

There is planned to be a 450mm sanitary main in the Village Champlain Stage II site which will be extended across 100 St to service the plan area. The alignment of the sanitary lines will follow the internal road network.

The details of the eastern connection will be addressed in the Development Agreement.

Prism and 1793061 Alberta Ltd. have been working through an agreement with Select Engineering and Lamont Lands regarding the URW and service extensions.

The proposed layout for the sanitary mains can be seen in Figure 4.1.



4.3 Water Distribution Plan

A 200mm water main will be extended across 100 St from the Village Champlain Stage II site to service the plan area. The water mains will follow the internal road network and be looped back to connect to the existing line on 101A St to the south.

Prism and 1793061 Alberta Ltd. have been working through an agreement with Select Engineering and Lamont Lands regarding the URW and service extensions.

The proposed water distribution network is illustrated in Figure 4.1.

4.4 Shallow Utilities

Shallow Utilities including gas, power, and cable will be extended from neighboring sites to service the plan area in conjunction with the appropriate utility company. All shallow utilities, including power lines, intended to service the plan area are to be installed underground.

4.5 Grading & Miscellaneous

The Town of Morinville has expressed the possibility of using some of their lands to the west of the CN right-of-way as a source of fill material for grading the site. These lands are legally described by Plan 0725288, Block 11, Lot 1. Prism will approach CN for a crossing agreement to access this potential borrow location.

Prism and 1793061 Alberta Ltd. have approached the Town to see if the NW portion of Lot 6, Block 1, Plan 1224688 can be purchased, directly west of the existing pump house. The area is approximately 0.2 acres. The approximate purchase area can be seen in Figure 4.2. This land will be used as an extension of the shop/yard, for additional parking and outdoor equipment storage space.

5 Construction Sequencing

Phase 1 construction is currently expected to start in 2016; Phase 1 will tentatively consist of the eastern half of the area. It will include 68 manufactured home units, as well as the amenity space and 1793061 Alberta Ltds' shop/yard and office. The western half of the plan area will be constructed in future phases, and will commence as dictated by market demand. Future Phases will include the remaining 86 manufactured home units. It is currently planned to continue to use the area defined by the future development phases for agricultural production until development in that area commences. The proposed staging can be seen graphically in Figure 5.1.



- LEGEND**
- PLAN AREA BOUNDARY
 - - - PROPOSED STORM LINE
 - PROPOSED SANITARY LINE
 - PROPOSED WATER LINE
 - EXISTING WATER LINE
 - EXISTING STORM LINE



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DEVELOPER



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PROJECT
MEADOWS OF MORINVILLE
MORINVILLE, ALBERTA
UTILITIES PLAN

PROJECT

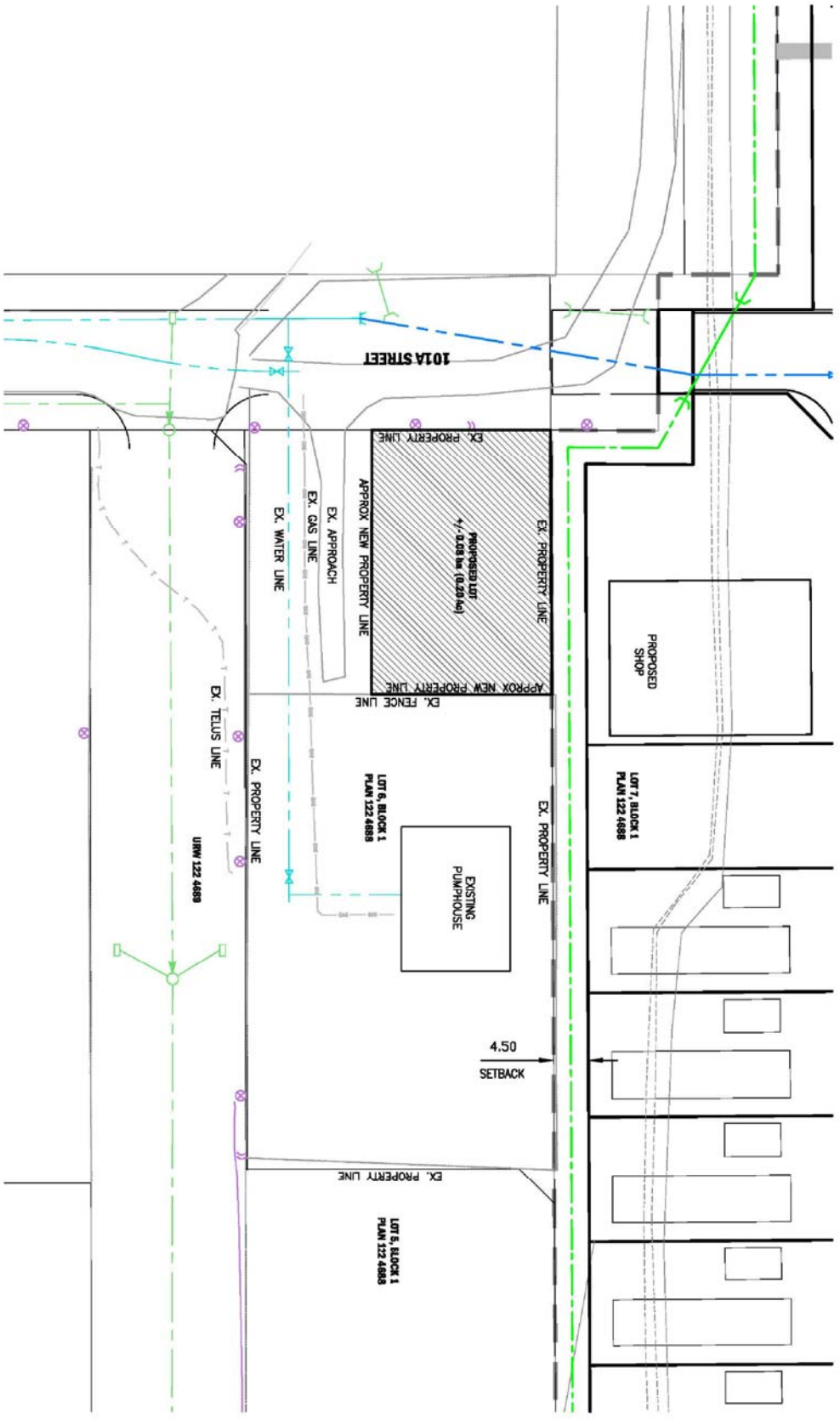
SCALE:
1:2,500

SCALE:

DATE:
MARCH 2016

FIGURE

4.1



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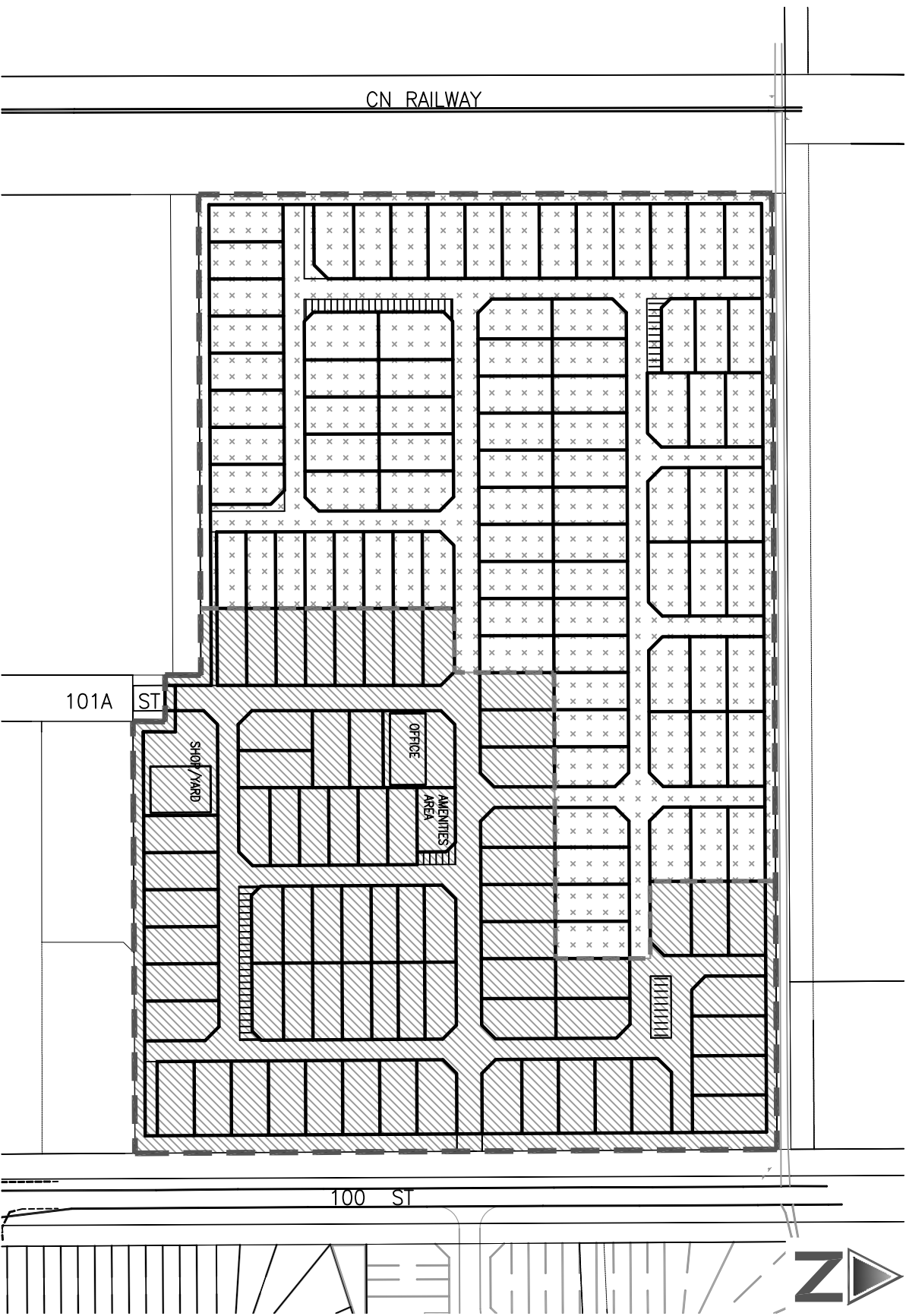


PROJECT
MEADOWS OF MORINVILLE
MORINVILLE, ALBERTA
LAND PURCHASE SKETCH

SCALE:
DATE: FEBRUARY 2016

FIGURE
4.2

- LEGEND**
- PLAN AREA BOUNDARY
 - - - PHASE BOUNDARY
 - /// PHASE 1
 - xxx FUTURE PHASES



CN RAILWAY

101A ST

100 ST

SHOP/YARD

OFFICE

AMENITIES
AREA

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ENGINEER



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PROJECT

MEADOWS OF MORINVILLE
MORINVILLE, ALBERTA

DEVELOPMENT STAGING

SCALE:



DATE:

MARCH 2016

FIGURE

5.1

6 Implementation

This Conceptual Scheme (CS) is meant to redefine the general policy for the use and development of the above described land within the Town of Morinville. It is to be used in conjunction with the existing Land Use Bylaws and Municipal Development Plan in order to guide future land use and development decisions regarding the plan area. The following policies have been developed to aid in implementing this Conceptual Scheme and to ensure it is complied with when decisions regarding this plan are being made.

Policy 6.1 Decisions Consistent with Meadows of Morinville Conceptual Scheme#

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

Policy 6.2 Amendments

- a) If any decision referred to in Policy 6.1 would constitute a major change of the provisions of this CS, an amendment to this CS shall be required in consideration of Policy 6.4. Decisions that would constitute a minor change to the provisions of the CS may be considered without an amendment, in accordance with Policy 6.4, where the owner/developer can demonstrate to the satisfaction of the Town that the change does not substantively alter the intent, force or effect of the provisions of this CS.
- b) Amendments that may be required to this CS shall be completed in accordance with the Municipal Government Act and all other applicable bylaws, policies and procedures.

Policy 6.3 Effect on Decision Making

- a) This CS, its concepts and provisions shall be used in conjunction with the relevant provision of the MDP and the LUB, particularly in guiding the exercise of discretion in making decisions on subdivision and development permit applications. This CS will be used to guide any required amendments to the provisions or land use designations in the MDP to ensure consistency with Section 638 of the Municipal Government Act.

Policy 6.4 Principles for Decision Making

- a) The exercise of discretion or variance in deciding an application or an amendment to this CS must be both reasonable and defensible within the letter and spirit of this CS as well as widely accepted planning principles.
- b) If a requirement or provision of this CS is to be deviated from or if an amendment is to be made, it is essential that those making the decision clearly understand the rationale for the requirement or provision they are being asked to vary or amend.



- c) Discretion, variance and amendment shall only be considered if it can be demonstrated that the discretion, variance or amendment being considered will, at a minimum, not jeopardize the policies of this CS and, at best, better serve them.
- d) Any variance or discretion exercised or any amendment made shall be fully documented so that the reasons and rationale for the variance or discretion exercised or the amendment are accurately recorded and clearly understood.

Policy 6.5 Repeated Amendment Applications

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

Policy 6.6 Development Phasing

The staging or phasing of development will be determined by market forces and the cost-effective provision of infrastructure. An illustrative Phasing Sequence is shown on Figure 5.1. This phasing sequence is illustrative only and may be altered to fit changing circumstances.

Policy 6.7 Compliance with the CS

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

Policy 6.8 Technical Information

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

Policy 6.9 Development Agreement

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



Policy 6.10 Traffic Impact Assessment

The Town and/or Alberta Transportation may require applicant(s)/owner(s)/developer(s)/proponent(s), at their sole expense, to prepare a Traffic Impact Assessment (TIA). The timing and scope of a TIA shall be as determined by the Town and, if required, in consultation with Alberta Transportation or vice versa, as the case may be.

Policy 6.11 Stormwater Management

- a) Subdivision and development permit applications shall comply with the Stormwater Management Guidelines for the Province of Alberta 1999, prepared by Alberta Environment. There shall be no change between pre- and post-development off-site flows except where the application conforms to an approved stormwater management plan approved in conjunction with the Town.

Policy 6.12 Power Lines

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

Policy 6.13 Reserve Lands

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



Appendix A - Geotechnical Report



Appendix B - Stormwater Implementation Study Merge Consulting Ltd. July, 1980



Appendix C – CN Spur Line Requirements & Images





Railway Properties

1 Administration Rd
Concord, ON L4K 1B9
Telephone: 514-399-7627
Fax: 514-399-4296

SPUR LINE REQUIREMENTS

- A. Safety setback of dwellings from the railway rights-of-way to be a minimum of 15 metres.
 - B. The Owner shall install and maintain a chain link fence of minimum 1.83 metre height along the mutual property line.
 - C. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: "Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way."
 - D. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
 - E. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.
-



MEADOWS OF MORINVILLE SITE

Approximate rear of dwellings units

36m

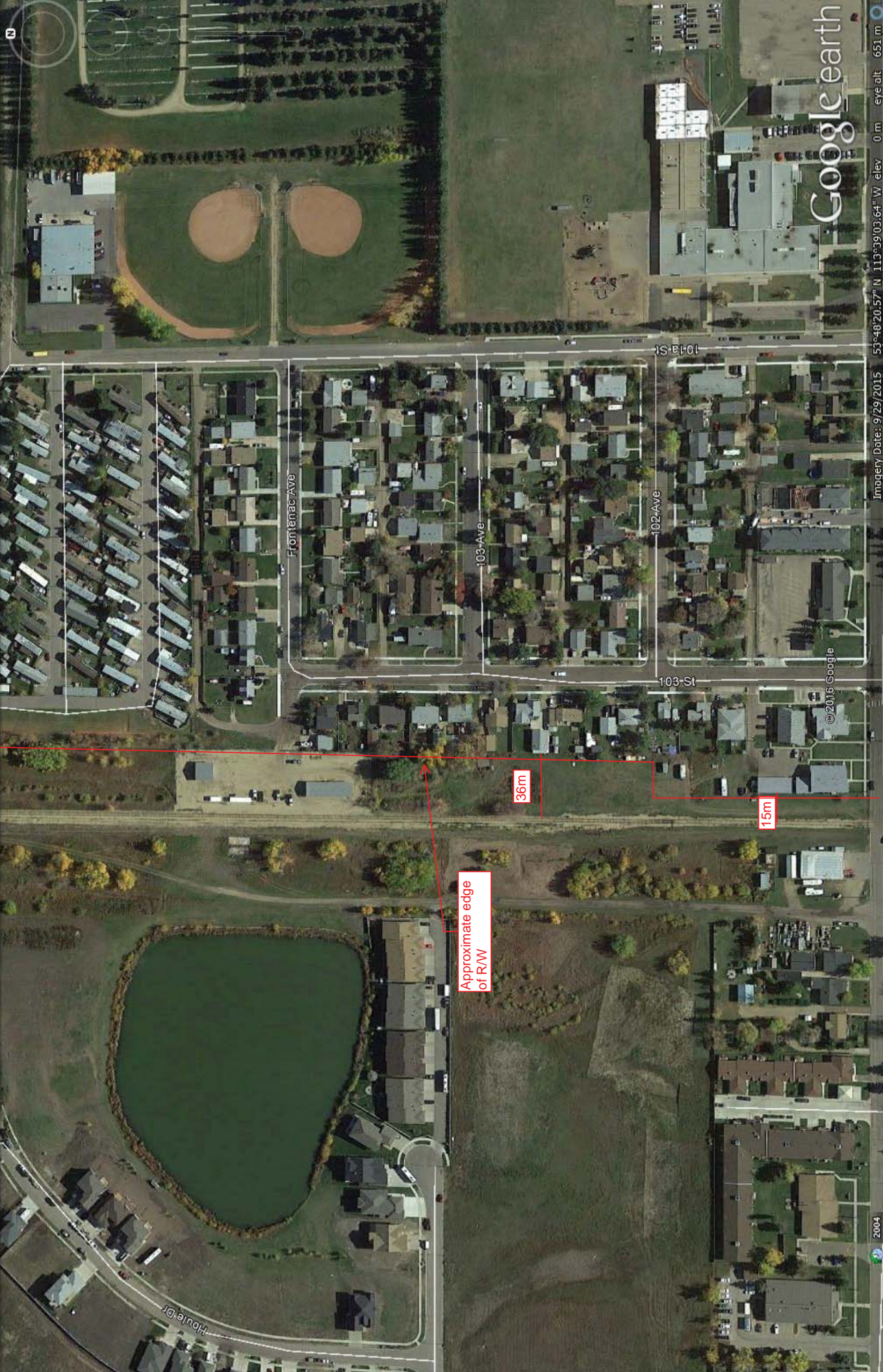
43m

Approximate edge of R/W

Google earth

Imagery Date: 9/29/2015 53°48'32.40" N 113°39'02.16" W elev 0 m eye alt 651 m

2004



2

Google earth

Imagery Date: 9/29/2015 53°48'20.57" N 113°39'03.64" W elev. 0 m eye alt. 653 m

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Approximate edge of R/W

36m

15m

2004



Approximate edge of RW

19m

15m

Google earth

Imagery Date: 9/29/2015 53°48'07.06" N 113°39'05.28" W elev 0 m eye alt 651 m

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2004