

**TOWN OF MORINVILLE
PROVINCE OF ALBERTA
SOUTH BUSINESS COMMERCIAL AREA STRUCTURE PLAN
BYLAW 16/2014**

A BYLAW OF THE TOWN OF MORINVILLE, IN THE PROVINCE OF ALBERTA, TO ADOPT THE SOUTH BUSINESS COMMERCIAL AREA STRUCTURE PLAN.


WHEREAS, an application has been made to adopt, in accordance with Sections 633 and 636 of the Municipal Government Act, the South Business Commercial Area Structure Plan to establish a framework for future site development and servicing requirements for primarily corridor commercial land uses within a Part of SW 27-55-25-W4M;

AND WHEREAS, notice of a public hearing for this bylaw held on January 27th, 2015 has been given in accordance with Section 692 of the Municipal Government Act, 2000 RSA, ch. M-26, as amended;


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

- 1.0 That this Bylaw shall be cited as the South Business Commercial Area Structure Plan.
- 2.0 That the South Business Commercial Area Structure Plan attached hereto and forming part of this Bylaw is hereby adopted.
- 3.0 That this Bylaw shall come into full force and effect upon the final passing thereof.
- 4.0 **SEVERABILITY**
 - 4.1 If any Section or parts of this bylaw are found in any court of law to be illegal or beyond the power of Council to enact, such Section or parts shall be deemed to be severable and all other Sections or parts of this bylaw shall be deemed to be separate and independent there from and to be enacted as such.

READ a first time the 9th day of December, 2014



Lisa Holmes
Mayor

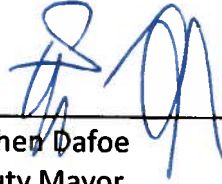


Debbie Oyarzun
Chief Administrative Officer

TOWN OF MORINVILLE
PROVINCE OF ALBERTA
SOUTH BUSINESS COMMERCIAL AREA STRUCTURE PLAN
Bylaw 16/2014
Page 2

READ a second time the 10th day of February, 2015

READ a third time and finally passed the 10th day of February, 2015



Stephen Dafoe
Deputy Mayor



Debbie Oyarzun
Chief Administrative Officer



Town of Morinville

South Business Commercial Area Structure Plan

Celtic Homes
by IBI Group

February 2015



Table of Contents

1.0	Goals	1
	1.1 Purpose & Location	1
	1.2 Land Ownership	1
	1.3 Background	1
	1.4 Site Context	4
2.	Land Use	5
	2.1 Land Use Concept Statistics	5
	2.2 Commercial Corridor	5
	2.3 Business Industrial/Office	6
	2.4 Landscape Buffer	7
	2.5 Stormwater Management Facility	7
3.	Servicing	9
	3.1 Water Servicing	9
	3.2 Sanitary Servicing	9
	3.3 Stormwater Management Facility & Storm Servicing	9
	3.4 Transportation Network	10
4.	Implementation	11
	4.1 Phasing	11
	4.2 Force and Effect	11

Figures

Figure 1 - Site Location

Figure 2 - Site Context

Figure 3 - Land Use Concept

Figure 4 - Open Space and Pedestrian Access

Figure 5 - Water Servicing

Figure 6 - Sanitary Servicing

Figure 7 - Storm Servicing

Figure 8 - Transportation Network

Figure 9 - Phasing Plan

1.0 Goals

1.1 Purpose & Location

The purpose of this Area Structure Plan (ASP) is to establish a framework for future site development and servicing requirements. The ASP will be used as a tool to guide and evaluate future zoning, subdivision and development of the lands in an effective manner.

The plan area is located on the southwest municipal boundary of the Town of Morinville. The plan area encompasses lands legally described as the remnant of SW ¼ 27-55-25-4. The total gross area is approximately 15.72 hectares (ha) and is shown in **Figure 1: Site Location**.

The plan boundaries are as follows:

- Northern Boundary – Existing business and industrial park;
- Eastern Boundary – Tellier District residential neighbourhood;
- Southern Boundary – Cardiff Road;
- Western Boundary – 100 Street.

1.2 Land Ownership

This ASP was prepared on behalf of a private developer who owns approximately 15.72 ha (100%) of the lands within the Plan area.

It should be noted that Alberta Transportation has an unsubdivided interest of land south west of 100 Street, north of Cardiff Road and east of Highway 2, outside the plan boundary.

1.3 Background

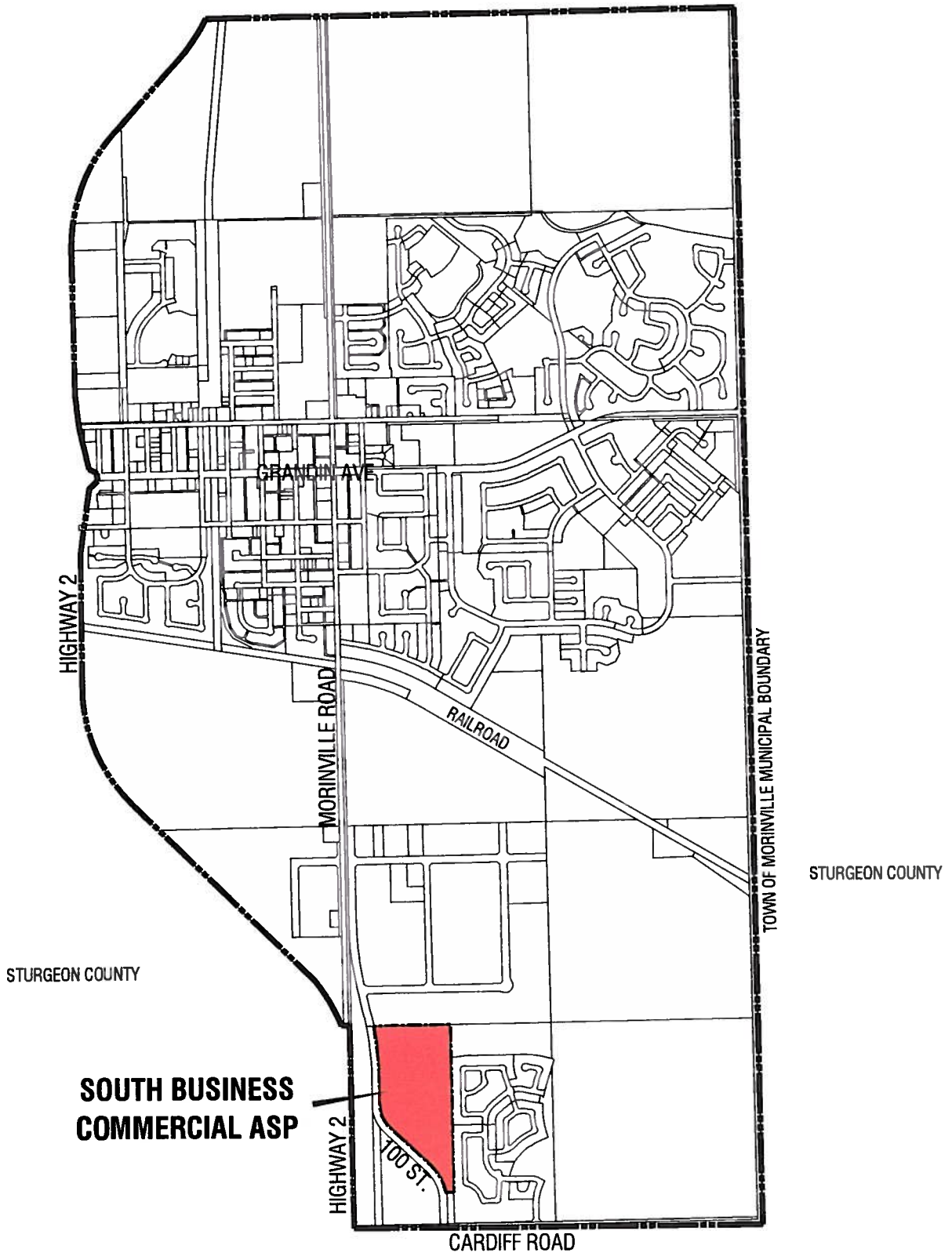
This ASP was prepared in response to anticipated market demands of the local and regional community. This ASP is in conformance with existing Town of Morinville’s Statutory Plans and Policies including the Capital Region Growth Plan and Morinville Municipal Development Plan.

1.3.1 THE CAPITAL REGION BOARD

The Capital Region Board (CRB) was created under the authority of the Municipal Government Act. The Capital Region Growth Plan (CRP) was created to manage sustainable growth, protect the region’s environment and resources, minimize the regional development footprint, strengthen communities, increase transportation choice and supports economic development. The plan identifies the subject lands as being outside the Priority Growth Areas (PGA), although it provides the disclaimer that growth is allowed in the Town of Morinville. This ASP must conform to the following CRP Policies:

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

1. It is contiguous to existing development;
2. It follows the Principles and Policies of this plan related to the form of development;
3. The level of services provided is appropriate to the form of development; and
4. Development in this area will not adversely impact the provision of regional infrastructure required to service the priority growth areas.



**SOUTH BUSINESS
COMMERCIAL ASP**

SOUTH BUSINESS COMMERCIAL

Area Structure Plan

Figure 1

Site Location



October 2014

The subject lands are adjacent to an existing business industrial park to the north and an existing residential development to the east, thus creating contiguous development.

This ASP would not require a referral to the CRB based on the following policies from Regional Evaluation Framework (REF):

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

- The land-use development pattern required by the Principles and Policies or residential density target established by the Capital Region Growth Plan; or
- The distribution, expansion, and/or integrated development of regional infrastructure, and recreation, transportation and utility corridors as identified on the Regional Transportation Infrastructure, Regional Water and Wastewater Infrastructure, Regional Power Infrastructure and Regional Corridors maps in the Capital Region Growth Plan.

As the proposed South Business Commercial Area Structure Plan conforms with the approved Town of Morinville MDP and does not add to, alter, interrupt, or interfere with the points outlined above then it will not be referred to the CRB.

1.3.2 TOWN OF MORINVILLE MUNICIPAL DEVELOPMENT PLAN

The Town of Morinville Municipal Development Plan (MDP) designates the subject lands as ‘Commercial.’ The South Commercial ASP is in conformance with the following MDP policies:

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

This ASP proposes commercial development outside existing neighbourhoods and in close proximity to Highway 2.

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

Commercial development signage will be developed in accordance with the Land Use Bylaw and will not create traffic safety hazards or create visual blight. A community information sign will be located along 100 street.

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

Commercial light pollution will be evaluated at the time of development permit and will use appropriate lighting levels for visibility and safety.

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

This ASP will be a comprehensively planned commercial and business industrial development with a focus on quality urban design. Urban design details are described in Section 2.2.3.

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

Landscape design will be evaluated at the time of subdivision and/or development permit in accordance with the Land Use Bylaw requirements. The landscape will be designed to enhance the comprehensively planned, quality urban design of the site.

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

This ASP is developed south of an existing business and industrial park and west of an existing residential neighbourhood thus the extension of services shall be done in logical manner. Additional servicing details can be found in Section 3.0.

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

This ASP proposes business industrial land use which will be fully serviced, as per the servicing details described in Section 3.0.

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

With a strong focus on urban design, this ASP will mitigate visual impact from all public roads, including Highway 2. This comprehensively planned neighbourhood will encourage a high quality of urban design as described in Section 2.2.3.

Policy 9.44 Morinville shall differentiate between types and standards of development within business/industrial parks to ensure that the visual quality of industrial parks does not detract from the community. Specifically, visual attractive commercial and industrial activities may locate in high visibility areas of a business park, such as along major transportation routes and at main access points, within business/commercial strips. Industrial uses that are not visually attractive or involve the outdoor storage and stockpiling of goods and equipment should locate in low visibility sectors of an industrial area, such as along internal roadways and backing onto business/commercial strips.

The business industrial area which has frontage along Highway 2, a major transportation route, will ensure a high quality of urban design to avoid detracting from the visual quality of the community.

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

The business/industrial area is designed to have access to 100 Street and indirect access to Highway 2 and avoid residential neighbourhoods.

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

This ASP shall provide an internal roadway network that provides access to individual lots and indirect access to 100 Street and Highway 2.

1.4 Site Context

1.4.1 TOPOGRAPHY

The subject lands are generally flat, with a slight slope towards the northeast corner of the subject lands. An existing stockpile influences the existing drainage patterns for this site.

1.4.2 EXISTING LAND USES

The Tellier District is located east of the plan area. This residential development is comprised of primarily (R-1B) Single Detached Compact Residential District with areas of: (R-2) Two-Unit Residential District, (R-3) Medium Density Residential District, and (R-4) Medium/ High Density Residential District located at the intersection of Cardiff Road and 94 Street.

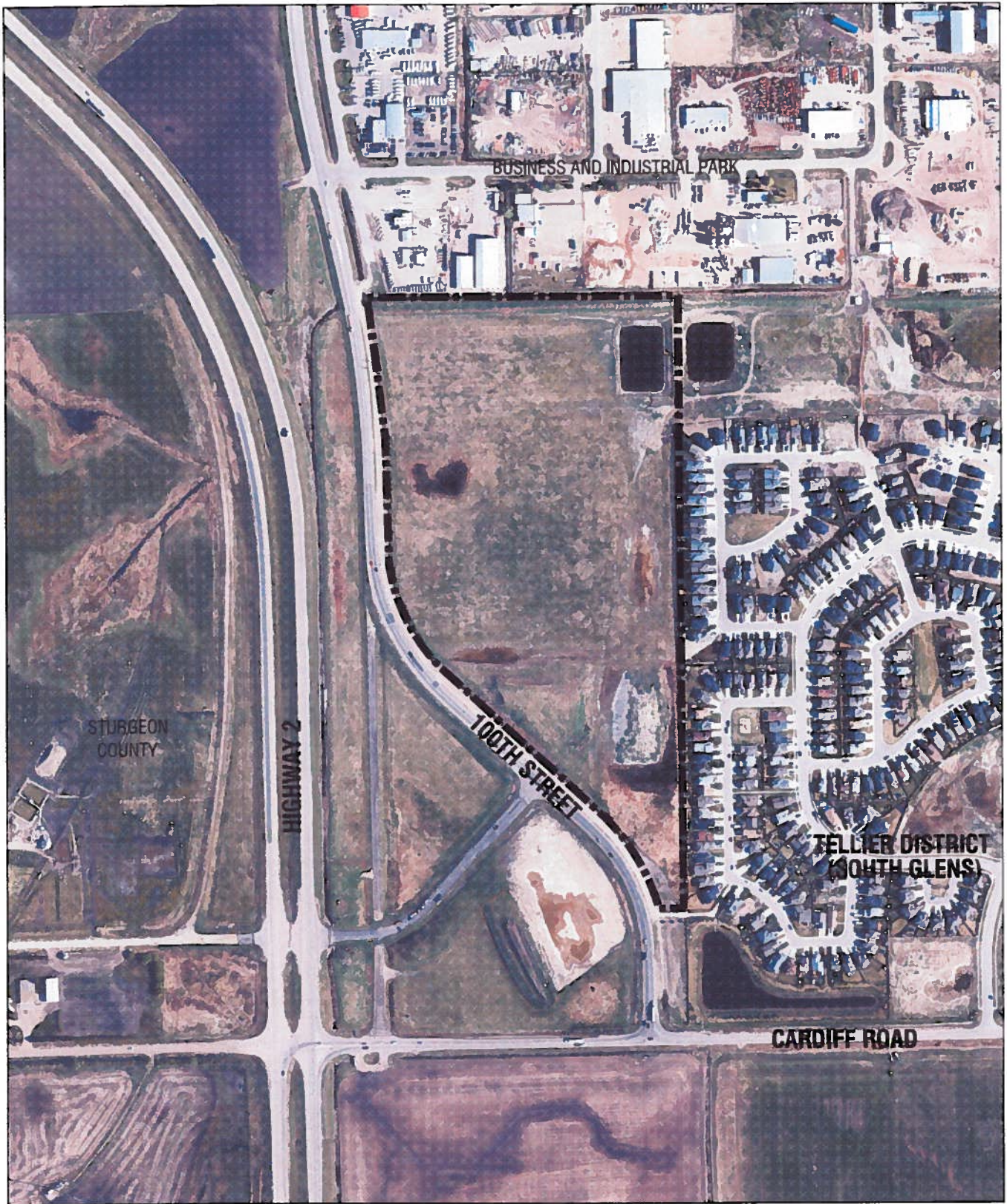
An existing business and industrial park is located north of the plan area and is designated (BMP) Business and Industrial Park District. Across 100 Street from the business and industrial park is a commercial area designated (C-3) Corridor Commercial District.

1.4.3 TRANSPORTATION NETWORK

Existing access to the site is available from 100 Street which connects to Highway 2.

A Transportation Impact Assessment (TIA) for the subject lands is submitted under separate cover and will examine the impact on the Cardiff Intersection, and will discuss any recommendations regarding intersection and roadway improvements.

Figure 2: Site Context is an aerial photograph of the site and its local context.



LEGEND

--- ASP Boundary



NTS

October 2014

SOUTH BUSINESS COMMERCIAL

Area Structure Plan

Figure 2

Site Context



2. Land Use

2.1 Land Use Concept Statistics

The land use concept proposes the plan area as corridor commercial land uses with the incorporation of business industrial office, and a stormwater management facility (SWMF). A major collector road shall connect 100 Street to the Tellier District. The Municipal Development Plan (MDP) designates the ASP lands as commercial land use. The land use concept is depicted in **Figure 3 - Land Use Concept**.

A statistical summary of the proposed land uses is provided below Table 1 – Proposed Land Use Statistics. All area calculations are approximate and shall be confirmed with an endorsement plan.

TABLE 1 - PROPOSED LAND USE STATISTICS	AREA (HA)	% OF GDA
Gross Developable Area (GDA)	15.72	100.0%
Municipal Reserve	0.32	2.0%
Stormwater Management Facilities and Public Utility Lots	1.48	9.4%
Collector Roadway	1.56	9.9%
Corridor Commercial	8.96	57.0%
Business Industrial/Office	3.40	21.6%
TOTAL Non-Residential Area	15.72	100.00%

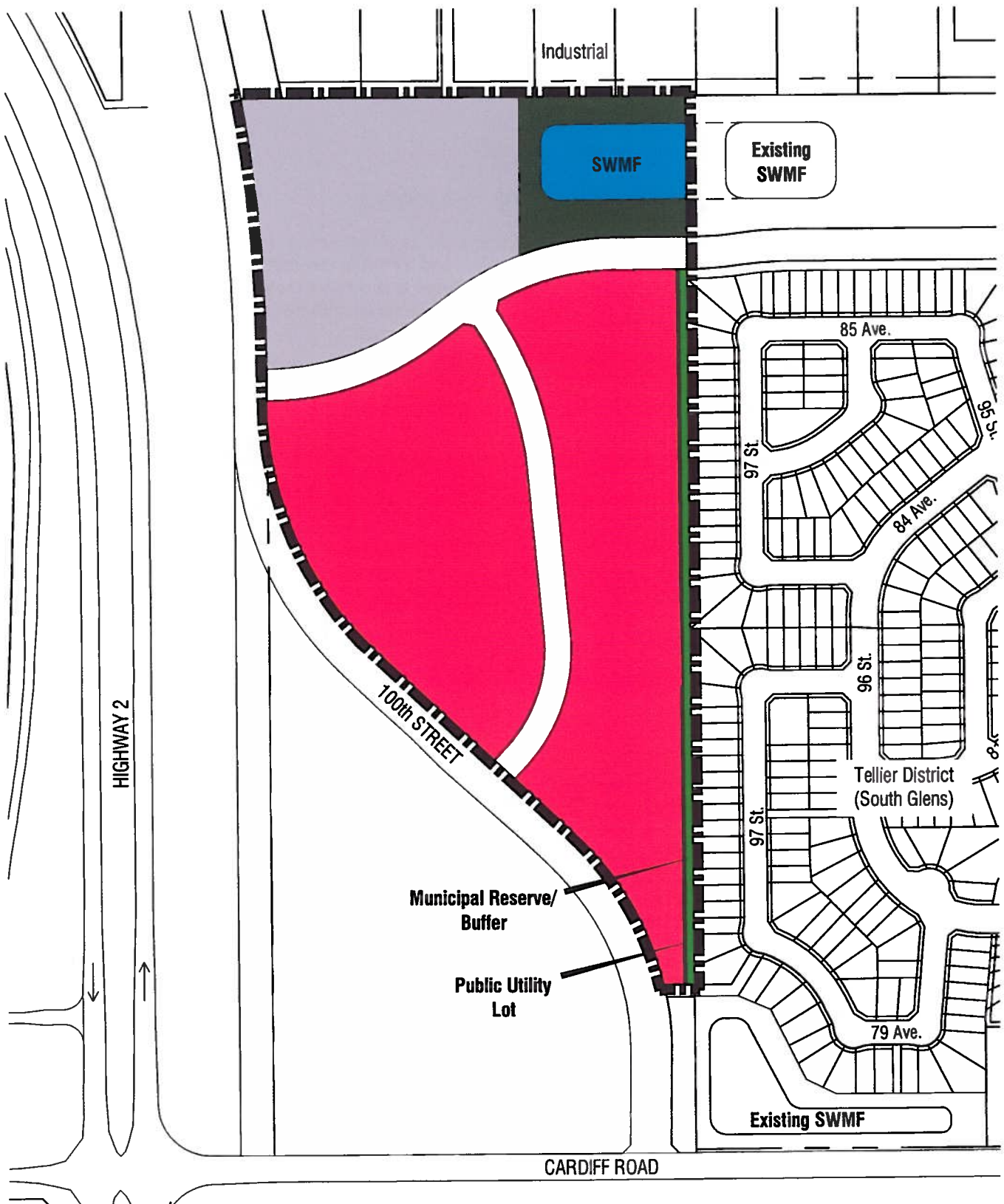
2.2 Corridor Commercial

Over half of the developable land which accounts for approximately 8.9 ha is designated as commercial/retail land use and concentrated south of the major collector roadway. This commercial development will benefit from high visibility along Highway 2 and with a comprehensively planned walkway network to increase connectivity with the residential neighbourhood to the east.

2.2.1 OBJECTIVES

- Provide for regional commercial development of larger scale commercial establishments, small box and large box formats.
- Provide a comprehensively planned, walkable and pedestrian friendly commercial development.





LEGEND

-  ASP Boundary
-  Corridor Commercial
-  Business Industrial / Office
-  Municipal Reserve / Buffer
-  Public Utility Lot
-  Stormwater Pond

SOUTH BUSINESS COMMERCIAL

Area Structure Plan

Figure 3

Land Use Concept



October 2014

2.2.2 PURPOSE

The commercial/retail area located adjacent to Highway 2 will be able to accommodate the growing needs of the local area and the region. The site is bounded by the Tellier District residential development to the east and will create the opportunity for walkable connections between the two areas.

2.2.3 URBAN DESIGN GUIDELINES

- Entry points will be well defined with inviting and attractive entry features and signage.
- Sidewalks and pedestrian connections will be provided to link the buildings together.
- Parking lots will be well landscaped and lit.
- Street furniture such as benches, bicycle stands, parking and pedestrian oriented lights, and waste receptacles will be provided.
- Buildings will be encouraged to use extensive glazing to create visual connections between indoor and outdoor spaces.
- Building design shall incorporate architecture details on all four sides, including the rear, which faces the Tellier District, in accordance with the Land Use Bylaw.
- Contemporary architecture or modern interpretations of heritage architecture is highly encouraged.
- Loading – unloading and service areas will be buffered from public view by appropriate landscaping treatment to mitigate light pollution and provide noise attenuation.
- Architectural design guidelines will be prepared and implemented by the developer of these lands.

2.3 Business Industrial/Office

The Business Industrial/Office land use will account for approximately 3.4 ha of the developable area in the plan and will be concentrated on the northern boundary of the subject lands. This location will provide a connection with the existing business and industrial park to the north of this ASP.

2.3.1 OBJECTIVES

- Provide land for employment opportunities and businesses.
- Combine office uses within close proximity to natural features and integrated walking trails to promote walkability.

2.3.2 PURPOSE

The business industrial/office areas will enhance the range of employment opportunities in Morinville. The development will be planned to incorporate pedestrian connectivity with the surrounding neighbourhood and within pedestrian connectivity with the surrounding neighbourhood and within the plan area. The integration extends to the north and the existing business industrial park with the continuation of uses and integrated land use planning.



IMAGE: ATCO SHERWOOD PARK OPERATIONS CENTRE, IBI GROUP



IMAGE: STOCK PHOTOGRAPHY

2.3.3 DESIGN GUIDELINES

- Business Industrial uses will be buffered from public view by appropriate landscaping.
- Surface parking lots visible from the street will be buffered by appropriate landscaping.
- Long continuous building facades should be avoided through building massing and architectural elements.
- Detailed architectural design guidelines will be prepared by the developer of these lands.

2.4 Landscape Buffer and Public Utility Lots

A linear Municipal Reserve (MR) landscape buffer will provide separation between the existing residential neighbourhood to the east and the commercial development to the west.

As per the MGA, this ASP shall dedicate 10% of the Gross Developable Area to the Town of Morinville. Approximately 2.0% of the Gross Developable Area shall be dedicated as land and the remainder shall be dedicated as cash-in-lieu. The location of the land dedication can be found on **Figure 4: Open Space and Pedestrian Access**.

A 2 m wide public utility lot is required for the development of a drainage swale located adjacent to the landscape buffer.

2.4.1 OBJECTIVES

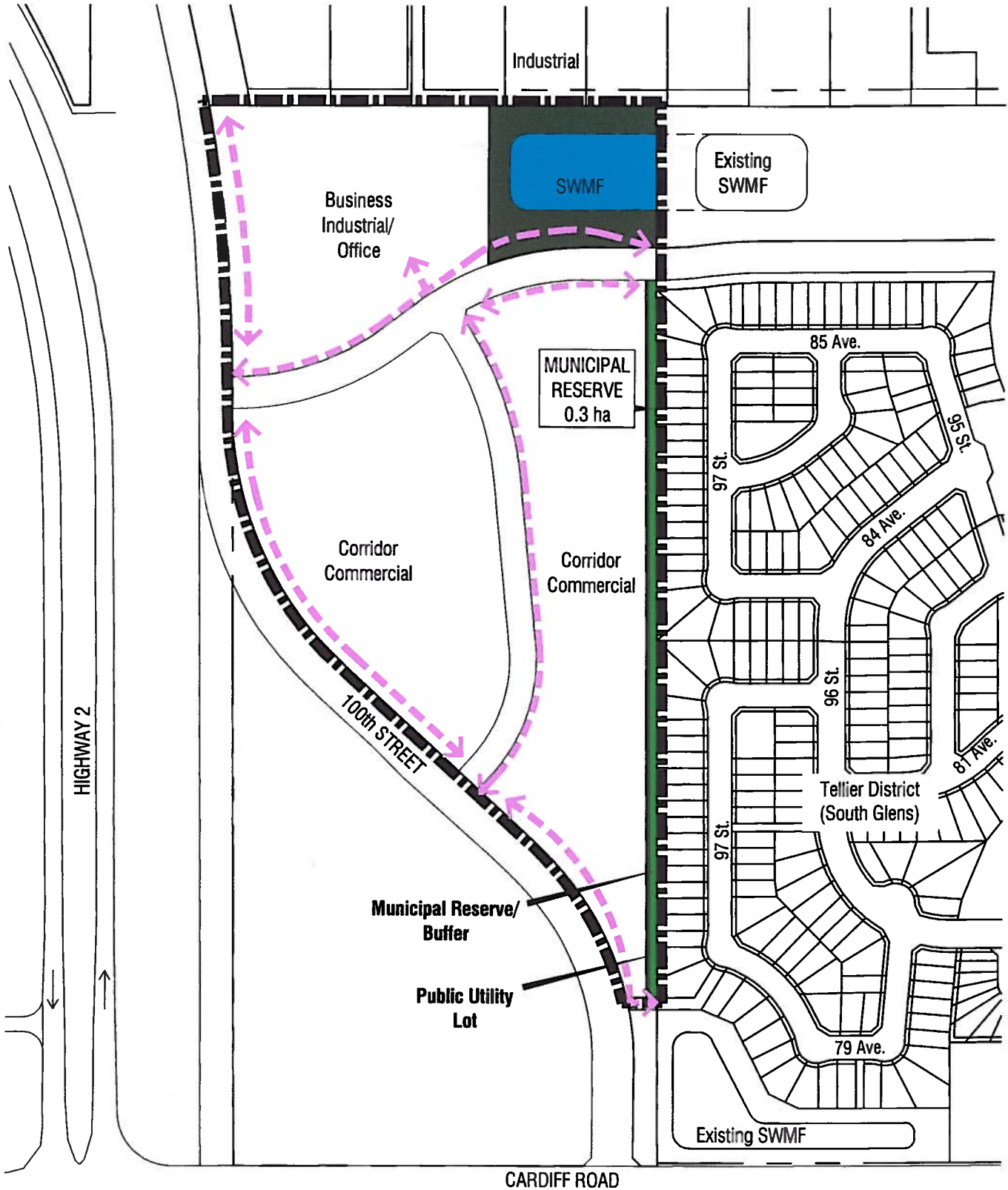
- Provide low maintenance landscape planting to act as a buffer for adjacent development.
- Provide a swale to allow for lot drainage.

2.4.2 PURPOSE





The landscape buffer will include a mix of coniferous and deciduous trees in order to keep maintenance requirements to a minimum and provide a buffer between the existing residential land use and the proposed commercial development.

2.5 Stormwater Management Facility

A stormwater management facility (SWMF) will be created in the northeast of the plan area adjacent to an existing SWMF outside of the plan area. The proximity of the existing SWMF presents an opportunity to create a combined SWMF which could work in conjunction to the existing system to the east which services the existing Tellier District. The combined SWMF would be located in the same general location but shaped and constructed to function as one integrated SWMF. Combining the proposed SWMF with the existing SWMF presents an opportunity to more effectively use the land area and present a potential for upgrading the existing pumping system.



LEGEND

-  ASP Boundary
-  SWMF / Public Utility
-  Municipal Reserve / Buffer
-  Pedestrian Connections

SOUTH BUSINESS COMMERCIAL

Area Structure Plan

Figure 4

Open Space and Pedestrian Access



October 2014

2.5.1 OBJECTIVES

- Provide land use for the accommodation of an onsite drainage retention pond.
- Provide a public open space amenity which may include landscaping, seating areas, and pathways.

2.5.2 PURPOSE

The stormwater management facility provides a the stormwater management function for the neighbourhood drainage system. The pond also creates an area of passive recreation and public amenity space for the residents of nearby residential neighbourhoods and employees in the area. The 100-year event flood line can be used to delineate the stormwater management function and the public amenity area.

2.5.3 DESIGN GUIDELINES

- SWMF to be landscaped in accordance with Town of Morinville standards.
- Walkway to be provided around a portion of the pond.
- Exposure to road is required for emergency access purposes and to provide public access opportunity.
- View corridor from the public roadway is encouraged for aesthetic and safety reasons.



GRANVILLE, EDMONTON, AB

3. Servicing

Servicing shall conform with concepts outlined in the Town of Morinville's Municipal Utility Servicing Plan (2008). All costs related to offsite servicing requirements shall be borne by the developer with cost sharing agreements in place.

The servicing concept considers the remnant parcel by providing potential future access to Sanitary and Water.

3.1 Water Servicing

Watermains are proposed to be extended west from the existing services to the east of the proposed development; these existing service connection points are located in the South Glens. The future water service shall consist of a looped watermain system which traverses the site. The future system shall connect to the existing mains within the South Glens development at both the north and the south of the servicing areas. This internal looped watermain system shall extend along a section of 100 Street to connect to the existing South Glens system adjacent to the existing South Glens SWMF of Cardiff Road. Extension of the water system is also required to the northwest to connect to the existing system on 100 Street.

Water servicing shall be designed to provide peak hourly flows and fire flows appropriate for the zone and designed according to the standard of the Town of Morinville. At this time, it is understood that the sizing of the piping system is similar to that shown in the Municipal Utility Servicing Plan.

Details regarding the water servicing are shown in **Figure 5: Water Servicing**.

3.2 Sanitary Servicing

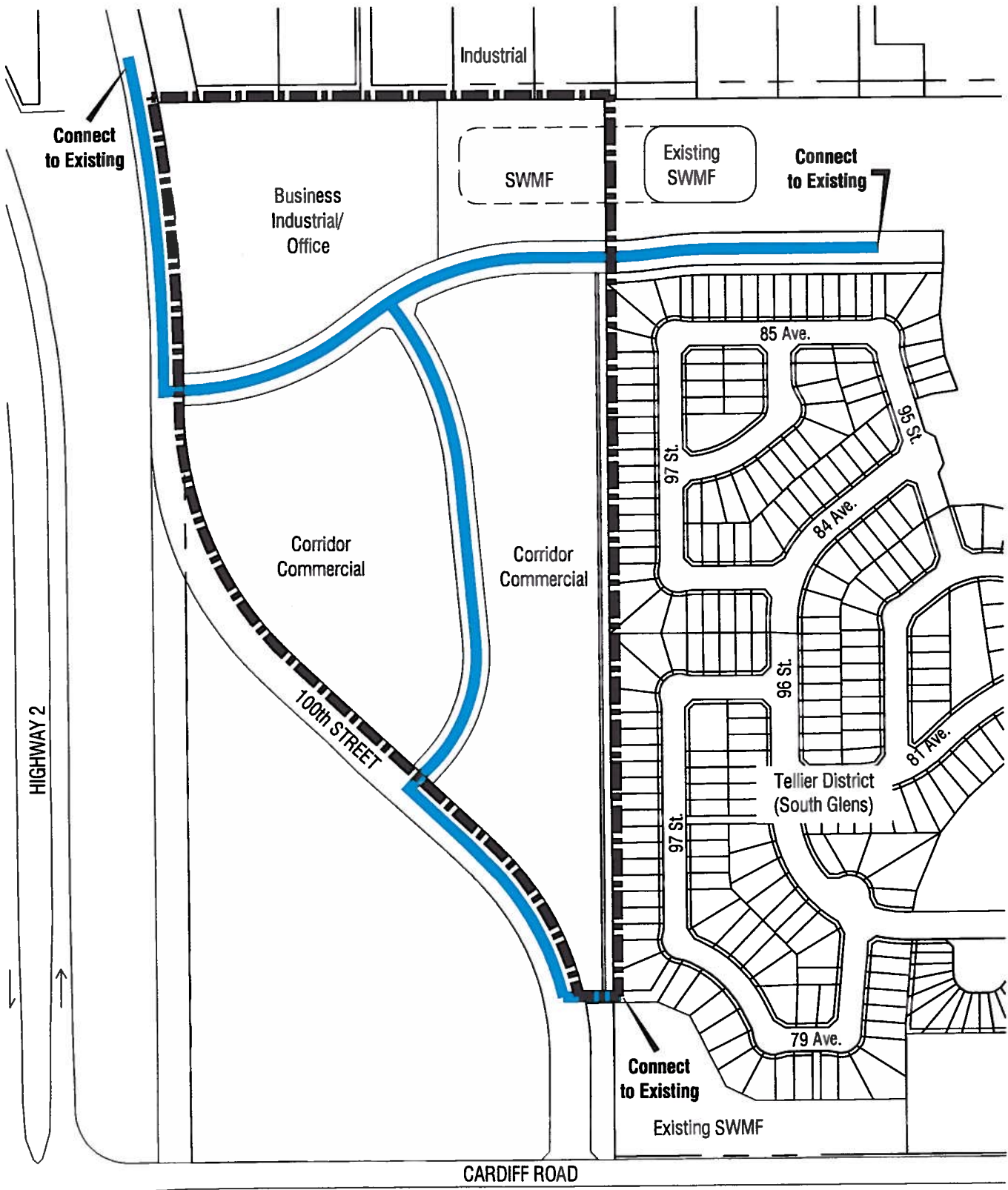
As shown in **Figure 6: Sanitary Servicing**, sanitary services shall be directed ultimately northward via a system of gravity mains. The internal sanitary drainage scheme for the subject area shall follow the proposed roadways and public utility lots. The system mains shall be sized according to the Town of Morinville standards.

The sanitary flow by gravity shall be directed to an off peak storage system which is sized to accommodate the expected flows generated by the subject lands. The system would discharge to a gravity trunk main and this main would directly connect to the existing system downstream of the Morinville Industrial lift station.

It should be noted that discharge trunk main extends outside of the subject lands along the northern portion of the South Glens development west then north to the Morinville Industrial Park southern boundary.

3.3 Stormwater Management Facility & Storm Servicing

The existing contouring of the subject lands is generally flat with poorly defined drainage patterns. The subject lands are bounded on the north, west and south by road drainage ditching. The area is bound to the east by the South Glens existing development.



- LEGEND**
- ASP Boundary
 - Proposed Water Line

SOUTH BUSINESS COMMERCIAL

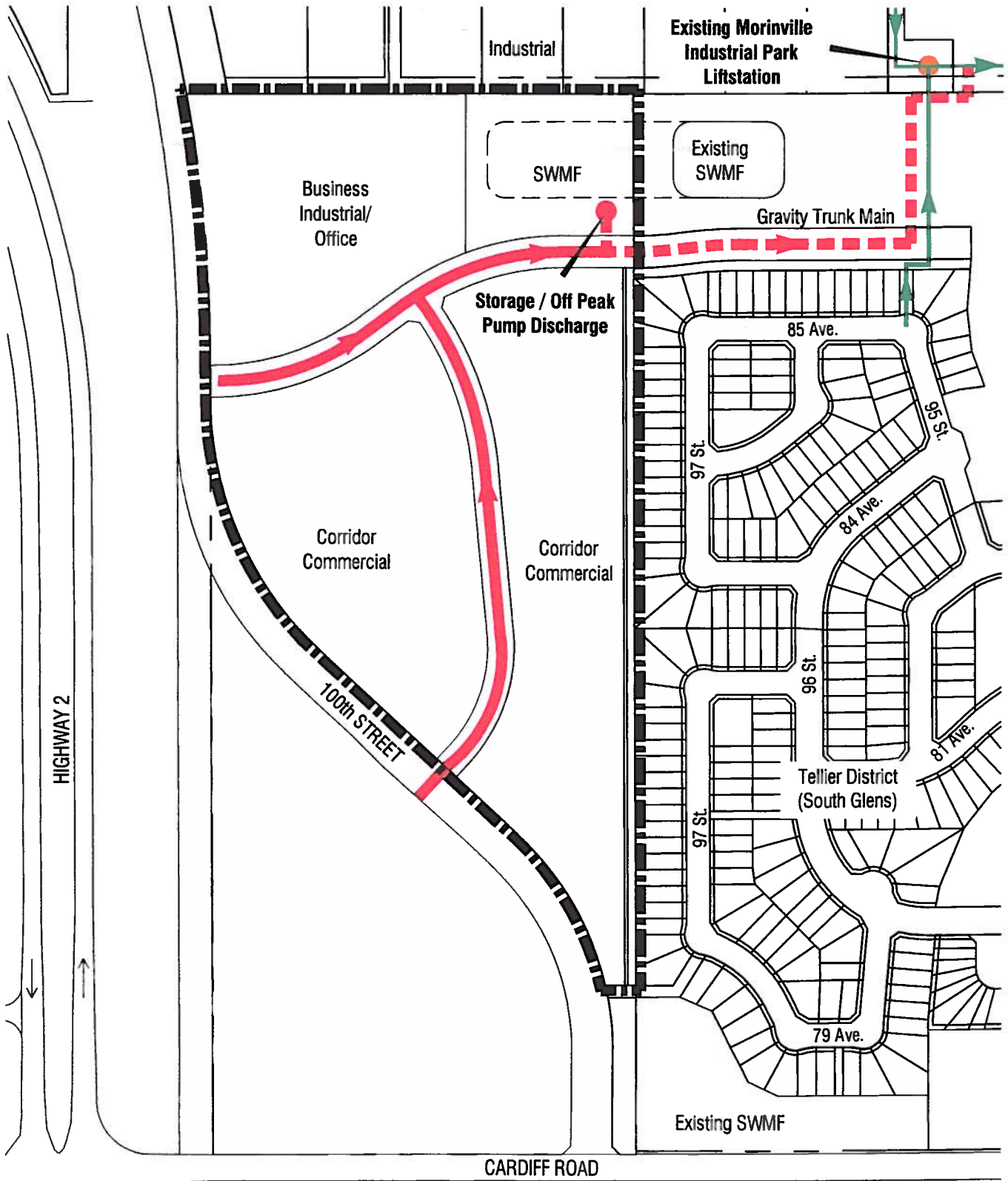
Area Structure Plan

Figure 5

Water Servicing



October 2014



LEGEND

- ■ ■ ASP Boundary
- Proposed Sanitary Gravity Main
- - - Proposed Sanitary Forcemain
- Existing Sanitary Line
- Proposed Lift Station
- Existing Lift Station

SOUTH BUSINESS COMMERCIAL

Area Structure Plan

Figure 6

Sanitary Servicing



A stormwater management facility (SWMF) will be created in the NE corner of the plan area adjacent to an existing SWMF outside of the plan area. The proximity of the existing SWMF presents an opportunity to create a combined SWMF which could work in conjunction to the existing system to the east which services the existing Tellier District. The combined SWMF would be located in the same general location but shaped and constructed to function as one integrated SWMF. Combining the proposed SWMF with the existing SWMF presents an opportunity to more effectively use the land area and present a potential for upgrading the existing pumping system.

For parcel or lot drainage the flows shall be directed to an underground in-street piping system. Each parcel shall be attached to the proposed in-street underground storm drainage system at the lowest possible service connection point maximizing the serviceable portion of the parcel. A 2 m swale combined with a 6 m treed MR strip along the east boundary of the site will eliminate any cross lot drainage issues.

Stormwater management facilities will be designed to accommodate storm water capacity as per the Town of Morinville standards.

Details regarding the stormwater drainage scheme and stormwater facilities are provided in **Figure 7: Storm Servicing**.






3.4 Transportation Network

A Traffic Impact Assessment (TIA) was submitted under separate cover in support of this Area Structure Plan. A proposed major collector road will connect 100 Street to the future road Right-of-Way north of Tellier District. The TIA supports an all directional access at the entrance to the subject lands for both the major and minor collector roads at 100 Street. The transportation network as shown in **Figure 8: Transportation Network** is supported by the TIA.

It is also noted that in support of subsequent subdivision and development applications received pursuant to this Area Structure Plan, further/additional work in the TIA related but not limited to the intersections of Cardiff Road and 100th Street and Cardiff Road and Highway 2 will be needed/required satisfactory to Alberta Transportation in consultation with the Town and Sturgeon County.



LEGEND

-  ASP Boundary
-  Stormwater Pond
-  Parcel Surface Flow, Directed to Underground Storm Collection
-  Underground Storm System, Direction of Flow
-  Major Storm Drainage, Beyond 100 yr. Return Period, Direction of Flow



October 2014

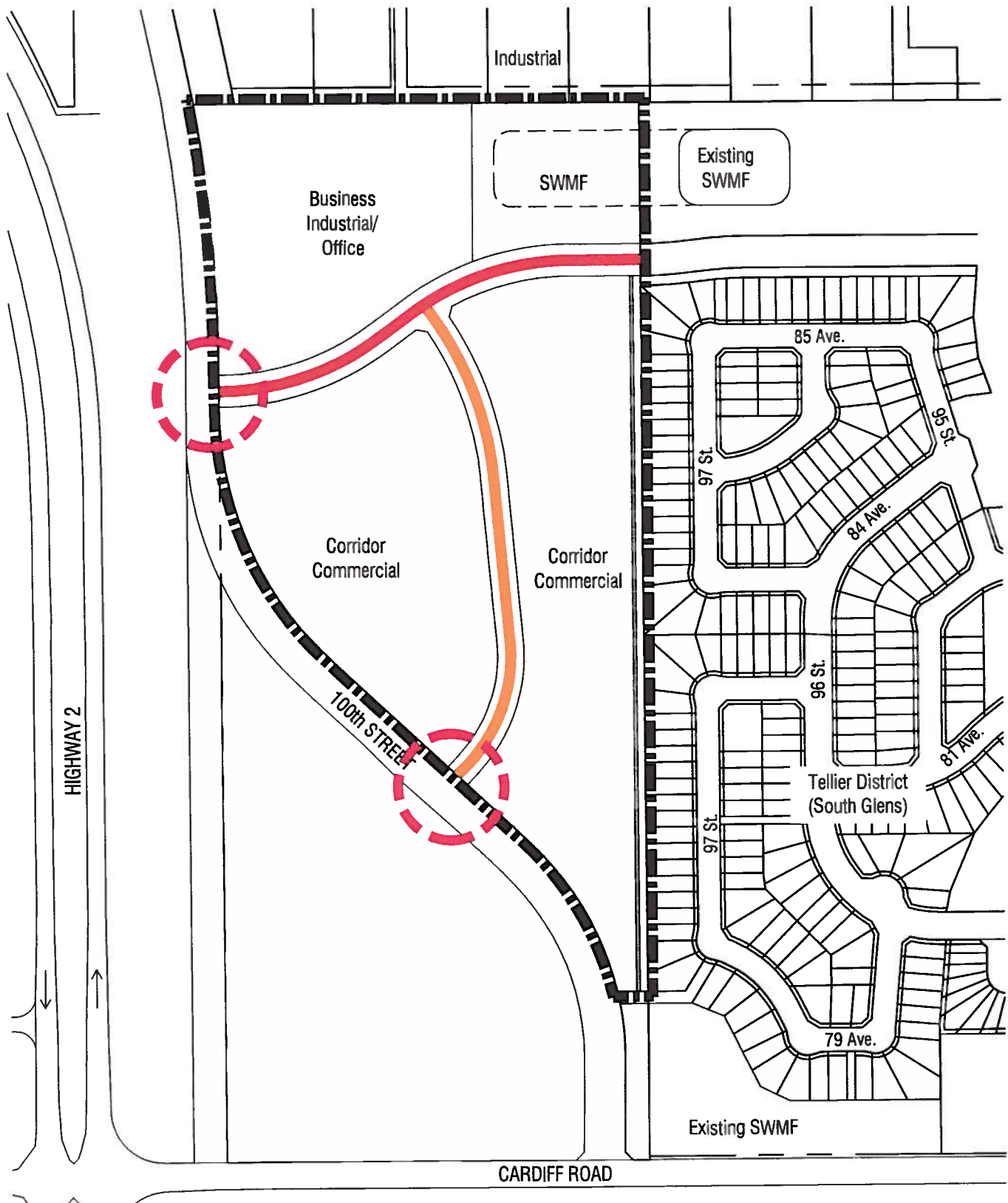
SOUTH BUSINESS COMMERCIAL

Area Structure Plan





Figure 7

Storm Servicing





LEGEND

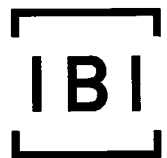
-  ASP Boundary
-  Major Collector Road
-  Minor Collector Road
-  All Directional Access

SOUTH BUSINESS COMMERCIAL

Area Structure Plan

Figure 8

Transportation Network



4. Implementation

4.1 Phasing

The development of the plan area will be staged in accordance with the availability of services and the anticipated market demand. Conceptual phasing is shown in **Figure 9: Phasing Plan**.

4.2 Force and Effect

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

Policy 4.2.1 Decisions Consistent with the South Business Commercial Area Structure Plan

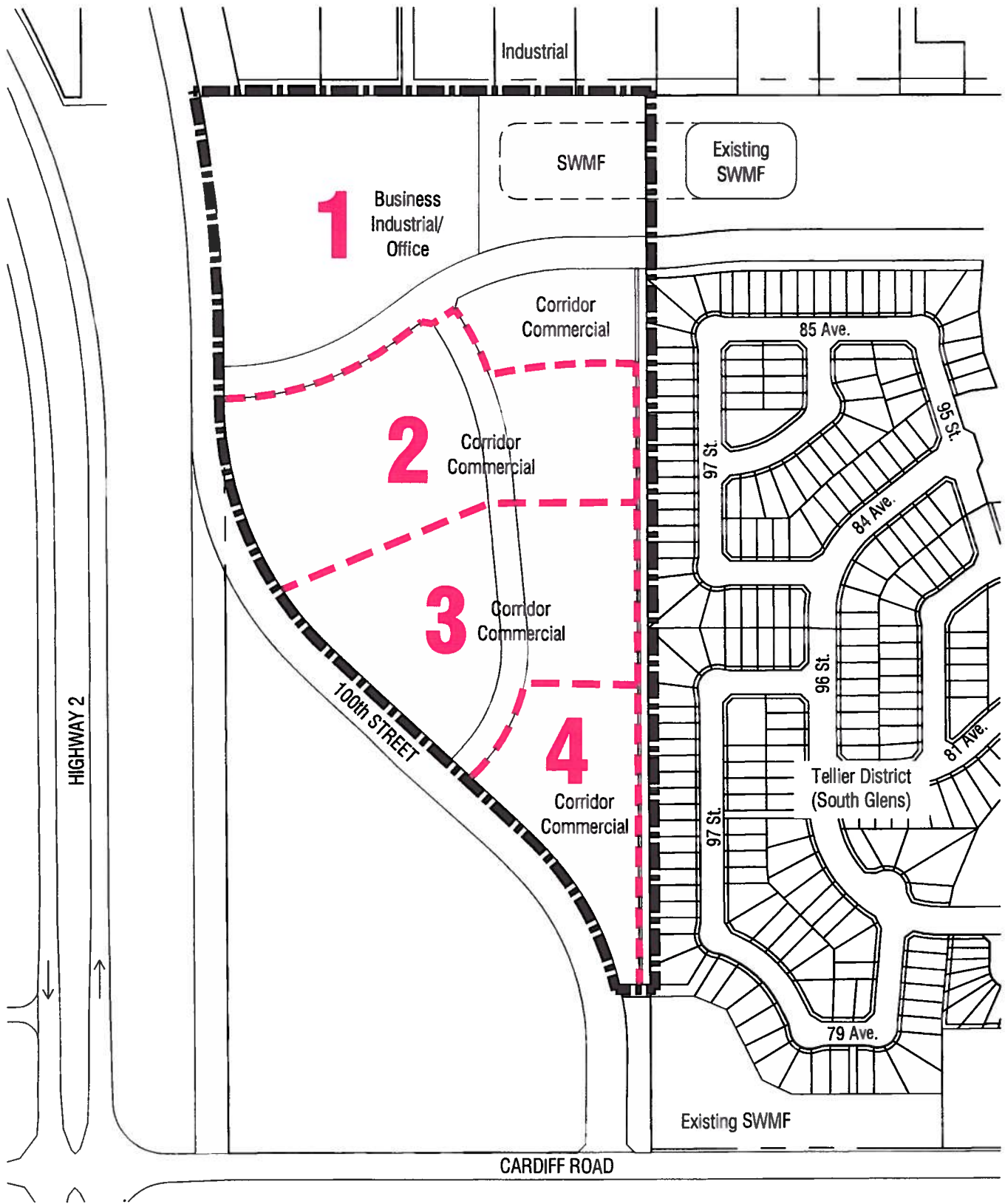
The Town shall ensure that all future land use, subdivision, development and servicing decisions made regarding lands within the South Business Commercial ASP shall comply with all provisions, policies, maps, figures and drawings contained within this ASP.

Policy 4.2.2 Amendments

- a. If any decision referred to in Policy 4.1 would constitute a major change of the provisions of this ASP, an amendment to this ASP shall be required in consideration of Policy 4.4. Decisions that would constitute a minor change to the provisions of the ASP may be considered without an amendment, in accordance with Policy 4.4, where the owner/developer can demonstrate to the satisfaction of the Town that the change does not substantively alter the intent, force or effect of the provisions of this ASP.
- b. Amendments that may be required to this ASP shall be completed in accordance with the Municipal Government Act and all other applicable bylaws, policies and procedures.

Policy 4.2.3 Effect on Decision Making

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



LEGEND

- ASP Boundary
- Phase Boundary
- Phase Sequence

* Phasing is Conceptual and Subject to Change Based on Market Conditions

SOUTH BUSINESS COMMERCIAL

Area Structure Plan

Figure 9

Phasing Plan



- b. Specifically tailored land use districts may be prepared and inserted in the LUB to support and facilitate the implementation of this ASP including provisions related to lot size, density, form and character, landscaping, public amenity space, and access and circulation. A specifically tailored direct control land use district may be prepared and adopted to address any unique area or development situation.

Policy 4.2.4 Principles for Decision Making

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

Policy 4.2.5 Repeated Amendment Applications

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

Policy 4.2.6 Development Phasing

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

Policy 4.2.7 Compliance with the ASP

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

Policy 4.2.8 Development Agreement

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

Policy 4.2.9 Technical Information

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

Policy 4.2.10 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 4.2.11 Stormwater Management

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

Policy 4.2.12 Power Lines

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

Policy 4.2.13 Servicing

- a. Servicing shall conform with concepts outlined in the Town of Morinville's Municipal Utility Servicing Plan (2008) and include the lands south and west of the 100 Street for potential future access to Sanitary and Water.
- b. All costs related to off-site servicing requirements shall be borne by the developer with cost sharing agreements in place.
- c. All capital, operational, and maintenance costs related to interim servicing shall be solely at the developer's expense.

Policy 4.2.14 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 ASP as per the relevant provisions of the Municipal Government Act.