

**COUNTY OF VERMILION RIVER NO. 24
PROVINCE OF ALBERTA
BY-LAW NO. 06-22**

A BY-LAW of the County of Vermilion River No. 24 in the Province of Alberta,
to adopt the Village of Marwayne Area Structure Plan.

WHEREAS the Council of the County of Vermilion River No. 24 deems it to be
in the public interest to adopt the Village of Marwayne Area
Structure Plan;

NOW THEREFORE, be it resolved that the Council of the County of Vermilion River
No. 24, duly assembled, hereby enacts as follows:

- 1) that the Village of Marwayne Area Structure Plan, being
Schedule "A" attached to and forming part of this By-Law, be
adopted
- 2) Should any provision of this Bylaw be determined to be invalid,
then such provisions shall be severed and the remaining Bylaw
shall be maintained
- 3) This Bylaw shall come into force and effect upon receiving third
and final reading and having been signed by the Reeve and
County Administrator

READ A FIRST TIME THIS 22 **DAY OF** August, A.D. 2006

Don Whittle
REEVE
B Thomas
COUNTY ADMINISTRATOR

READ A SECOND TIME THIS 24 **DAY OF** July, A.D. 2007

Don Whittle
REEVE
B Thomas
COUNTY ADMINISTRATOR

READ A THIRD TIME AND FINALLY PASSED THIS 24
DAY OF July, A.D. 2007

Don Whittle
REEVE
B Thomas
COUNTY ADMINISTRATOR

**MARWAYNE
AREA STRUCTURE PLAN**

JUNE, 2007

COUNTY OF VERMILION RIVER

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1 Introduction

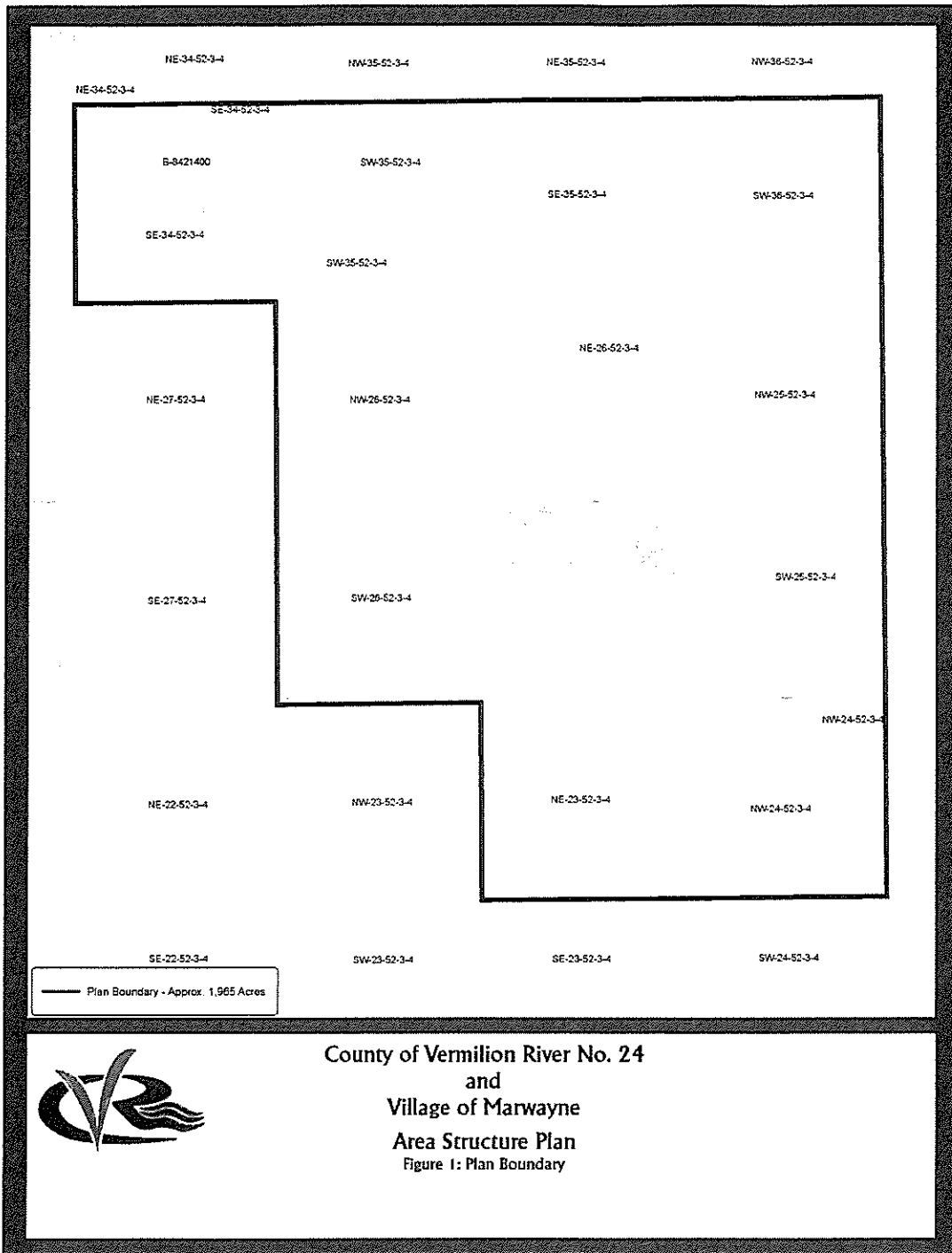
The Village of Marwayne is located in the County of Vermilion River, approximately 20 km north of the Yellowhead Trans-Canada Highway (Highway 16) at the junction of Highway 45 and 897.

The Canadian Pacific Railway line from Lloydminster to Edmonton is abandoned and in process of disposal by the CPR.

Marwayne presently has a population of 550 citizens according to the 2005 *Village of Marwayne Municipal Census*. Marwayne is located in an area that is renowned for its agricultural production. Oil and gas exploration is providing an opportunity for growth in Marwayne and the surrounding area.

The surrounding region is also referred to as “The Lakeland Region”. There are numerous lakes and rivers in this region. The lakes and rivers provide the community with an opportunity to take on a larger role as a seasonal service provider for tourists in the region.

Figure 1 shows the plan area in its regional context. Marwayne is situated at a significant junction point on the Cold Lake – Lloydminster corridor between Highway 45 and 897



2. Background

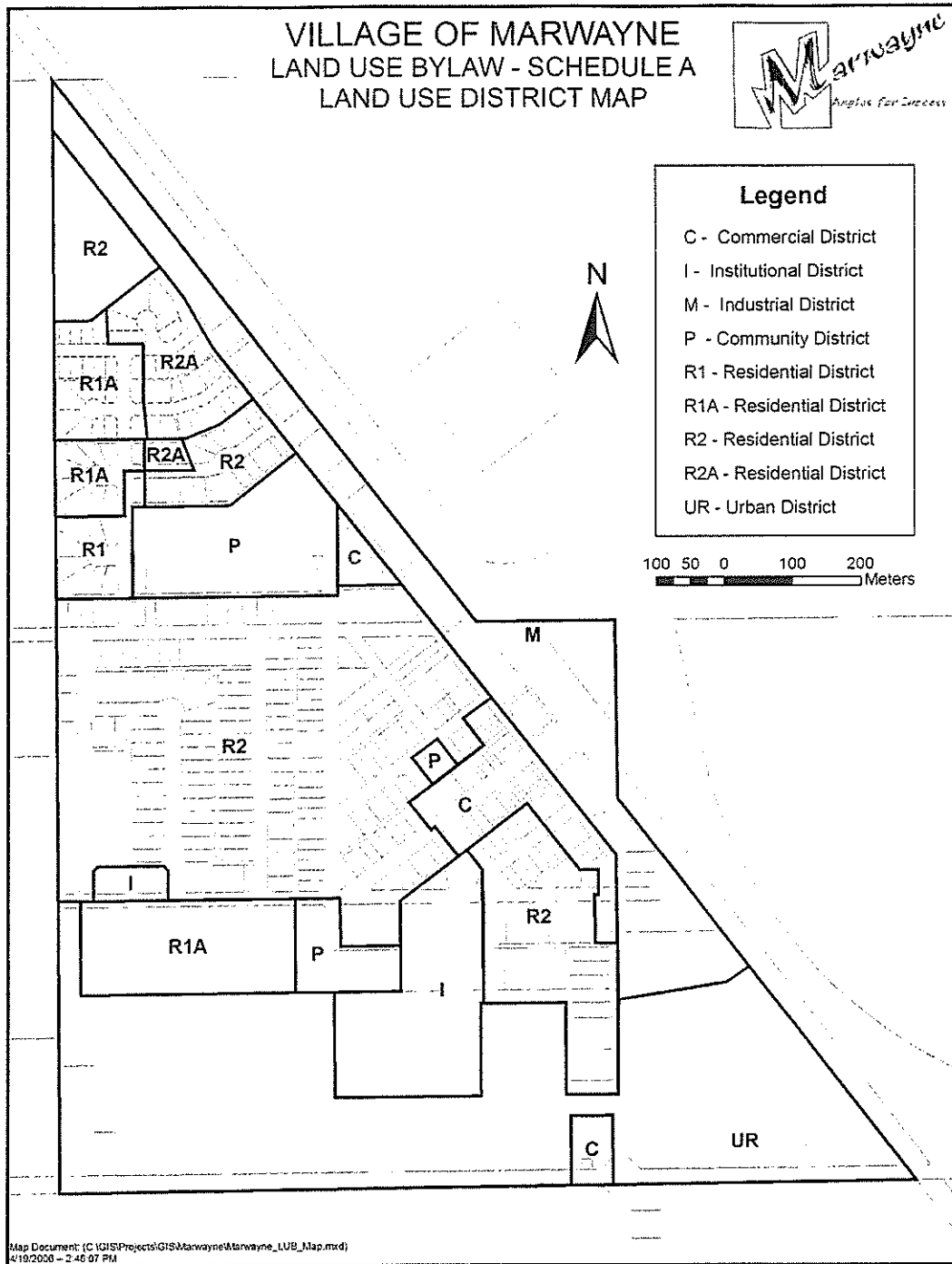
The County recognizes that Marwayne is a significant asset to the area. The purpose of the Area Structure Plan (hereinafter referred to as the “Plan”) as provided for in the Municipal Government Act, shall describe how the land can be subdivided and developed in a coordinated way. It shall comply with the provisions of the County of Vermilion River Municipal Development Plan and County of Vermilion River Land Use Bylaw No. 04-01 and shall ensure that development occurs in a way that is safe, efficient and aesthetically pleasing.

Also it will take into consideration Marwayne’s Long Range Plan “Growing our Community”, Marwayne’s Land Use Bylaw 439-02 and amendments, Marwayne Industrial and Commercial Growth Plan 2006 with specific note to the Industrial Land objectives.

3. Plan Boundary

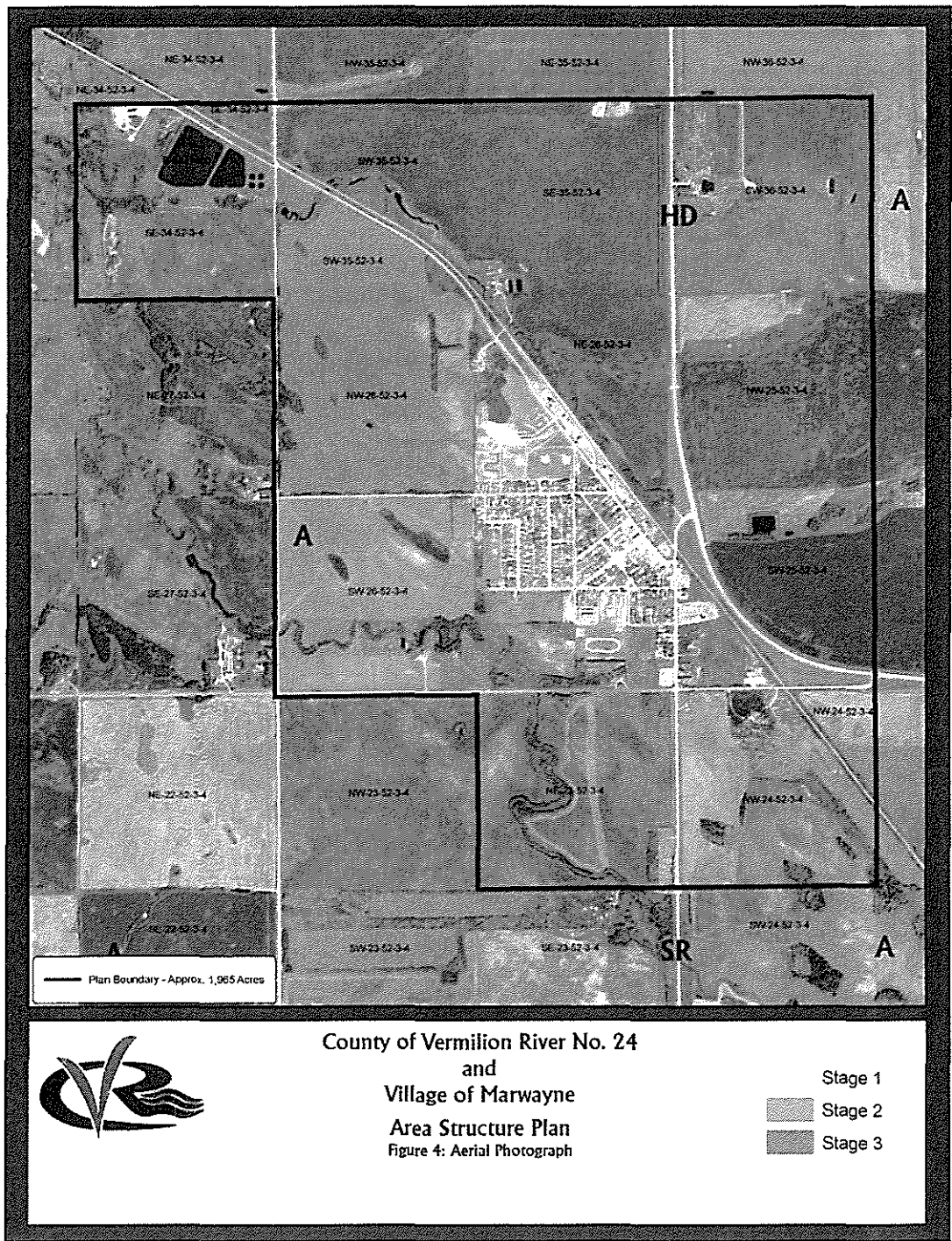
The Plan area shall be the Part of Sections 23, 24, 25, 26, 35 and 36, Township 52, Range 3, West of the Fourth Meridian, containing 1964 acres. Figure 1 identifies the plan boundary in the Marwayne Area Structure Plan.

Marwayne Land Use Bylaw has 9 districts identified and is shown on Figure 2.



CUD = Controlled Urban Development
SR= Collector Road
HD= Highway Development
A= Agriculture

Figure 4 Air Photo illustrates the predominately agricultural land use in the plan area.



4. Public Input

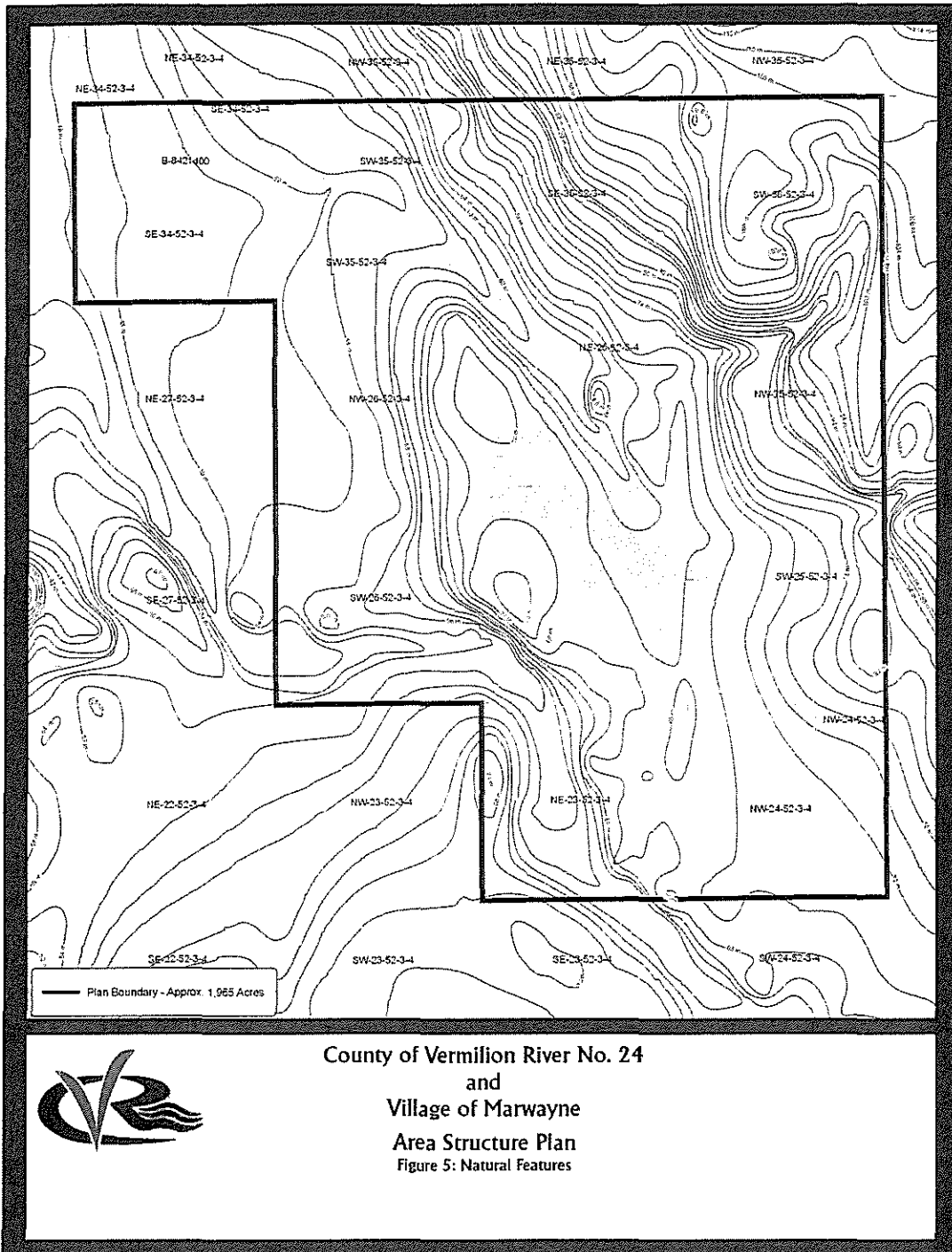
The Village of Marwayne held a public meeting on March 31, 2005 during the development of their Long Range Plan for the area surrounding the Village. Indicators are that the extensions within serviceable area of the village are understood and supported by the residences of Marwayne

5. Land Use

Proposed land uses within the Plan area and the tentative lot lines are shown on Figure 8. Precise locations and dimensions of future parcels will be established at the subdivision stage, however, they must conform closely with the approved Area Structure Plan.

The Plan notes existing land uses of the plan area and surrounding area. Land use conflicts have been minimized. Future relocation of the institutional parcel may be required.

Figure 5 indicates the natural features of the land.



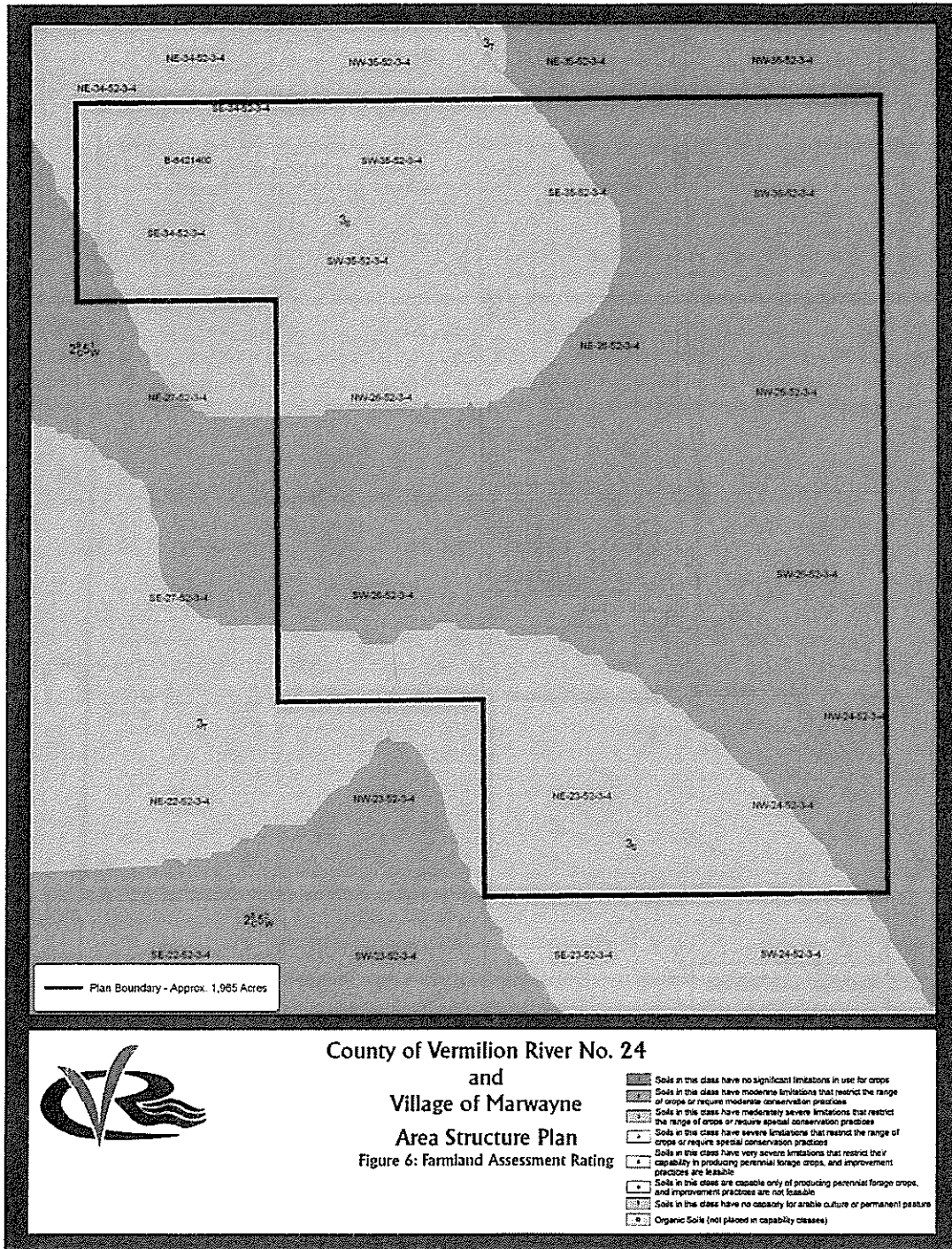
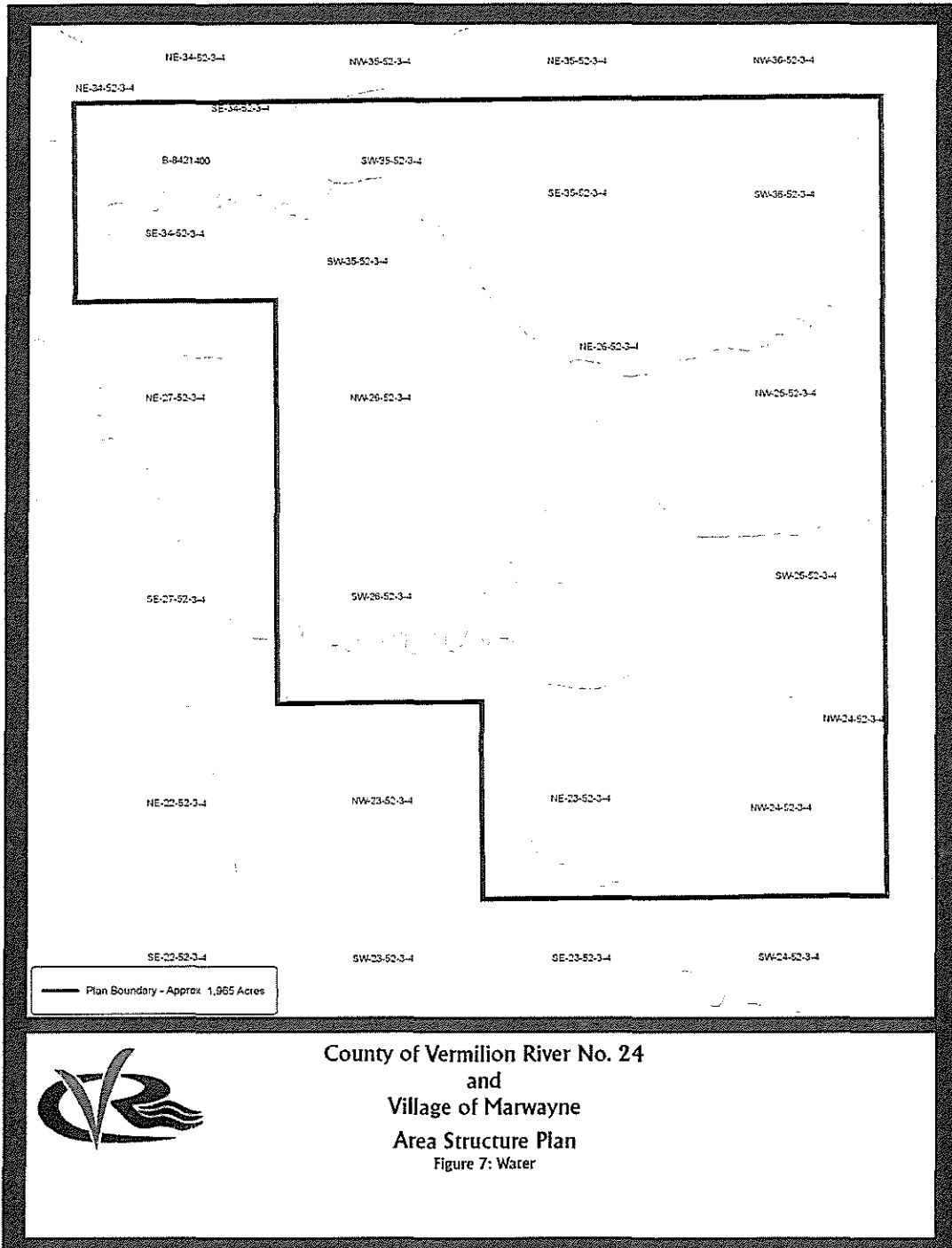
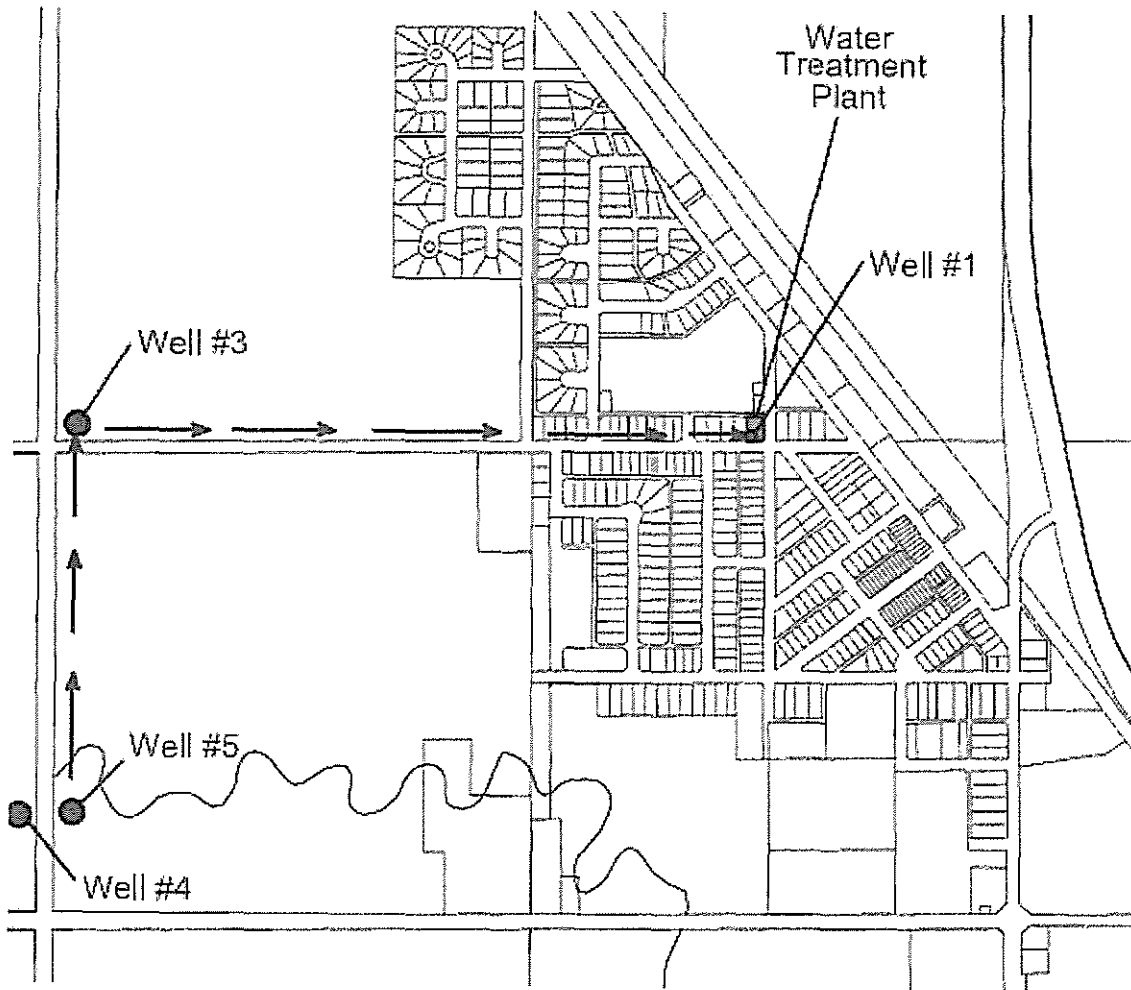


Figure 6



Location of the Marwayne Water Wells are:



6. Transportation Network

The Plan area has Highway 897 going through the Village, with the speed limit dropping to 50 km/h in the Village limits from 100 km/h. While Highway 45 curve passes around just outside the Village limits and its limit remains at 100 km/h. The Village Heavy Truck Route is designated as:

- (a) all of North & South Railway Avenue through to and including Highway 897
- (b) all of South 5th Street

2004 average annual daily traffic highways counts are:

- Hwy 45/897 junction to Alcurve: 1620
- Hwy 45/897 junction north into Village: 1660
- 4.7 km south 45 & 897 Marwayne: 1740

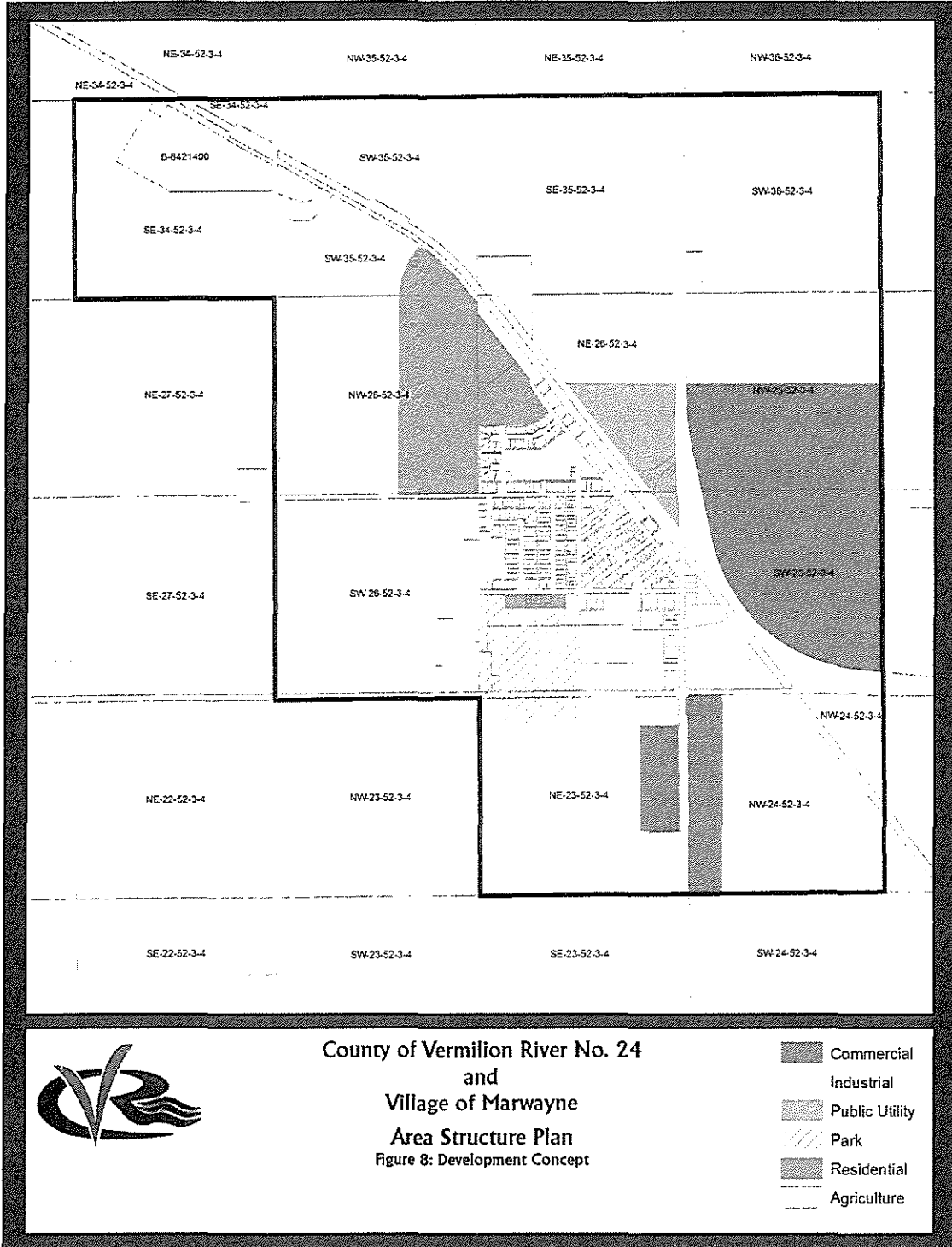
It should also be noted that through traffic sometimes use Twp. Rd. 524 from Highway 897 to Highway 45 as a shortcut.

To accommodate the development along Highway 897, it is proposed that the speed limit drop at the cemetery to 70 km/h and then to 50 km/h half way through NE23 when development occurs along 897. Approval from Alberta Transportation is needed.

If development occurs along the east side of Highway 45, it is expected that an internal road network will be required. Also if an industrial park develops along Highway 897 and Twp. Rd. 524 the specific area structure plan for that area will most likely need to incorporate internal roadways.

The Village also has a proposed trail system see Figure 8.1.

There are two bridges in this plan area, one on Twp. Rd. 524 which has approx five years of life left. And the second along Range Rd. 32.



County of Vermilion River No. 24
and
Village of Marwayne
Area Structure Plan
Figure 8: Development Concept

- Commercial
- Industrial
- Public Utility
- Park
- Residential
- Agriculture

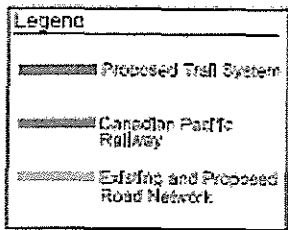
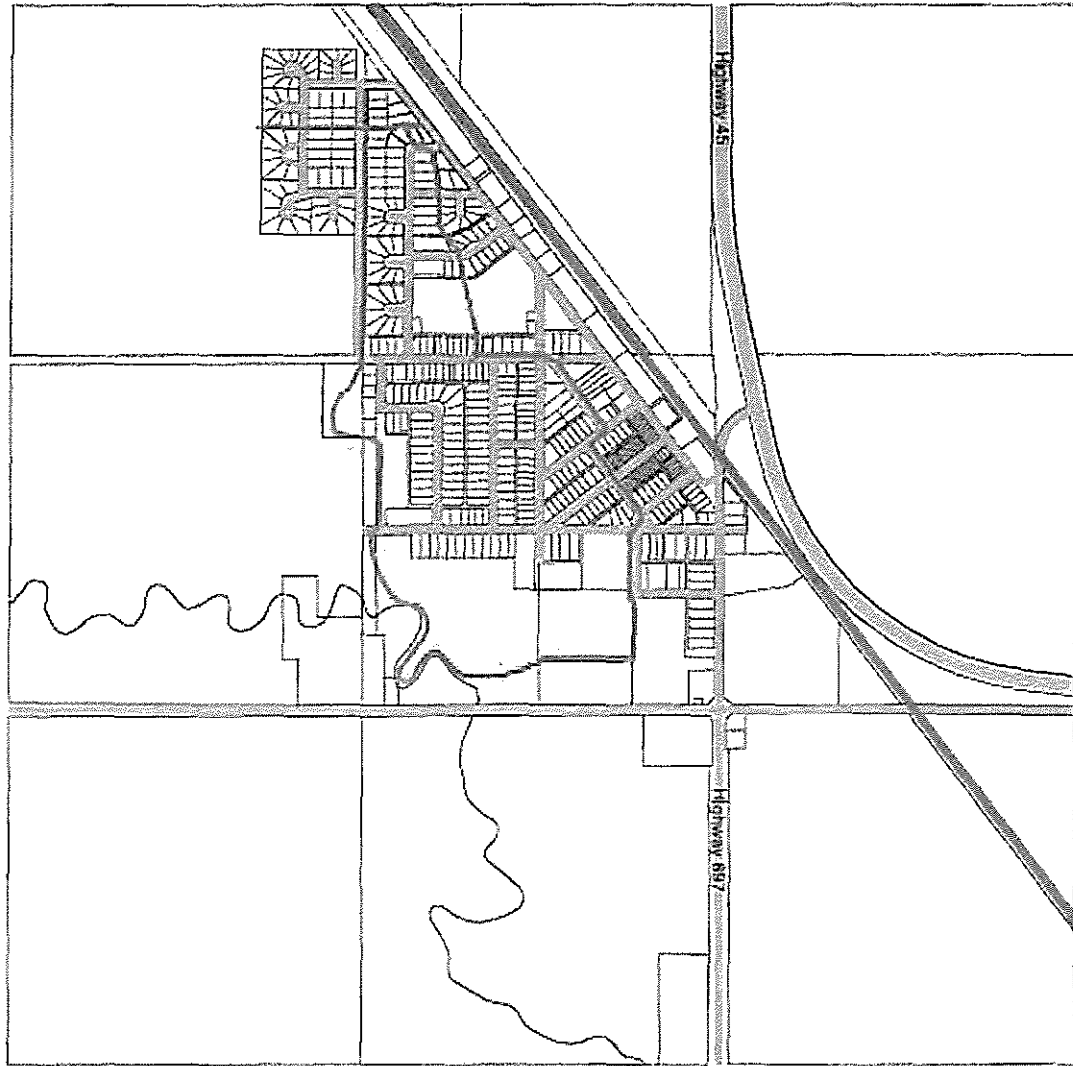


Figure 8.1

7. Municipal Water and Sanitary

The present water system will provide service for approximately 1000 people providing that the amount of unaccounted for water remains below 20% of total consumption. A population of 1000 people using 250 litres per person per day would use 250,000 litres per day, which is significantly less than the current capacity of 551,520 litres per day.

The sanitary sewer system has adequate capacity to serve a population of approximately 1100 persons. The topography northeast of Marwayne is conducive to gravity flow of sewage to the west and south. The elevation of the area proposed for future development ranges between 601 meters and 607 meters above mean sea level. This allows sewage to flow southwest to the lagoon. Following the natural flow will eliminate the need for a lift station. See Map 5.4

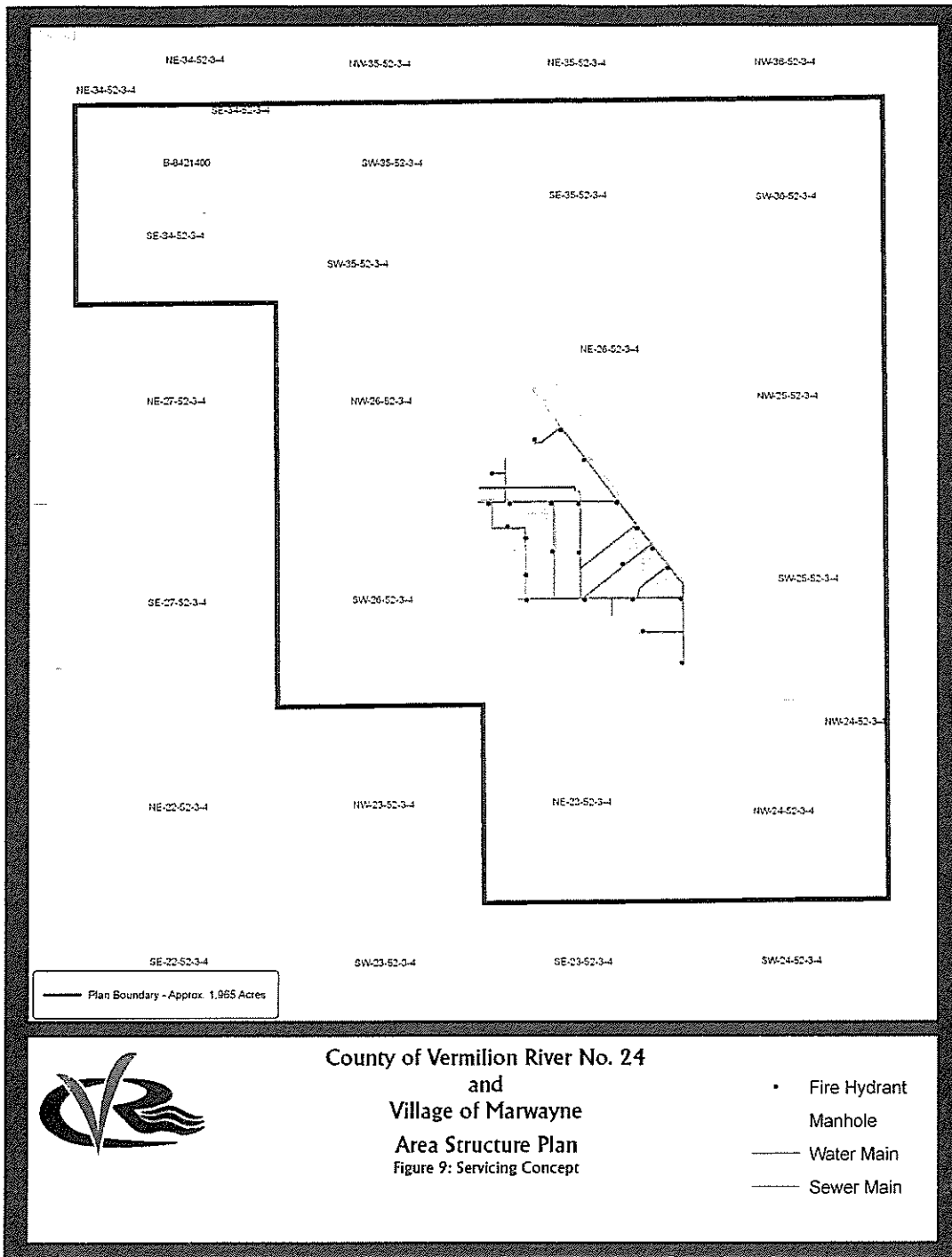
Therefore, current water and sewer servicing will meet operational requirements within the Village and capacity will not be reached unless the Village annexes land for further development.

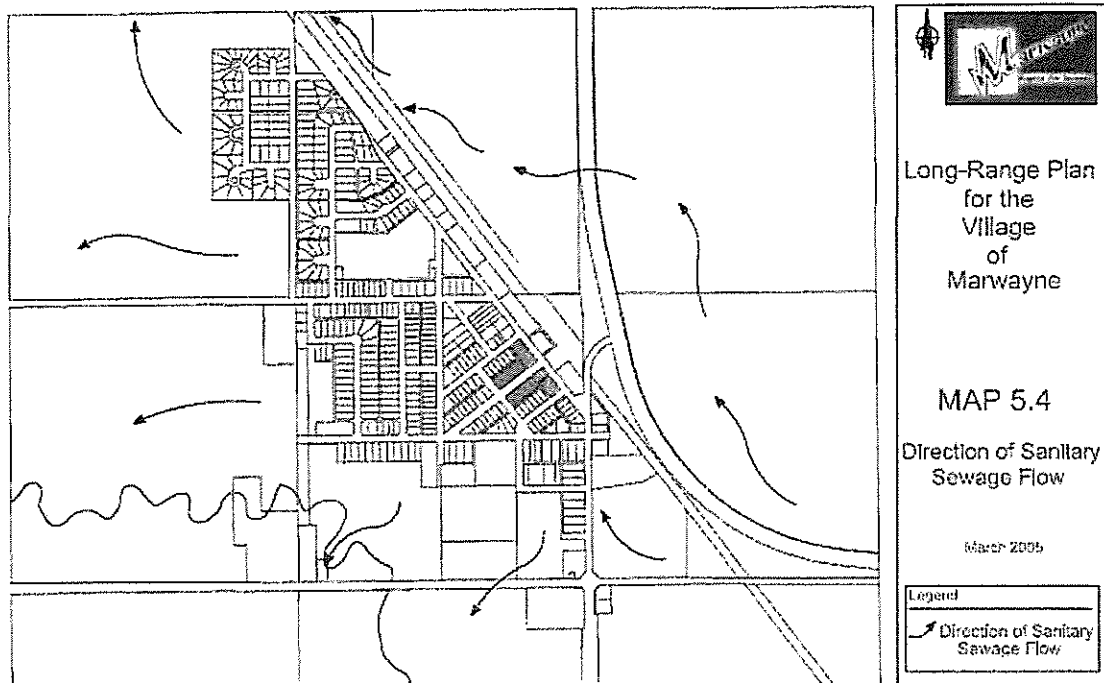
For the proposed south industrial area, the water and sewer services are currently extended to South 4th Street, if water and sewer connections are required, the Village will enter into a Memorandum of Agreement to extend the 6" mains. From extrapolating information from our Infrastructure Asset computer program, approximately 150 meters of mains would be required to the corner of Highway 897 and Twp Rd 524 (South 5th Street), and then servicing to the property.

For water service to this area, the water main would be oversized, with the village picking up its respective proportional costs, and the developer then also paying for the individual service to the property.

For a gravity sewer service, we understand from our planners that the last manhole on Highway 897, leaves very little room for appropriate gravity slope. However, from investigations in other parts of the Village, it is thought that a low pressure system could possibly work in this area. The developers would be responsible for a portion of the sewer main extension, their own pump and underground tank that would then pump into our main sewer line. Another alternative would be to consider a totally contained sewer tank that is manually pumped out by a local contractor.

The Village acknowledges that in the future when this area further develops internal industrial lots, the feasibility of a sewer lift station will need to be investigated.

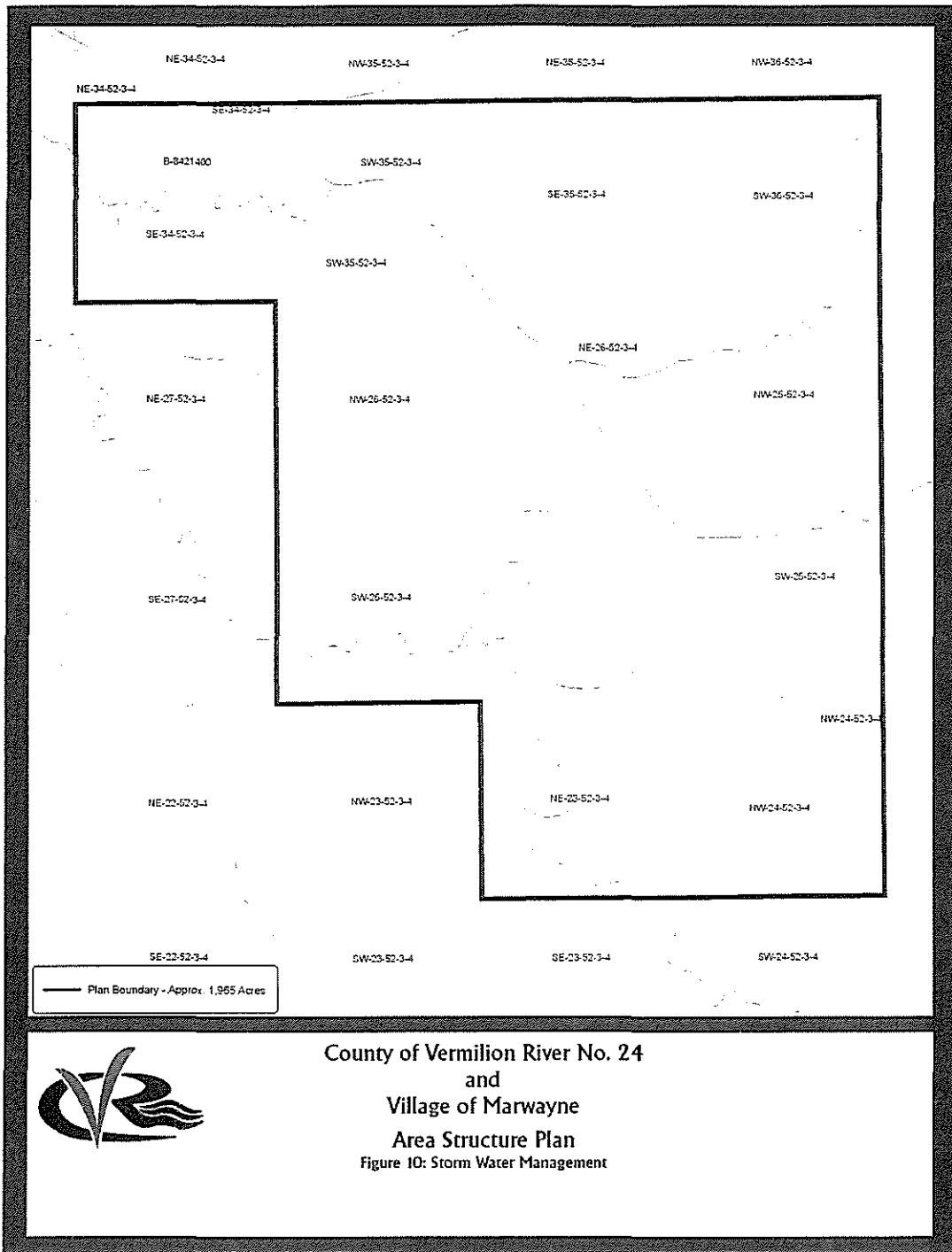


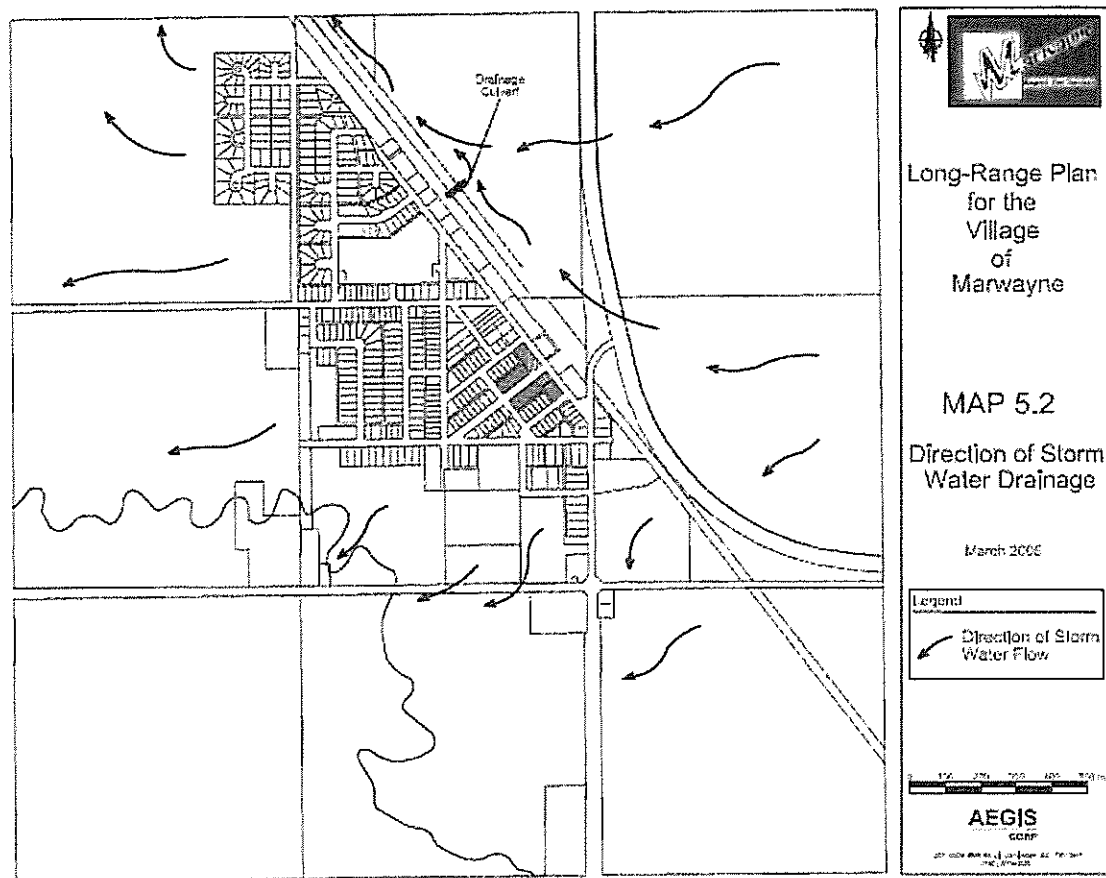


8. Storm Water Management

The north portion of the plan area contains natural drainage channels that collect the surface runoff from the east edge, picking up the Village main drainage outlet, and ultimately to the northwest corner of the plan. See Map 5.2. The south portion of the plan includes one low area near Highway 897 that drains to the Twp. Rd. 524 bridge, where it is then joined by another surface drainage channel exiting from the Village limits.

Development of the Southwest of 25 will require implementation of a storm water study to allow land adjacent to Highway 45 adequate drainage for development purposes.





9. Implementation Strategy

Figure 11 shows the proposed staging of residential and industrial development. Servicing for the south part of the industrial portion will be restricted to feasible engineered facilities.

Phase 1: The Village will be developing their own land within the Village boundaries and exploring the feasibility of industrial development of both sides of the road along Twp. Rd 524. Development will depend on owner's interest in developing/selling their land and requirements of water and sewer for each specific lot.

Phase 2: Involves the development of both highway commercial property along 897 and possibly general industrial lots in the interior of the development. The highway development would screen the interior general industrial lots. The Village will also be looking at development of their southeast corner within the Village limits for future industrial expansion. For residential the Village will

expand into NW26-52-3-4 as all water and sewer can be easily extended into this area.

Phase 3: Involves highway commercial development along east side of Highway 897 and the easterly portion of Twp Rd. 524. Then development along the Highway 45 corridor will be investigated.

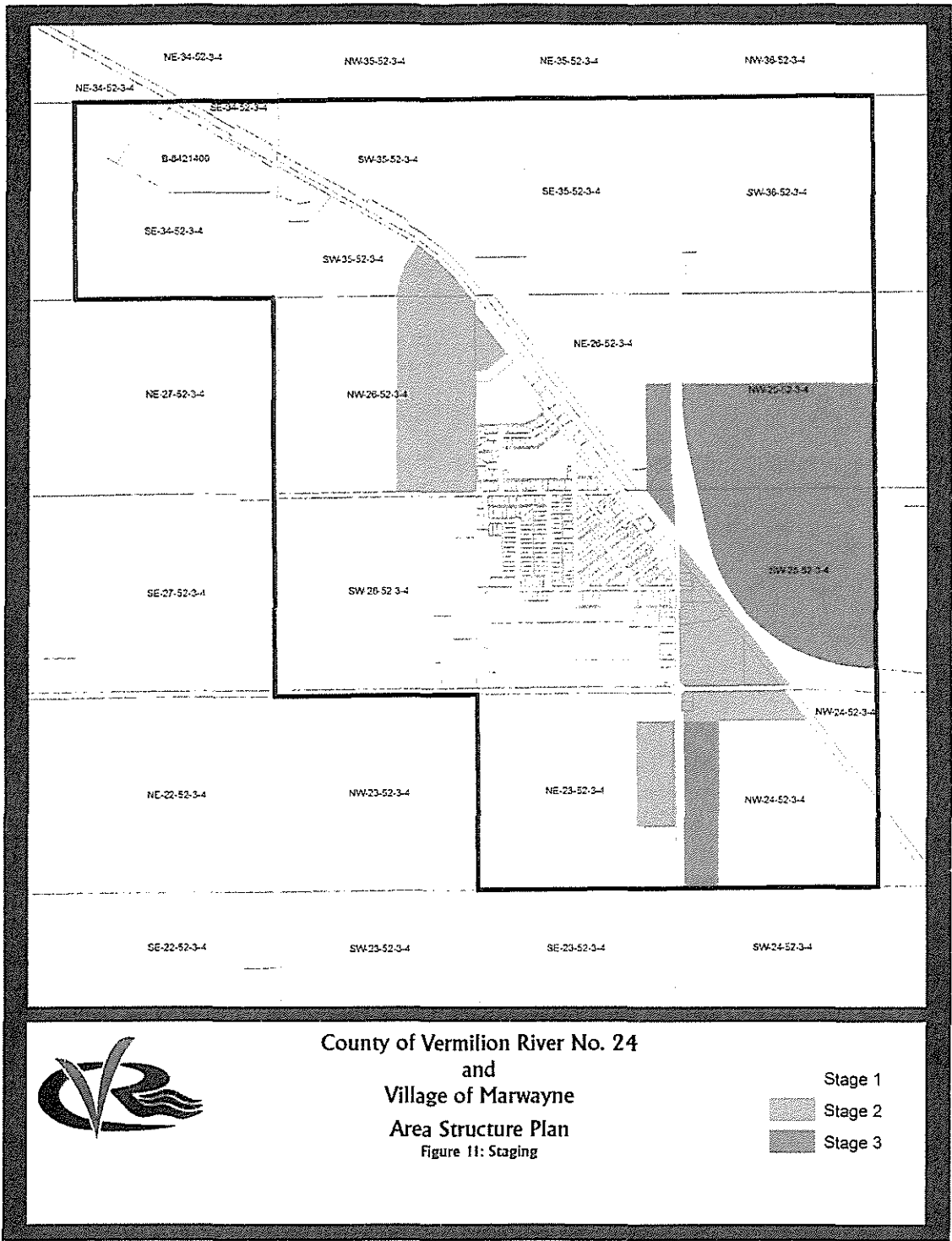


Table 1. Land Use Statistics

Gross Plan Area	1964 acres	
Open Space	1551 acres	
Developable Area		
Agricultural	1488 acres	100 %
Net Developable		
Municipal Reserve (10% Developable Lands)	149 acres	10 %
Agricultural Reserve	882 acres	59 %
Residential	45 acres	3 %
Business Light Industrial	52 acres	4 %
Commercial	228 acres	15 %
Waste Management	0 acres	0 %
Transportation / PUL	132 acres	9 %

Projected Population

Area	Dwellings/acre Population	# of Dwellings	People/Dwelling
Residential	4	225	2.4
Projected @ 3%	4	303	2.1
	4	351	2.1

over 750 persons – firstly, annexation required
- secondly, water services will require upgrade

Statistics show a 2.1 persons per dwelling is expected for the future.

The Village has approximately 54 lots to develop within their boundaries, excluding any private developer. 54 lots @ 2.1 = 113 extra population that can be accommodated.

Table 2. Dwelling Unit /Population Growth

Growth Rate	2010	2015	2020	2025	2030
1.0%	578	607	638	671	705
2.0%	607	670	740	817	902
3.0%	637	739	856	993	1,151