

**BYLAW 844-P-03-22  
TOWN OF COALDALE  
PROVINCE OF ALBERTA**

**BEING A BYLAW OF THE TOWN OF COALDALE  
TO ADOPT THE WEST INDUSTRIAL AREA STRUCTURE PLAN**

**WHEREAS** the municipal council is in receipt of an application to adopt a new Area Structure Plan for the municipality, entitled the West Industrial Area Structure Plan (Bylaw 844-P-03-22).

**AND WHEREAS** the purpose of the West Industrial Area Structure Plan (herein referred to as the ASP) is to provide for a framework for subsequent subdivision and development of an area of land, as per the requirements of Section 633 of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, as may be amended from time to time (herein referred to as the Act).

**AND WHEREAS** the ASP identifies the sequence of development proposed for the area, land uses proposed for the area, expected density of population proposed for the area generally, and the general location of major transportation routes and public utilities, as required by Section 633 of the Act.

**AND WHEREAS** the area of land upon which the ASP shall apply is legally described as:

**MERIDIAN 4 RANGE 20 TOWNSHIP 9  
SECTION 14  
THAT PORTION OF THE NORTH WEST QUARTER  
WHICH LIES EAST OF ROAD PLAN 5753 GU;  
SOUTH OF BLOCK 2 ON PLAN 4979 HT;  
WEST OF DRAINAGE DITCH ON PLAN 5684 JK AND  
NORTH OF A LINE DRAWN PARALLEL TO AND  
359.12 FEET PERPENDICULARLY DISTANT NORTHERLY  
FROM THE SOUTH BOUNDARY OF SAID QUARTER SECTION  
CONTAINING 36.8 HECTARES (90.98 ACRES) MORE OR LESS  
EXCEPTING THEREOUT ALL MINES AND MINERALS  
AND THE RIGHT TO WORK THE SAME Plan 49FJ Block B Lot 2  
Excepting Thereout:  
A) Plan 7945JK Drain Right of Way (0.117 Hectares) more or less  
B) Plan 1810870 Subdivision (0.720 Hectares) more or less  
WITHIN THE S.W. 11-9-20 W4M**

**AND  
PLAN 1811388, BLOCK 1, LOT 4**

**AND  
PLAN 4979HT BLOCK 1**

**AND  
PLAN 2111990 BLOCK 1 LOT 1**

**AND**  
**PLAN 4979HT BLOCK 2 LOT OT**

**AND**  
**PLAN 2111676 BLOCK 1 LOT 6**

**AND**  
**PLAN 2111676 BLOCK 1 LOT 7**

**AND WHEREAS** the municipality must prepare a bylaw and provide for its consideration at a public hearing.

**NOW THEREFORE**, under the authority and subject to the provisions of the *Municipal Government Act*, Revised Statutes of Alberta 2000, Chapter M-26, the Council of the Town of Coaldale, in the Province of Alberta, duly assembled does hereby enact the following:

1. The West Industrial Area Structure Plan, as provided in “Schedule A” shall make up the Area Structure Plan.
2. Bylaw 844-P-03-22, being the West Industrial Area Structure Plan, is hereby approved.
3. This bylaw comes into effect upon third and final reading hereof.

READ a FIRST time this 28th day of March, 2022 for Area Structure Plan Bylaw 844-P-03-22.

---

Mayor – Jack Van Rijn  
Motion: 110-2022

---

CAO – Kalen Hastings

*Public Hearing scheduled for 5:30pm on April 25<sup>th</sup>, 2022, at the Regular Council Meeting.*

READ a SECOND time this 9<sup>th</sup> day of May, 2022 for Area Structure Plan Bylaw 844-P-03-22.

---

Mayor – Jack Van Rijn  
Motion: 177-2022

---

CAO – Kalen Hastings

READ a THIRD and FINAL time this 9<sup>th</sup> day of May, 2022 for Area Structure Plan Bylaw 844-P-03-22.

---

Mayor – Jack Van Rijn  
Motion: 178-2022

---

CAO – Kalen Hastings



# West Industrial Area Structure Plan

## Bylaw No. 844-P-03-22

May 2022

**PREPARED BY:**

ISL Engineering and Land Services Ltd.

**PREPARED FOR:**

Town of Coaldale

**PREPARED ON BEHALF OF:**

845 Developments Ltd.  
Town of Coaldale, Planning and Development

**IN CONSULTATION WITH:**

Talbera International Technologies Ltd.

# Table of Contents

## Section 1: Planning Context

*This section outlines the policy context of the plan as well as the interpretation, monitoring, review and amendment of policies herein.*

1-1	Introduction.....	1
1-2	Purpose.....	1
1-3	Policy Context.....	1
1-4	Plan Interpretation .....	3
1-5	Monitoring and Review .....	3
1-6	Amending the ASP .....	3
1-7	Supporting Studies .....	3
1-8	Limitations .....	3

## Section 2: Plan Area

*This section highlights the existing conditions of the plan area and the opportunities and constraints as they relate to future development.*

2-1	Area Context.....	6
2-2	Topography.....	6
2-3	Current Land Use.....	7
2-4	Land Ownership.....	7

## Section 3: Development Concept

*This section provides the overall Development Concept for the plan area, showing the general location of land uses, community amenities and the road network.*

3-1	Vision .....	10
3-2	Guiding Principles.....	10
3-3	Consultation .....	11
3-4	Development Concept.....	13
3-5	Land Uses.....	13

## Section 4: Development Framework

*This section details the policies designed to actualize the development potential of the plan area.*

4-1	General Development Policy .....	15
4-2	Industrial.....	16
4-3	Mixed Use Transition Area .....	16
4-4	Open Space.....	17
4-5	Institutional .....	17

## Section 5: Transportation Framework

*This section addresses how pedestrians, cyclists and motorists are accommodated within and beyond the plan area.*

5-1	Transportation Network.....	18
-----	-----------------------------	----

Section 6: Servicing Framework

*This section addresses the efficient provision of water, sanitary and stormwater services within the plan area.*

6-1 General Servicing Policy ..... 21

6-2 Water ..... 22

6-3 Sanitary ..... 22

6-4 Stormwater ..... 22

6-5 Shallow Utilities ..... 22

Section 7: Implementation

*This section outlines the proposed sequence of development and the process required to proceed with future planning applications.*

7-1 Sequence Of Development..... 26

7-2 Circulation And Collaboration ..... 26

Appendix A: Outline Plan Requirements

A-1 Local Outline Plan Policy Framework ..... 29

A-2 Future Outline Plan Requirements ..... 29

A-3 Supporting Technical Studies ..... 30

TABLES

Table 1: Engagement Summary ..... 12

Table 2: ASP Land Use Statistics ..... 13

Table 3: Town Plan Requirements for an Outline Plan..... 29

FIGURES

Figure 1: Plan Location ..... 4

Figure 2: Context Plan..... 5

Figure 3: Topography..... 8

Figure 4: Plan Area Ownership ..... 9

Figure 5: Development Concept..... 14

Figure 7: Optional Roadway Examples ..... 20

Figure 8: Water Distribution Mains ..... 23

Figure 9: Sanitary Servicing..... 24

Figure 10: Stormwater Management ..... 25

Figure 11: Sequence of Development ..... 27

# SECTION ONE

## Planning Context

# 1

*This section outlines the policy context of the plan as well as the interpretation, monitoring, review and amendment of policies herein.*

### 1-1 INTRODUCTION

The West Industrial Area Structure Plan (ASP) has been developed to provide a framework for future development on lands generally located between 14 Avenue and Range Road 201A on the north and between Highway 845 and Range Road 201A on the east as shown on [Figure 1: Location Plan](#). The lands were annexed to the Town in 2018. The annexation was to provide for a 25-year growth horizon to accommodate future development within the Town.

### 1-2 PURPOSE

The West Industrial ASP is a statutory plan that provides a comprehensive development concept for the lands within the plan area. As outlined in Section 633 (1) of the Municipal Government Act (MGA), ASPs are developed “for the purpose of providing a framework for subsequent subdivision and development of an area of land...”

The MGA empowers municipalities to shape their communities. It regulates how municipalities are funded and how they should plan for growth. Per the MGA requirements, this ASP addresses the following:

- Sequencing of development proposed for the area,
- Proposed land uses,
- Proposed density of population, and
- General location of major transportation routes and public utilities

### 1-3 POLICY CONTEXT

Policies within this ASP are consistent with the following regulation, statutory plans and local bylaws:

#### **Provincial Regulation**

All development within this ASP is consistent with Provincial regulation, in particular the MGA and those of Alberta Parks and Environment (AEP).



## **South Saskatchewan Regional Plan (SSRP)**

This ASP aligns with the SSRP, which establishes broad policies to guide responsible land management in southern Alberta by promoting efficient land use, quality of life and response to community needs.

## **Town Plan**

The lands within this ASP are designated as an “Area of Growth” in the Town Plan and the proposed development aligns with key goals and objectives of the Town Plan by providing efficient and effective development in an area proposed for industrial uses. Land uses proposed herein are consistent with the Town Plan and are a logical extension to existing development. The block-based design and opportunities for the future development of trail connections support opportunities for walkable access to employment. The subject lands are identified within the context of the Town Plan on [Figure 2: Context Plan](#).

## **Transportation Master Plan (TMP)**

While vehicles remain the primary mode of transportation within the local network, the development concept provides opportunities for future active mode connections throughout the Town, consistent with TMP policies. Road standards are consistent with classifications identified in the TMP.

## **Infrastructure Master Plan (IMP)**

The IMP is a strategic document focused on the current status of the Town’s potable water, stormwater, sanitary sewer, and streets and roads. The document provides direction with respect to anticipated upgrades to sustain and increase levels of service and ensure long term maintenance.

## **Malloy Drain Master Drainage Plan**

The Malloy Drainage Basin encompasses the Town of Coaldale and surrounding areas in Lethbridge County where capacity restraints can result in significant flooding issues. The Malloy Drain Master Drainage Plan was completed in 2010 and provides direction for stormwater requirements in this area.

## **Gateways and Corridors Strategic Plan**

This ASP includes a portion of the Highway 845 Corridor. Development within this area will be consistent with the design and implementation guidelines outlined in this document to ensure that the corridor is well planned and maintained to provide a clean and attractive welcome to the Town of Coaldale.

## **Parks and Trails Master Plan**

The Parks and Trails Master Plan provides a comprehensive plan to provide pedestrian and non-vehicular connections throughout the Town, including a future trail adjacent to and through this plan area, linking to the Birds of Prey. Policies have been included in this ASP to allow for future development of trails connecting to the overall trail network.

## **Recreation Master Plan**

The Recreation Master Plan identifies areas of park reserve suitable for future development. While specific park areas have not been identified on the subject lands, the land use concept provides opportunities to include connections to important destinations such as the Gem of the West and the Birds of Prey.

## **Land Use Bylaw**

The Development Concept prepared for this ASP has been developed to reflect the regulatory parameters of the Coaldale Land Use Bylaw (LUB). Land use categories shown on the Development Concept do not signify land use districts specified in the LUB. Future development proposals within the areas currently designated Urban Reserve District (UR) will require Land Use Amendment prior to development.



## **1-4 PLAN INTERPRETATION**

### **Map Interpretation**

Unless otherwise specified within this ASP, the boundaries or locations of any symbols or areas shown on a map or illustration are approximate only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or utility/road rights-of-way. Details shown on the maps will be subject to further study at the development approval stage. No measurements or area calculations shall be taken from the plan maps.

### **Policy Interpretation**

Where “shall”, “will” or “require” are used in a policy, the policy is considered mandatory in order to achieve a desired result. Where “should” or “encourage(d)” is used in a policy it is anticipated that the policies will be applied in all situations unless it can be clearly demonstrated to the satisfaction of the Development Authority, that the policy is not reasonable, practical and feasible in a given situation. Where a policy requires compliance with the development concept, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage at the discretion of the Development Authority.

### **Appendix Interpretation**

Appendices included herein do not form part of the statutory portion of this ASP. The purpose of an appendix is to provide information to further clarify the intent of plan policies.

## **1-5 MONITORING AND REVIEW**

This ASP is a long-term policy document that promotes a vision for development and provides guiding principles and policies that work towards achieving that vision over-time. The policies within this ASP will be monitored and should be reviewed and updated every 10 years until such time as build-out of the plan area is achieved. This ASP may also be amended in response to changes in the overall policy direction within the Town or specific planning applications.

## **1-6 AMENDING THE ASP**

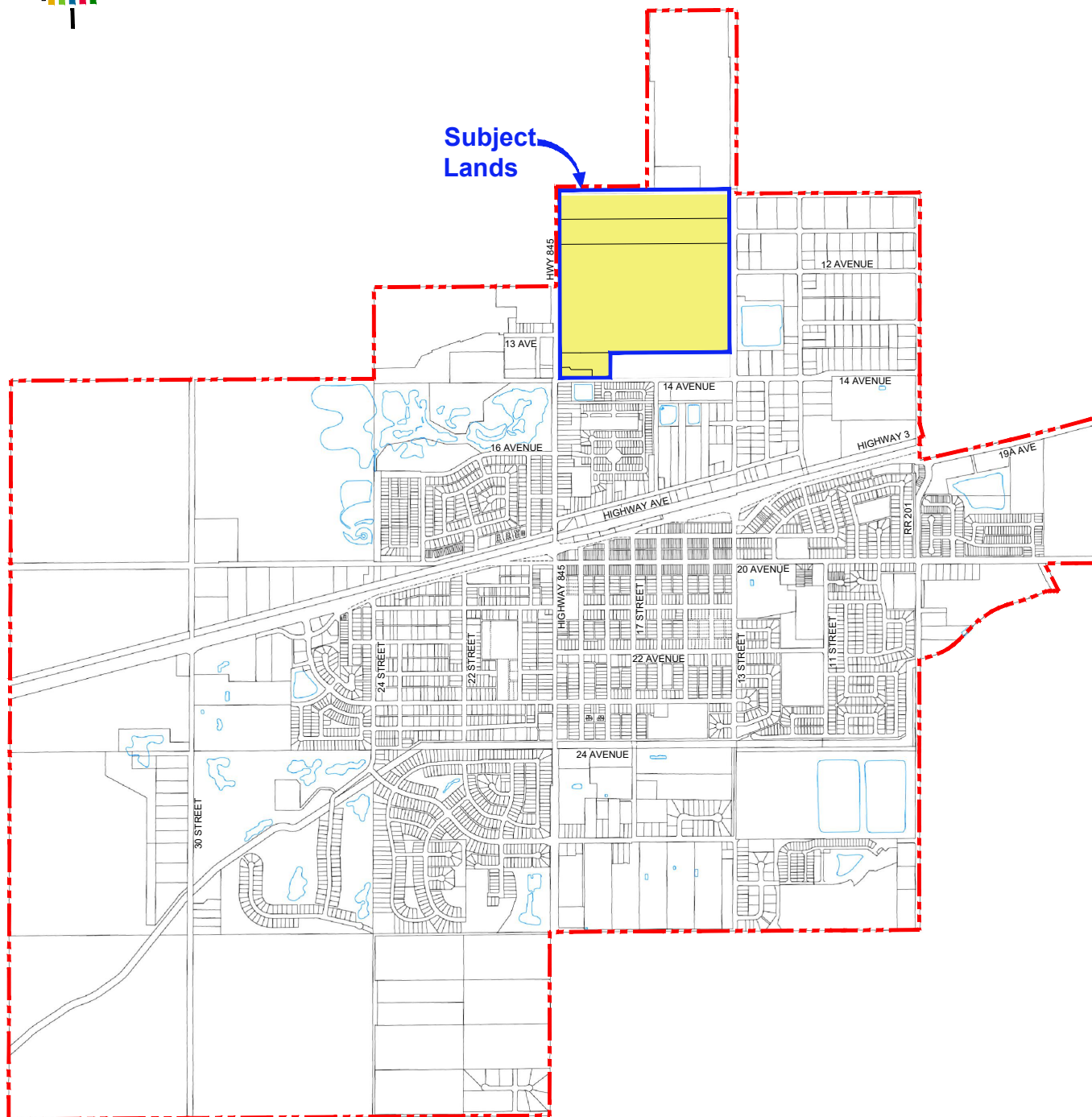
If major changes with regards to land use, road networks or any other significant aspect of the plan are contemplated, an amendment to the ASP, that includes a public hearing, shall be held in accordance with the MGA. Minor changes will not require an amendment if, in the opinion of the Development Authority and/or Council, the intent of the ASP is still achieved. Where an amendment to this ASP is requested by an applicant, the applicant shall be required to submit the justification and information necessary to support the amendment.

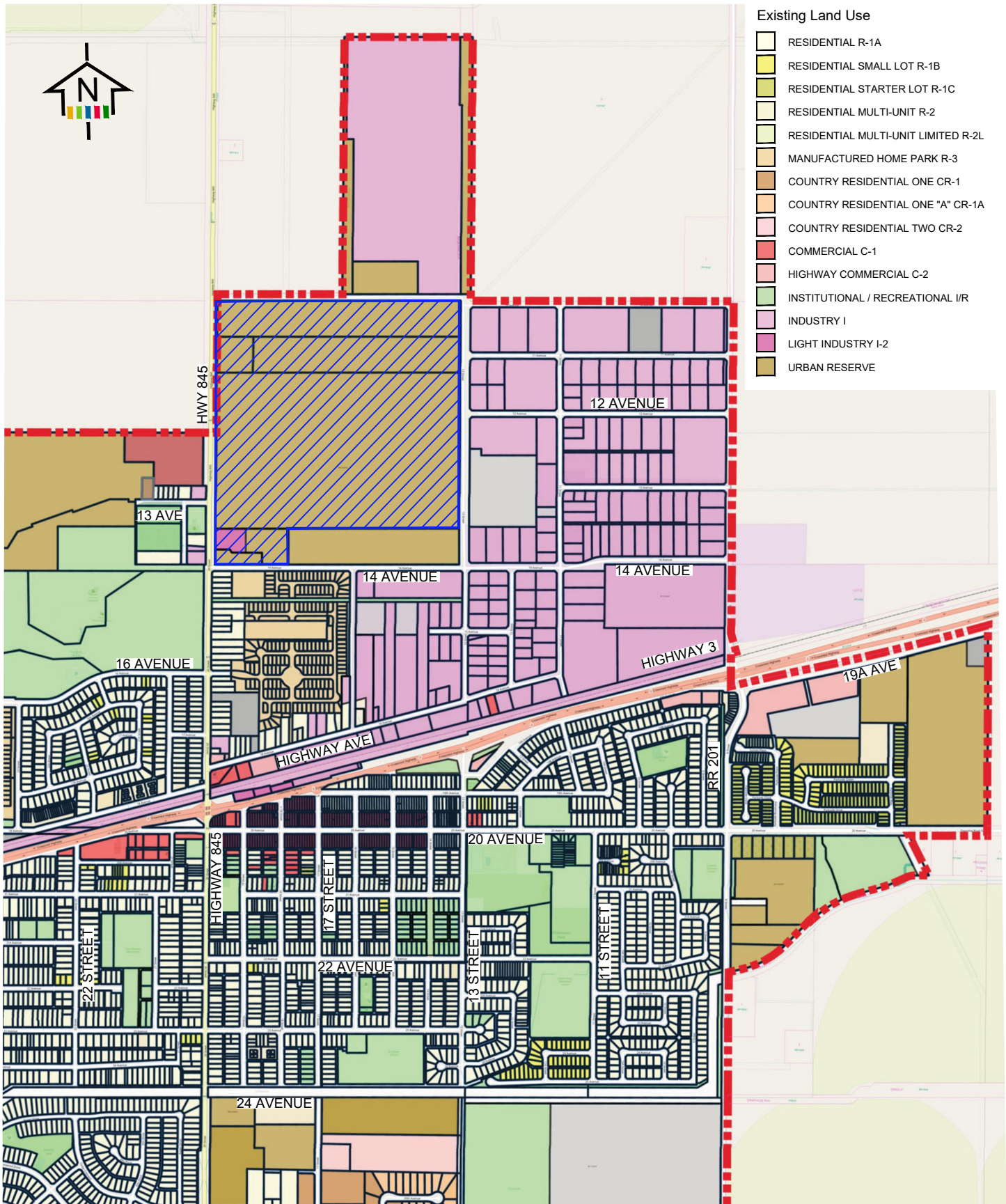
## **1-7 SUPPORTING STUDIES**

A Biophysical Impact Assessment (BIA) was prepared in support of this ASP (provided under separate cover). If there is more than a 5-year gap between this ASP and the subsequent preparation of an Outline Plan, the BIA should be revisited and may require updating.

## **1-8 LIMITATIONS**

Policies within this ASP are not to be interpreted as an approval for a use on a specific site. Detailed site conditions or constraints – including environmental considerations – must be assessed on a case-by-case basis as part of an application for a Land Use Amendment, Subdivision, or a Development Permit.





# SECTION TWO

## Plan Area

# 2

*This section highlights the existing conditions of the plan area and the opportunities and constraints as they relate to future development.*

### 2-1 AREA CONTEXT

The West Industrial ASP encompasses approximately 134 acres, which are predominantly agricultural. These lands are identified for future industrial growth within the Town Plan. Partially developed industrial/commercial uses are located to the east and west of the plan area. The Gem of the West Museum and the Birds of Prey are located to the south west and a mix of commercial and residential, and undeveloped lands are located to the south.

A search of the Government of Alberta Spatial Information System, Spin 2, indicates the property contains easements for buried phone cable, a transmission line, and a gas pipeline. Existing shallow and overhead utility easements and alignments will be reviewed at the Outline Plan stage.

A search of the Government of Alberta Listing of Historic Resources indicates a historic period (category 'h') site in the southwest portion of the plan area. The site has a Historic Resource Value (HRV) 3 meaning that the site contains a significant historic resource that will likely require avoidance. As such a Historical Resource Overview (HRO) will be required at the Outline Plan stage to confirm the exact location and avoid the site.

### 2-2 TOPOGRAPHY

The parcel is relatively flat, and generally drains towards the southeast part of the site, as shown on [Figure 3: Topography](#). The land has been used for agricultural purposes and there are no significant slopes within the parcel.

East of the plan area there is a significant ditch that runs north-south along the east side of 13 Street and an existing stormwater management facility to the southeast.



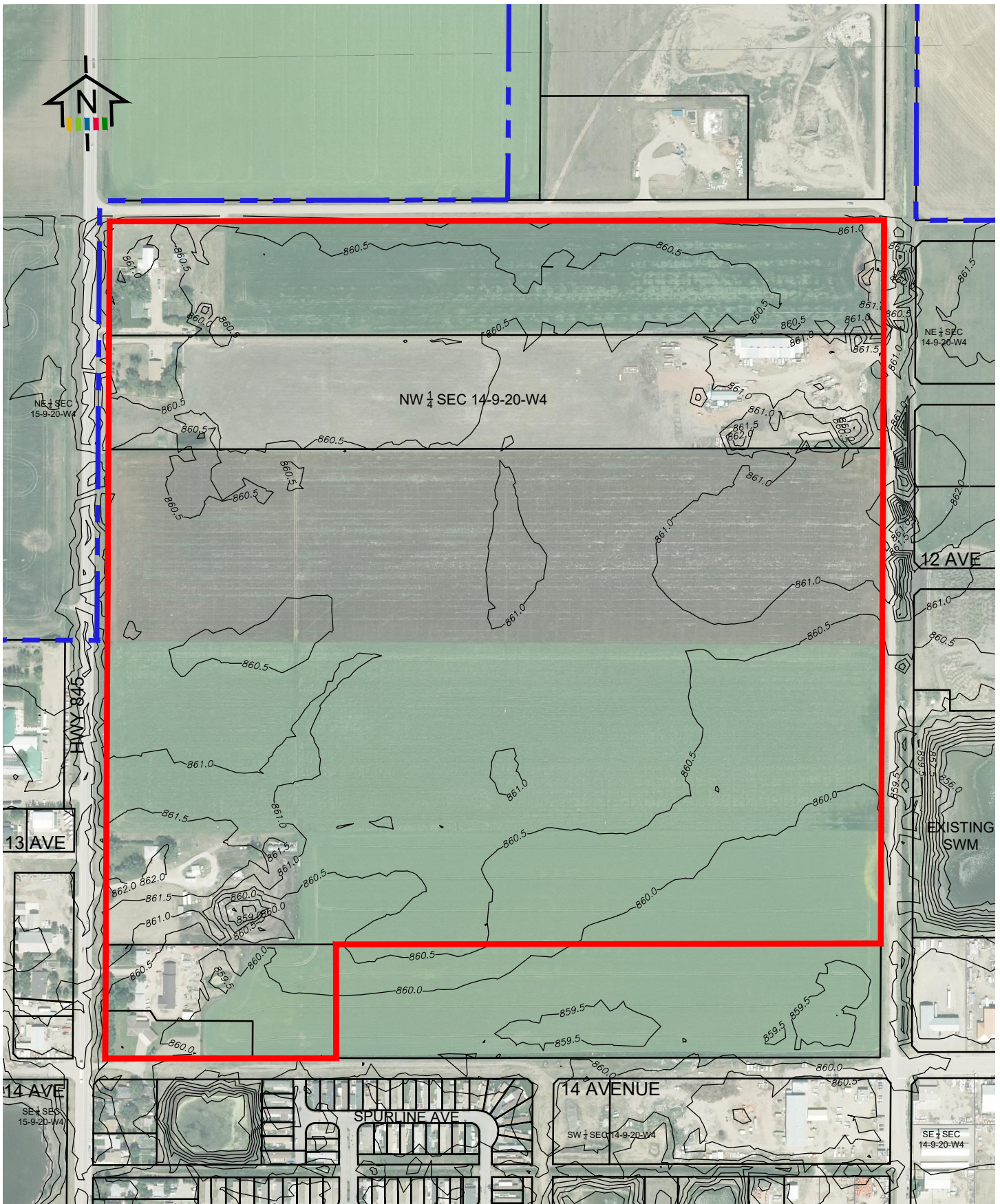
## 2-3 CURRENT LAND USE

As shown on [Figure 2: Context Plan](#), the majority of the lands within the plan area at the time of adoption are designated Urban Reserve (UR) district. As noted in the LUB, the purpose and intent of the UR district is to “provide an interim land use classification for lands adjoining the built-up area of the Town, which may be subdivided and developed for urban uses in the future, but are presently essentially agricultural or non-urbanized; and to prevent disorderly, incompatible or premature development and subdivision of these lands until they are needed and determined to be suitable for orderly urban development.”

A single parcel in the southwest of the plan area is zoned light industry (I-2). The purpose of this land use district is “To allow light industrial and other compatible development in those areas of the Town of Coaldale that is considered most suitable, while prohibiting noxious uses...”

## 2-4 LAND OWNERSHIP

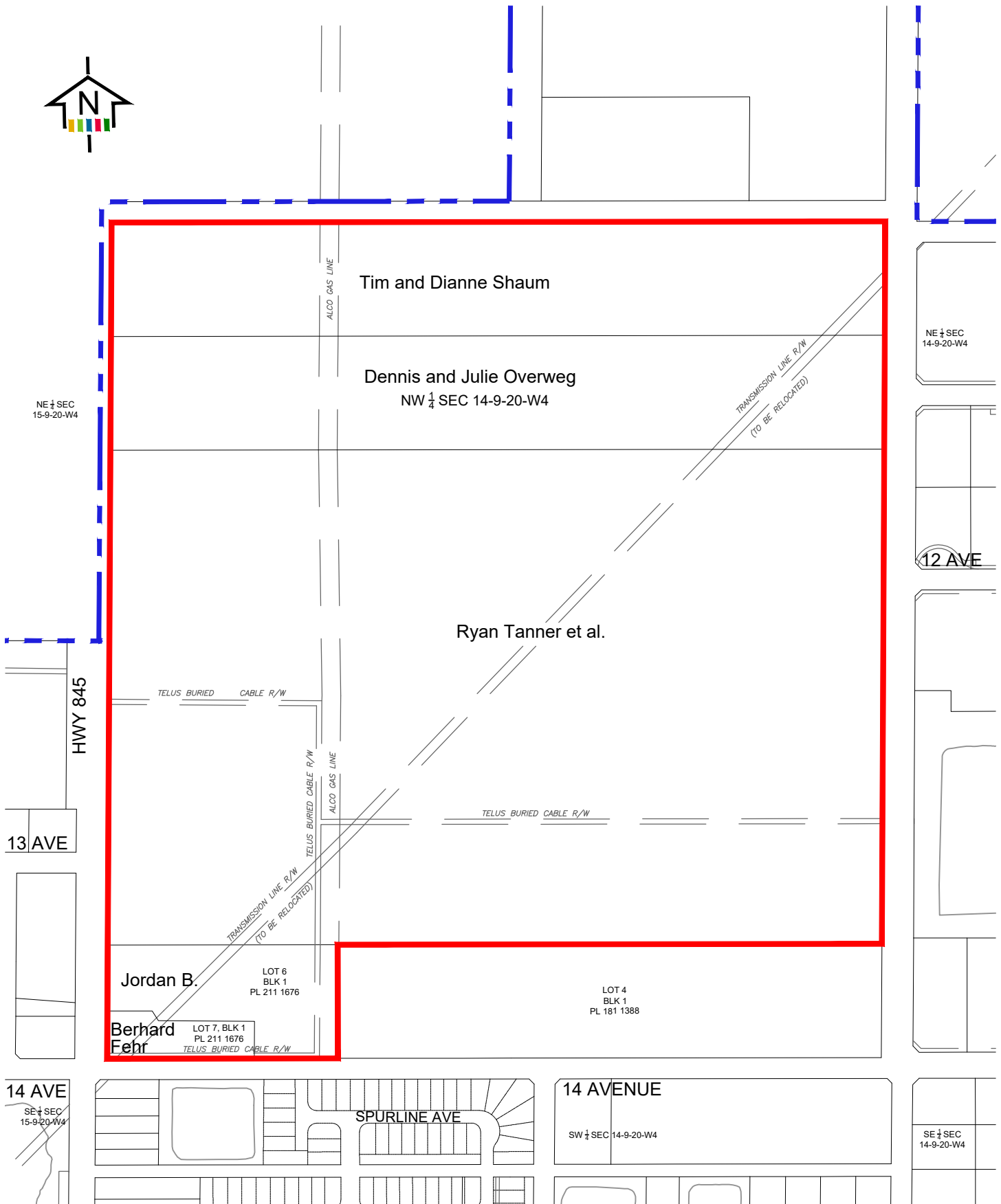
Plan area land are predominately owned by 845 Developments Ltd. Additional lands within the quarter-section have been included as part of this ASP to ensure an orderly and efficient framework for future development. Land ownership is shown on [Figure 4: Ownership](#).



--- Town Boundary  
--- ASP Boundary

## WEST INDUSTRIAL AREA STRUCTURE PLAN

FIGURE 3  
 TOPOGRAPHY  
 MAY 2022



--- Town Boundary  
--- ASP Boundary



# SECTION THREE

## Development Concept

# 3

*This section provides the overall Development Concept for the plan area, showing the general location of land uses, community amenities and the road network.*

### 3-1 VISION

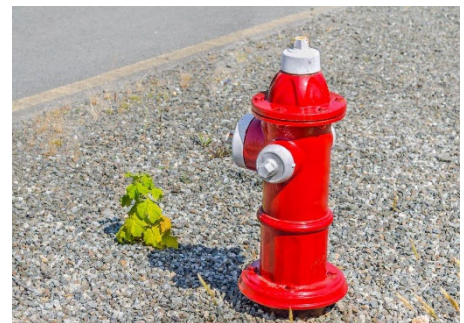
The West Industrial area is a centre for primarily industrial uses, including some mixed-use commercial uses adjacent to Highway 845. Development is integrated with environmentally and historically sensitive areas and the area provides a sustainable business-ready environment, attracting investment and providing employment opportunities.

### 3-2 GUIDING PRINCIPLES

The following principles provide guidance on the nature of development within the plan area:

#### Sustainability

Infrastructure and servicing should be developed in an efficient manner following sustainable best practices. Energy efficiency, innovative development strategies and alternative servicing options for new construction should be considered.



#### Environmental Stewardship

Natural areas should be protected from negative development impacts. Innovative approaches such as green infrastructure, water conservation and low impact development should be encouraged for future development.

### Long Term Stability

Commercial and industrial development should be encouraged to provide opportunities for local employment, support a healthy local economy and foster a vibrant and diverse local economy where people want to live, work and play.



### Managed Growth

Planning should be put in place to establish appropriate policy and processes to facilitate development and provide a business-ready environment. Development should proceed in an efficient and logical order.

## 3-3 CONSULTATION

The Development Concept was prepared in consultation with plan area landowners, stakeholders, the general public and Administration. Due to the unprecedented COVID-19 pandemic ongoing during the Plan's development, engagement opportunities were conducted virtually to protect the safety and well-being of landowners, stakeholders and staff. The purpose of the engagement process was to share the draft plan, respond to questions and gather feedback. Ideas and comments for this ASP were gathered through direct communication with stakeholders and an online survey.

This feedback was used to establish a vision and guiding principles to inform the Development Concept and policies within this ASP. Consultation milestones included:

- **Virtual Open House and Online Survey (December 2021 – January 2022).** The Plan was shared online with Council and key stakeholders to obtain feedback regarding challenges, opportunities, and an overall vision for the Plan area.
- **Stakeholder Input (January 2022).** Plan area landowners were contacted directly to gather feedback on development priorities, a vision for the Plan, and any other opportunities and challenges associated with the Plan area.
- **Virtual Engagement Session (January 2022).** A live session was conducted on January 18, 2022 to answer questions arising from the virtual open house and gather additional feedback from the general public.
- **Let's Connect Coaldale (April 2022).** Notice of the public hearing and opportunities to share feedback and pose questions were posted online and social media.
- **Public Hearing (April 2022).** A public hearing was held on April 25th to provide a final opportunity for public comment on this ASP as part of the plan adoption process.

There was general support for the Plan including the proposed uses, the general layout and the opportunities for additional employment. The following table summarizes the comments received and how the input was incorporated into the design and policies of the ASP.

Table 1: Engagement Summary

What We Heard	How We Responded
Concerns were raised about the impact of the proposed industrial development on adjacent properties, airborne pollution and odor, noise, traffic congestion and access.	The proposed uses are for light industrial development which would not be a source of pollution and nuisance factors. These types of uses are prohibited within the Town and regulated by other existing policy documents.
It was suggested that a green strip with landscaping and trees be considered along the west side of the plan area along Highway 845 as a gateway to the community.	A 10m green MR strip was incorporated along the east side of Highway 845 and policies have been included to ensure appropriate landscaping.
There were questions about the type of mixed-use commercial that are being proposed.	The mixed-use commercial component is consistent with the land use direction provided in the Town Plan and will be appropriate to the Highway 845 corridor. A Land Use Amendment will be required for subject parcels prior to development.
There were concerns about access to the plan area, possible traffic congestion and emergency access issues as well as the classification of road for 12 Avenue. It was suggested that additional access to the area from 10 Avenue, 11 Avenue or Range Road 201A be considered.	The transportation network was developed in compliance with the Town Plan and the Transportation Master Plan. ASP policies require that a Traffic Impact Assessment be provided as part of an Outline Plan application to ensure adequate capacity and access to support the proposed development.
It was suggested that team consider ways to minimize potential nuisance between Station Grounds and south edge of industrial development.	Policies have been included to provide for enhanced landscaping along the south boundary of the ASP area where industrial parcels back onto 14 Avenue.
There was a question about whether the plan area paths would connect to the Birds of Prey.	Policies have been included in the ASP to allow for future development of non-vehicular routes to connect the area with other Town destinations including the Birds of Prey, per Parks and Trails Master Plan.
There were some concerns raised about the location and configuration of the cul-de-sacs, roadways and the stormwater pond inside of the plan area and how they may negatively impact the parcels of land and circulation through the area.	There were minor revisions to the original road network to reconfigure cul-de-sacs so they function as dead-end streets that could be converted to access points to peripheral roadways if it were to become feasible to do so. The road network and the location of the stormpond are based on the Transportation Master Plan, the Infrastructure Master Plan and Malloy Master Drainage Plan.

### 3-4 DEVELOPMENT CONCEPT

The Development Concept, shown in [Figure 5: Development Concept](#), has been created by using input gathered from the consultation process to prepare a design that respects the physical constraints within the plan area. The block-based design provides an efficient road network with primary access from Highway 845. Access to the other boundary roadways has been limited for initial development but the road network provides for additional connections through the proposed cul-de-sac design should these connections become viable in the future.

The grid layout shown in the development concept can be modified to accommodate smaller scale development and environmental constraints and supports a variety of lotting scenarios and flexibility to adapt to specific development requirements. The local road network may be revised without an amendment to this ASP so long as adjacent landowners are not negatively impacted by the proposed changes and revised alignments are consistent with Town standards.

### 3-5 LAND USES

Three primary land use areas have been identified within the Plan including:

- **Industrial.** The Industrial area is intended to provide for industrial uses that have minimal to no impacts on adjacent landowners in terms of operational nuisance. A wide range of lot sizes and configurations can be accommodated within the area. Further subdivision to accommodate smaller lotting may be permitted by extending the road network. Examples, shown on [Figure 7: Optional Roadway Examples](#) in Section 5, may be considered, along with other options at the time of subdivision.
- **Mixed Use Transition (Commercial/Industrial).** Lands adjacent to Highway 845 are proposed to accommodate mixed use (commercial and industrial) consistent with current development and the proposed land uses in the Town Plan.
- **Open Space.** An open space has been proposed within the natural drainage corridor along the southeast portion of the plan area. This corridor preserves the natural area, accommodates future stormwater facilities, and enhances overall walkability by providing valuable connections between the key land use areas and existing development to the east and south. There is also provision for a 10-metre green buffer along the west boundary. This provides for additional pedestrian connectivity and landscaping to enhance functionality and visual aesthetics along Highway 845.

The uses above are a general indication for future land use and do not constitute land use approvals per the Town's LUB. Prior to development, a Land Use Amendment will be required to comply with the LUB in effect at that time. The following Land Use Statistics are based on the Development Concept and include road areas:

Table 2: ASP Land Use Statistics

Proposed Land Use	Area in Hectares*	Area in Acres*
ASP Area	54.20	133.93
Gross Developable Area (GDA)	54.20	133.93
Industrial	41.28	102.00
Mixed-Use Transition	8.35	20.63
Open Space/Storm Pond	4.57	11.30

\* Areas are approximate only and any discrepancies are a result of rounding.

# SECTION FOUR

## Development Framework

# 4

*This section details the policies designed to actualize the development potential of the plan area.*

### 4-1 GENERAL DEVELOPMENT POLICY

The Development Concept has been designed to respond to stakeholder feedback, align with current statutory policy and reflect market conditions. The following policies apply to all development within this ASP.

<b>Policy 4.1.1</b>	Municipal Reserve (MR) dedication shall be up to ten (10) percent of the developable land. At the discretion of the Development Authority, MR should be dedicated as either land or cash-in-lieu at the time of subdivision.
<b>Policy 4.1.2</b>	Institutional uses may be integrated, where appropriate, throughout the plan area.
<b>Policy 4.1.3</b>	Building setbacks shall comply with the requirements of the LUB and building orientation and design shall be required as conditions of subdivision or development permit approval in order to mitigate any unsightly operational areas.
<b>Policy 4.1.4</b>	High-Quality landscaping shall comply with the requirements of the LUB and landscaping parameters and screening shall be required as conditions of subdivision or development permit approval in order to mitigate any unsightly operational areas.
<b>Policy 4.1.5</b>	Developers are encouraged to consider energy efficiency and alternative servicing options for new construction.
<b>Policy 4.1.6</b>	Design for future sidewalks and pedestrian access shall be provided in accordance with Town standards.
<b>Policy 4.1.7</b>	A Historical Resource Overview (HRO) shall be required at the Outline Plan stage in order to identify the exact location of the historic site in the southwest corner of the plan area, followed by a Historical Resources Impact Assessment (HRIA) if necessary.

## 4-2 INDUSTRIAL

The purpose of the Industrial Area is to provide for light to medium industrial uses that have minimal to no impacts on adjacent landowners in terms of operational nuisance. Uses may include building and structures for the purpose of manufacturing, processing, fabricating, assembly, warehousing, storage and distribution of goods or materials that do not create conditions that have a significant adverse impact or are dangerous beyond the boundaries of the site by way of noise, odors, airborne emissions, lighting or vibration and are not dependent on significant outdoor storage. The following policies align with the Town Plan Goal:

*Encourage industrial businesses to develop that have a high-quality design and make efficient use of infrastructure, to contribute to the sustainability and the positive appearance of the Town.*

<b>Policy 4.2.1</b>	The Industrial Area shall be provided in the areas shown on <b>Figure 5: Development Concept</b> .
<b>Policy 4.2.2</b>	Development sites shall provide pedestrian linkages that connect building and site entrances with internal and public pedestrian networks.
<b>Policy 4.2.3</b>	Development sites shall provide conveniently located amenity spaces for employees, to be identified in a site plan at the development permit stage.
<b>Policy 4.2.4</b>	Development in light industrial areas shall not have an adverse impact on adjacent areas by way of noise, dust, odours, outdoor lighting or other emissions.
<b>Policy 4.2.5</b>	A range of land uses, from traditional industrial to low impact business park uses, shall be supported where compatible with adjacent uses.
<b>Policy 4.2.6</b>	Where development occurs adjacent to non-industrial uses, sufficient screening or buffering shall be required to minimize potential impacts on non-industrial properties.
<b>Policy 4.2.7</b>	Non-industrial uses shall be ancillary to industrial uses.
<b>Policy 4.2.8</b>	Low Impact Development (LID) shall be encouraged as part of the stormwater management strategy for development parcels.

## 4-3 MIXED USE TRANSITION AREA

The purpose of the Mixed Use Transition Area is to accommodate compatible commercial development that creates a transition to uses west of Highway 845. The following policies align with the Town Plan Goal:

*Encourage commercial and light industrial businesses with high-quality design and building materials, that contribute to the positive appearance of the Town, and that are accessible to different modes of travel.*

<b>Policy 4.3.1</b>	The Mixed Use Transition Area shall be provided in the areas shown on <b>Figure 5: Development Concept</b> .
<b>Policy 4.3.2</b>	Access to development sites shall be provided to the satisfaction of Alberta Transportation and the Development Authority.
<b>Policy 4.3.3</b>	Development along the Highway 845 corridor should incorporate uses and designs that create a sense of place and serve as a gateway to the community.
<b>Policy 4.3.4</b>	Development along the Highway 845 corridor should comply with the universal guidelines and site-specific strategies in the Gateways and Corridors Strategic Plan.



#### 4-4 OPEN SPACE

Natural areas within the Plan will be used to create an open space network that accommodates passive recreational amenities and stormwater management solutions within the existing drainage corridor and provides safe and enjoyable spaces which respect the natural environment. A 10 metre green buffer will be dedicated as Municipal Reserve along Highway 845. The following policies align with the Town Plan Goal:

*Provide recreational areas and open spaces that are safe and enjoyable to use while supporting environmental objectives.*

<b>Policy 4.4.1</b>	Parks and open spaces shall be provided generally in the areas shown on <b>Figure 5: Development Concept</b> .
<b>Policy 4.4.2</b>	Connections shall be provided to ensure the plan area is connected to any adjacent established areas and/or existing trail systems if applicable.
<b>Policy 4.4.3</b>	Areas identified as Environmental Reserve shall be dedicated at the time of subdivision in accordance with Provincial regulations.
<b>Policy 4.4.4</b>	Innovative servicing strategies to incorporate stormwater management facilities within the open space corridor shall be encouraged.
<b>Policy 4.4.5</b>	Impacts to existing drainage channels shall be minimized.
<b>Policy 4.4.6</b>	Landscaping shall be provided in the Highway 845 buffer in conformance with the LUB and Policy ARG-03301121 to the satisfaction of the Development Authority.
<b>Policy 4.4.7</b>	Open spaces shall be developed in accordance with the Gateways and Corridors Strategic Plan and the Parks and Trails Master Plan.
<b>Policy 4.4.8</b>	Notwithstanding the landscaping requirements in the LUB, additional landscaping may be required on the south boundary of the plan area where industrial parcels are adjacent to the residential development south of the 14 Avenue right-of-way to the satisfaction of the Development Authority.
<b>Policy 4.4.9</b>	The design for a walking path along the Highway 845 MR buffer, and along one side of 12 <sup>th</sup> Avenue shall be provided prior to development of affected parcels, so that it can be easily incorporated into the Town's broader active mode transportation network when the Town is prepared to move forward.

#### 4-5 INSTITUTIONAL

Institutional uses may be located in any area of the plan to adequately accommodate local and regional needs, as long as the uses do not preclude the development of industrial uses on adjacent parcels. Uses may include, but are not limited to, buildings and structures for the purpose of accommodating public or quasi-public services, utilities or facilities such as essential public services, municipal utilities, public facilities and educational institutions.

<b>Policy 4.5.1</b>	Institutional uses may be integrated, where appropriate, in any of the policy areas.
<b>Policy 4.5.2</b>	Municipal amenities shall be identified at the Outline Plan stage.
<b>Policy 4.5.3</b>	Developers of institutional uses are encouraged to consider energy efficiency and alternative servicing options for new construction.
<b>Policy 4.5.4</b>	New institutional uses shall be responsible for providing appropriate mitigation measures onsite, where development is proposed adjacent to industrial areas.



## SECTION FIVE

# Transportation Framework

# 5

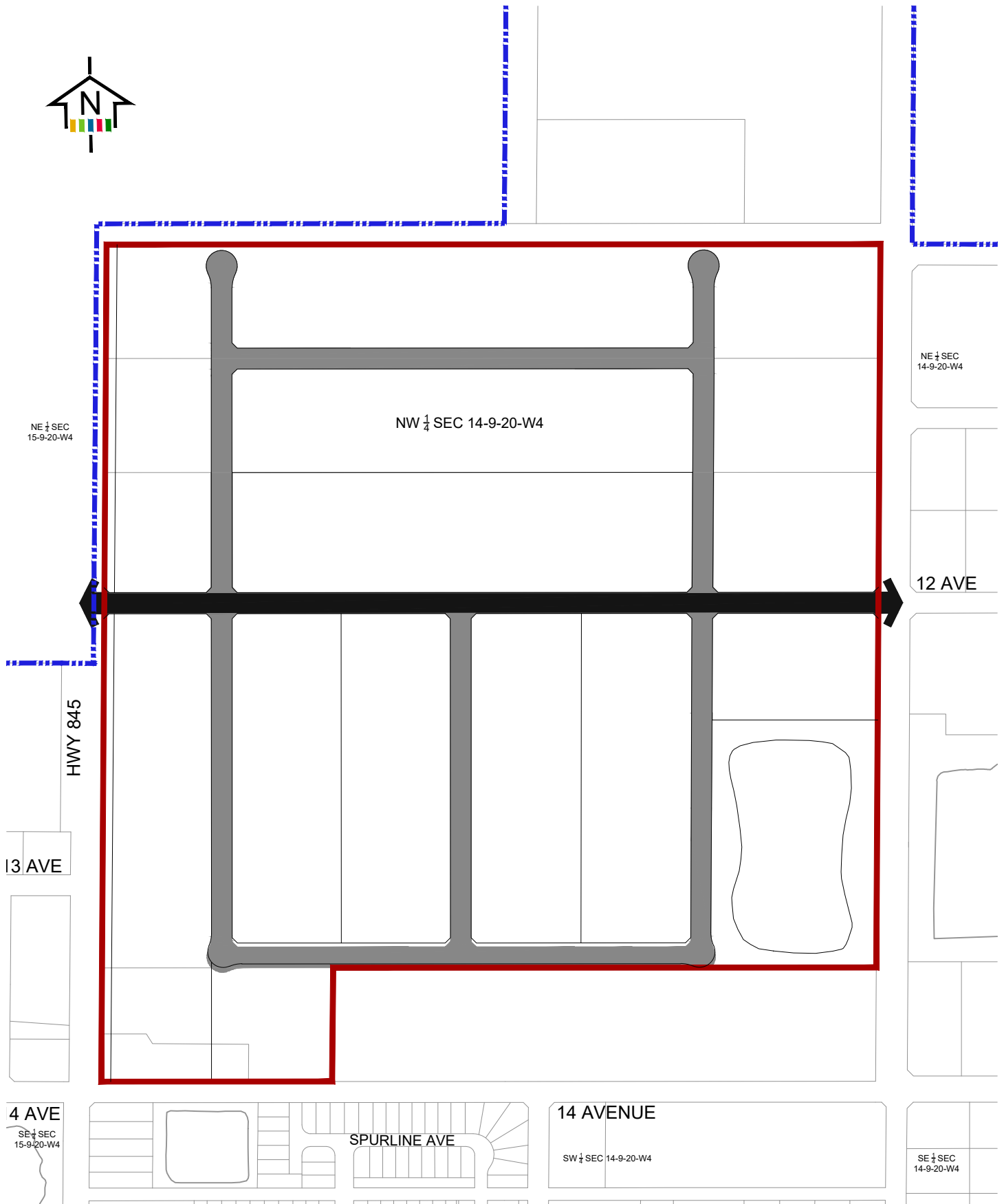
*This section addresses how pedestrians, cyclists and motorists are accommodated within and beyond the plan area.*

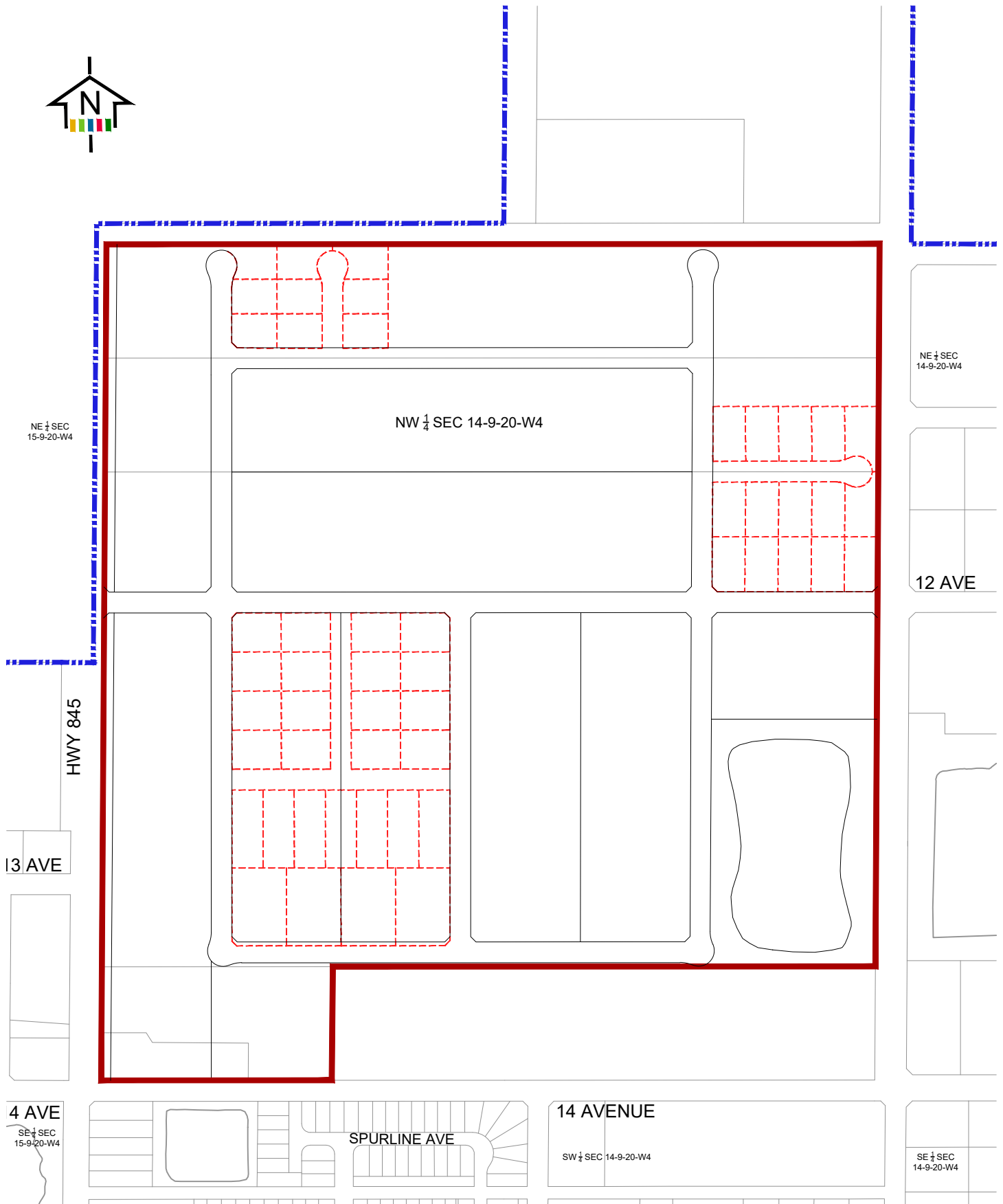
### 5-1 TRANSPORTATION NETWORK

The Transportation Network shown in [Figure 6: Transportation Network](#), will accommodate anticipated traffic volumes in an efficient, safe and effective manner. The roads within the plan area will be maintained at a standard sufficient to accommodate existing and proposed development. The local road network shall be re-evaluated and revised as necessary via a Traffic Impact Assessment (TIA) required to support an Outline Plan.

Should smaller lot sizes be required, additional local roads may be designed to further subdivide the area. Examples of optional road configurations are shown on [Figure 7, Optional Roadway Examples](#). These are examples only and similar configurations may be permitted without requiring an amendment to the ASP.

<b>Policy 5.1.1</b>	The roadway network shall be consistent with Town’s established planning documents and engineering standards.
<b>Policy 5.1.2</b>	Intersection treatments at locations where plan area roads meet the existing highway/road network may be cost shared by all benefiting developers through the Standard Development Agreement process.
<b>Policy 5.1.3</b>	A Traffic Impact Assessment shall be required as a supporting study to an Outline Plan.
<b>Policy 5.1.4</b>	The optional road network may be revised within an Outline Plan without requiring an amendment to the ASP so long as adjacent landowners are not negatively affected by the proposed changes and revised alignments are consistent with Town standards.
<b>Policy 5.1.5</b>	Roadway design shall accommodate expected heavy vehicle traffic in the Industrial Area.
<b>Figure 5.1.6</b>	All onsite infrastructure shall be at the cost of the developer.
<b>Figure 5.1.7</b>	Offsite and oversize onsite infrastructure costs associated with the development shall be established through offsite levies, development charges or endeavor to assist.





# SECTION Six

## Servicing Framework

# 6

*This section addresses the efficient provision of water, sanitary and stormwater services within the plan area.*

### 6-1 GENERAL SERVICING POLICY

The following policies apply to the development of all servicing infrastructure within the Plan area. Existing servicing infrastructure will be retained until such time as redevelopment occurs. Development/ re-development or upgrading of servicing infrastructure will align with current Town standards and tie into existing regional services where applicable. **Figure 8: Water Distribution System**, **Figure 9: Sanitary System** and **Figure 10: Stormwater Management**, represent a high-level view of how servicing is likely to occur. The specific alignment and design of servicing infrastructure shall comply with the Town's standards in place at the time of development.

<b>Policy 6.1.1</b>	A Site Servicing Study the covers water, sanitary, stormwater, and shallow utilities is required as a supporting study to an Outline Plan. The study shall examine site servicing requirements and the ability of off-site infrastructure to support full development of the site. Any necessary off-site infrastructure upgrades shall be identified, with costs and a phasing plan included.
<b>Policy 6.1.2</b>	Utility rights-of-way and easements shall be provided to accommodate municipal utilities at the discretion of the Development Authority and shallow utilities as determined necessary by utility providers.
<b>Policy 6.1.3</b>	Utility alignments may be refined at the Outline Plan stage without an amendment to this ASP.
<b>Policy 6.1.4</b>	Utility rights-of-way and easements and public utility lots shall be dedicated to the Town as required, to accommodate the development or the extension of municipal utilities necessary for development.
<b>Policy 6.1.5</b>	A developer may be required to provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of municipal utilities through or adjacent to a site in order to allow for the servicing of a site.

<b>Policy 6.1.6</b>	New development or redevelopment shall be required to tie in to existing regional services and preserve or improve existing drainage patterns.
<b>Policy 6.1.7</b>	All onsite infrastructure shall be at the cost of the developer.
<b>Policy 6.1.8</b>	Offsite and oversize onsite infrastructure costs associated with the development shall be established through offsite levies, development charges or endeavor to assist.

## 6-2 WATER

The water distribution system for domestic uses and fire protection in the Plan area is supplied by main trunks extending from existing water systems.

<b>Policy 6.2.1</b>	The design of the water distribution system shall ensure that all land has sufficient looping and connections to provide for adequate fire flows as development progresses.
---------------------	---

## 6-3 SANITARY

The wastewater collection system in the Plan area is supplied by gravity sewers, forcemains and lift stations connecting to existing wastewater systems.

<b>Policy 6.3.1</b>	Any downstream infrastructure improvements to facilitate the development shall be identified prior to the approval of an application for subdivision.
---------------------	---

## 6-4 STORMWATER

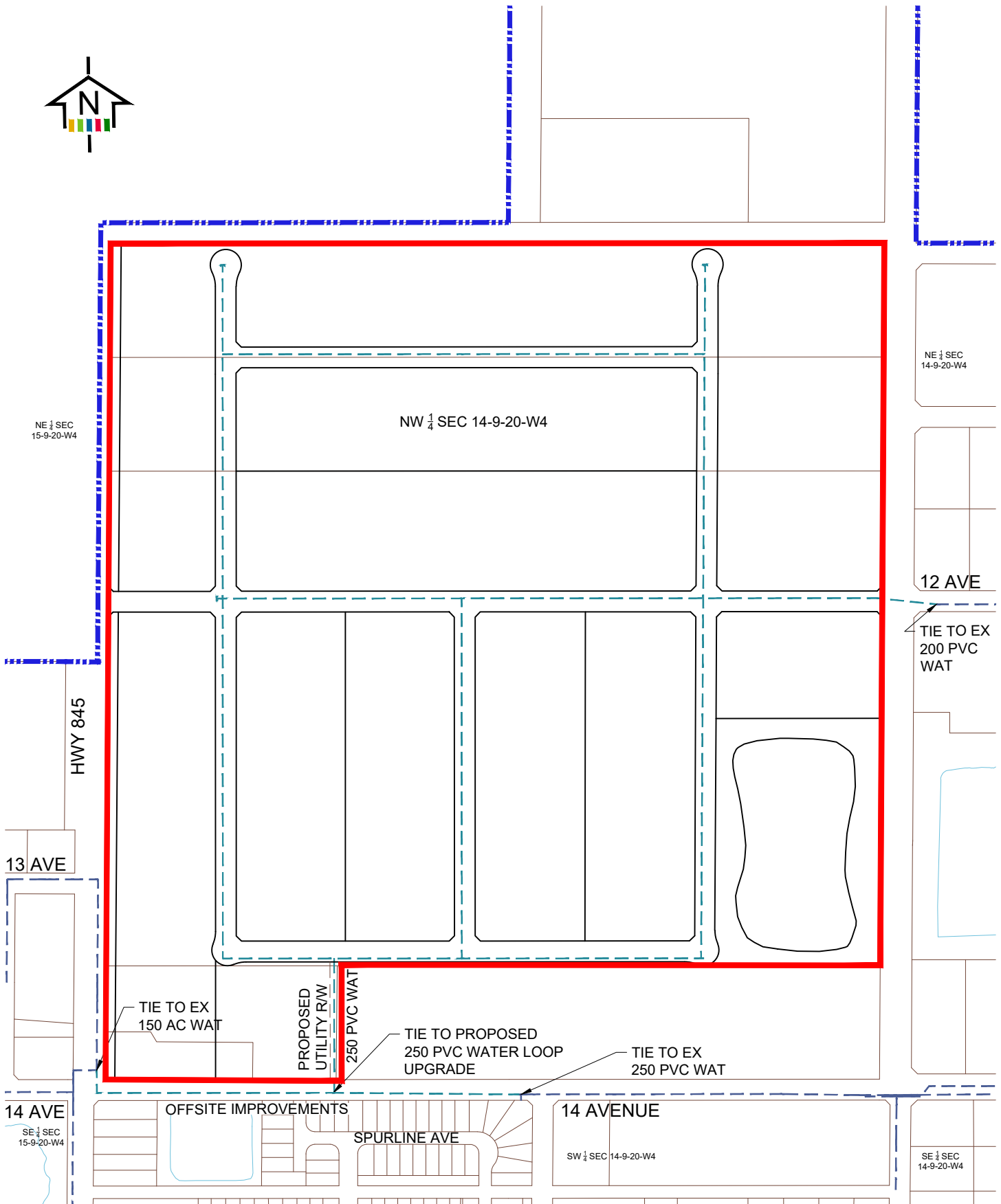
Appropriate facilities for stormwater management facilities are proposed throughout the Plan area to control stormwater and alleviate the impact of post-development flows on overland conveyances.

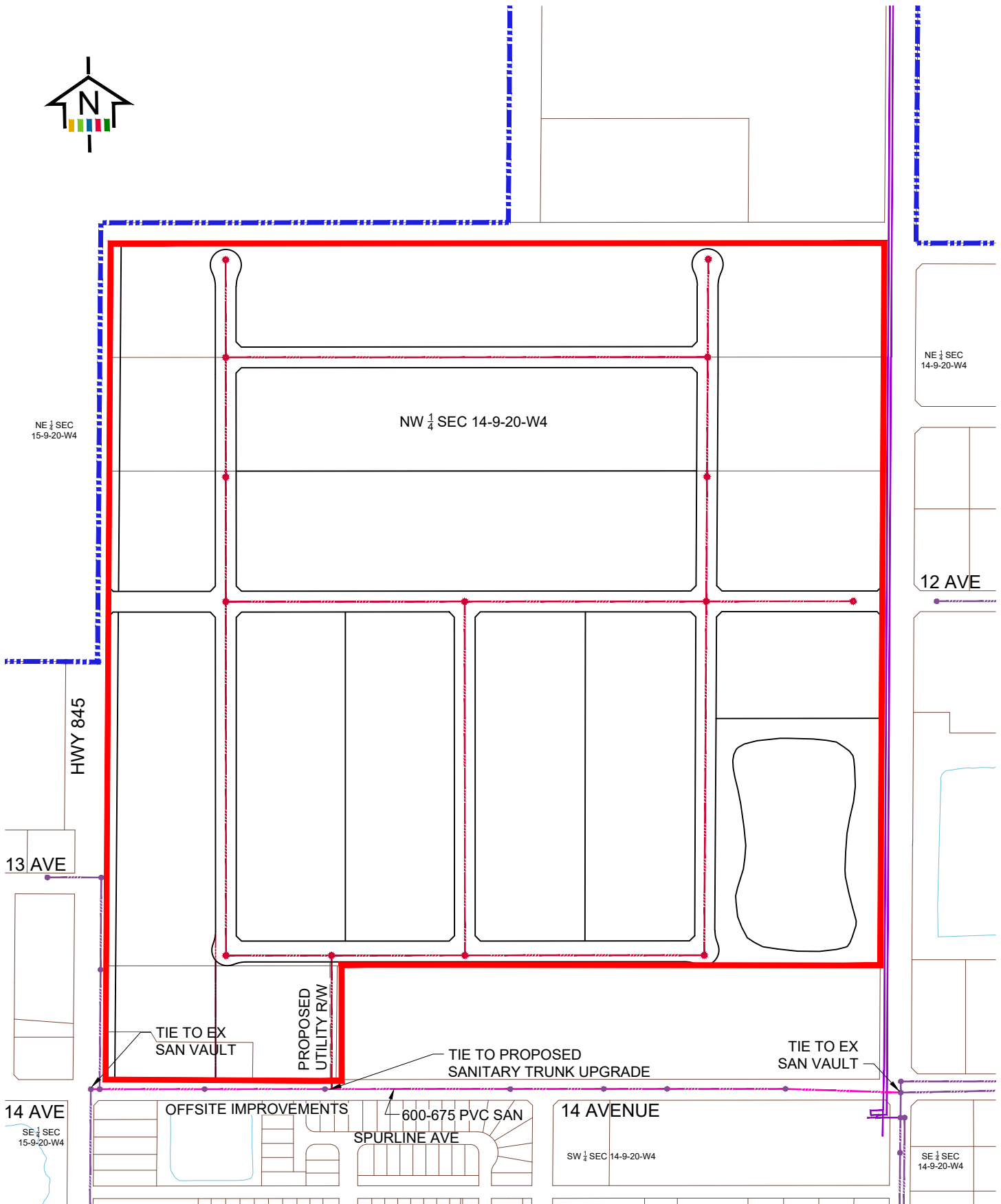
<b>Policy 6.4.1</b>	The pre-development release rate shall be required to be achieved and detailed as a part of the Stormwater Management Plan.
<b>Policy 6.4.2</b>	Existing wetlands may be incorporated into the stormwater management system.
<b>Policy 6.4.3</b>	The use of engineered stormwater wetlands is encouraged within the open space corridors to ensure long-term sustainability, water quality improvements and pleasing aesthetics, in a manner that continues to provide viable habitat.

## 6-5 SHALLOW UTILITIES

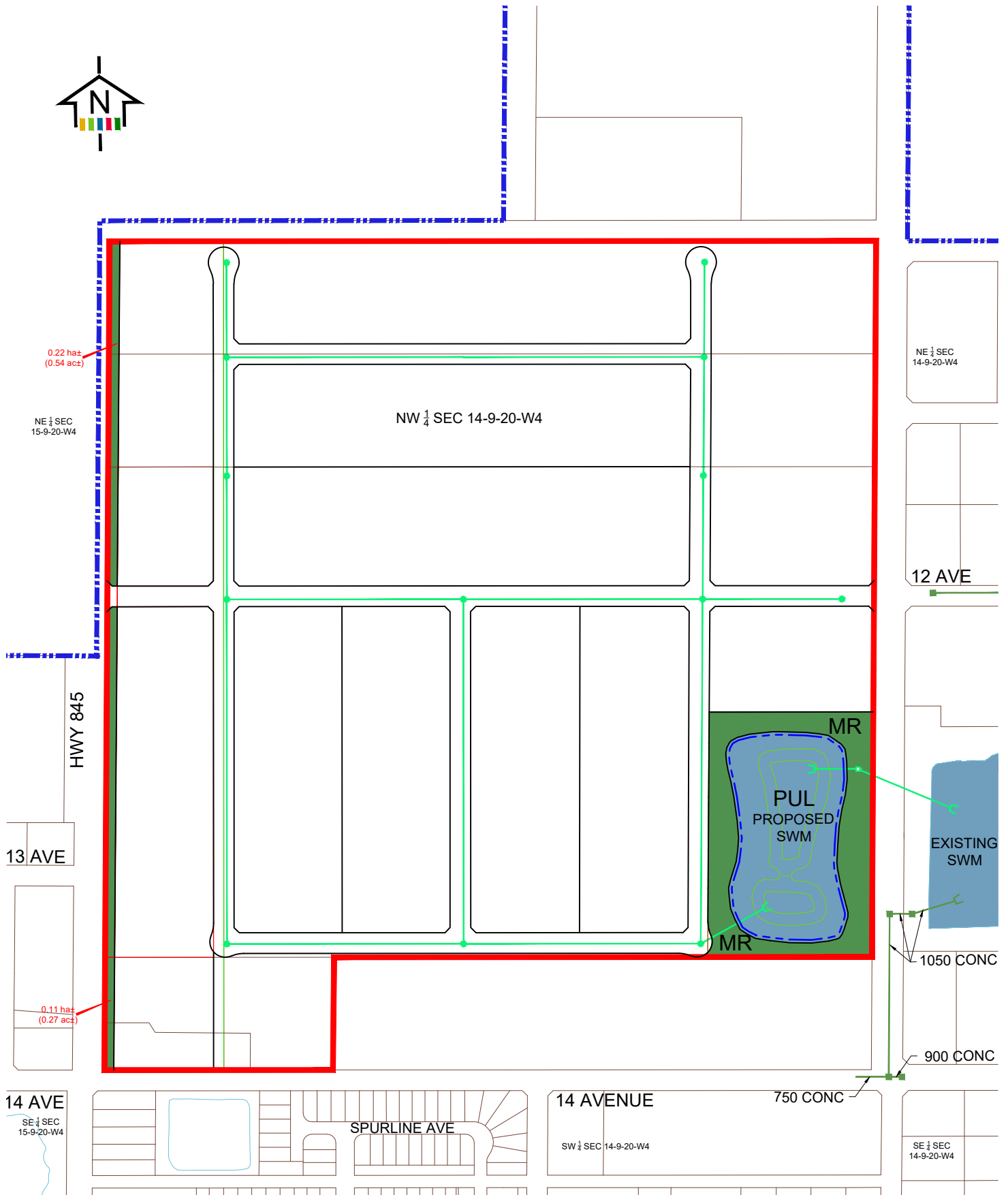
Shallow Utilities include telephone, natural gas, electrical, internet, and cable services. The developer will be responsible for the provision of these services and extension from adjacent developed/developing areas.

<b>Policy 6.5.1</b>	The location of all shallow utilities and the provision of rights-of-way and easements and related line assignments shall be addressed to the mutual satisfaction of the Town, the landowner and the utility companies.
<b>Policy 6.5.2</b>	Detailed design of shallow utilities shall be determined at the time of subdivision.
<b>Policy 6.5.3</b>	Shallow utility and overhead utility easement conflicts shall be resolved at time of subdivision.









# SECTION SEVEN

## Implementation

# 7

*This section outlines the proposed sequence of development and the process required to proceed with future planning applications.*

### 7-1 SEQUENCE OF DEVELOPMENT

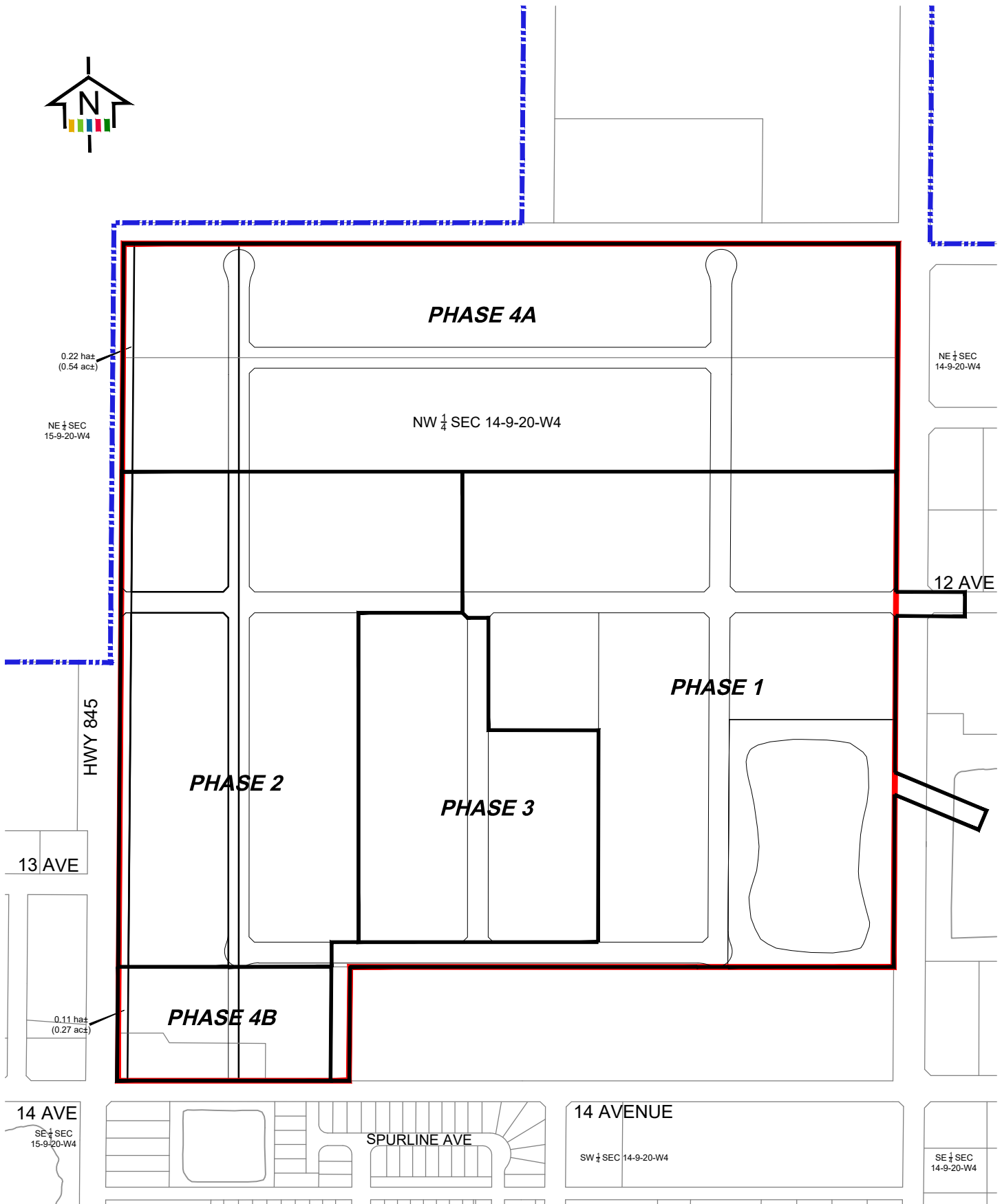
The general sequence of future development within this ASP has been determined in consideration of capacity and constraints within the transportation and servicing framework.

<b>Policy 7.1.1</b>	It is anticipated that development will generally proceed as shown on <b>Figure 11: Sequence of Development</b> .
<b>Policy 7.1.2</b>	The sequence of development of the plan area: <ul style="list-style-type: none"><li>• shall be informed by patterns of growth management that consider infrastructure capacity, servicing availability, environmental stewardship, and the topography of land; and</li><li>• shall occur through a staged approach to ensure a logical expansion of development.</li></ul>
<b>Policy 7.1.3</b>	Variances to the proposed sequence of development may be permitted so long as an acceptable strategy to provide the required infrastructure is justified to the satisfaction of the Development Authority.

### 7-2 CIRCULATION AND COLLABORATION

Responsible development within the plan area entails decision making which is sensitive to existing adjacent uses. Development applications will require engagement with adjacent landowners within the Town.

<b>Policy 7.3.1</b>	An Outline Plan shall be required prior to subdivision. Requirements for an Outline Plan are provided in <b>Appendix A</b> .
<b>Policy 7.3.2</b>	Adjacent landowners, provincial agencies and other stakeholders shall be circulated on Outline Plan applications per Town protocol.
<b>Policy 7.3.3</b>	Upgrading of roadways between municipalities in the plan area shall be coordinated where appropriate.



# Appendix A

## Outline Plan Requirements

## A-1 LOCAL OUTLINE PLAN POLICY FRAMEWORK

Outline Plans are not legislated under the MGA, but provide important decision-making tools approved by resolution of Council. Outline Plans are smaller in scale than ASPs but provide greater detail than an ASP and can be completed in a single phase (or several small phases) of development.

As noted in the Town Plan: an “Outline Plan [is] a non-statutory confirming the suitability and servicing method of the lands for their proposed use. An Outline Plan may be for a smaller area within the boundaries of an Area Structure Plan and involves detailed studies including, but not limited to, geotechnical investigation, environmental impact assessment, transportation impact assessment, and stormwater management analysis”

Table 3: Town Plan Requirements for an Outline Plan

<b>Outline Plan (OP)</b> <ul style="list-style-type: none"><li>• a non-statutory plan that describes the servicing method and proposed land uses for an area in more detail than an ASP</li><li>• includes studies that ensure land is suitable for the intended use in terms of soils, servicing, drainage, and transportation</li><li>• example studies include environmental impact assessment, transportation impact assessment, and stormwater management analysis</li></ul>	<ul style="list-style-type: none"><li>• used for smaller areas of development (neighbourhoods or stages) to provide technical engineering details</li><li>• must comply with the Town Plan and the relevant ASP</li><li>• typically outlines opportunities and constraints of the land, the development concept, open space needs, servicing and transportation networks and the strategy for phasing development</li><li>• although it is not a statutory plan, it does go through public consultation and decision by Council</li></ul>
---	---

## A-2 FUTURE OUTLINE PLAN REQUIREMENTS

The following is required to be included in an Outline Plan within the West Industrial ASP plan area:

- A statement of alignment with the West Industrial ASP
- A detailed Outline Plan showing:
  - north arrow
  - legal description
  - plan area boundary
  - plan area location within the ASP
  - proposed land uses
  - land development statistics
  - proposed street names
  - existing contours with a minimum contour interval of 1.5 metres
  - road network layout identifying road classifications, any road closures, and any temporary and emergency access roads and turnarounds
  - existing and proposed utility systems layout (water, sanitary and storm), including high-pressure gas lines, pipelines, and overhead powerlines and associated setbacks

**Note:** Detailed design of shallow utility alignments shall be determined at the time of subdivision.

  - proposed reserve land such as municipal reserve (MR) and environmental reserve (ER) etc.
  - existing vegetation, water bodies and any unique species or topographical features
  - offsite infrastructure required to service and access the development area, and
  - any public facilities identified in the ASP
- Outline Plan Statistics

- Information pertaining to site:
  - Access and Internal Road Network
  - Roadway Classifications
  - Fire/EMS Response
  - Mail Delivery
  - Utility Servicing
  - Water Distribution
  - Sanitary Servicing
  - Stormwater Servicing
  - Parcel Servicing, and Shallow Utilities
- Technical Studies in support of the above required information (see section A-3)

### **A-3 SUPPORTING TECHNICAL STUDIES**

The following studies may be required as supporting documents to the Outline Plan at the discretion of the Development Authority.

#### **1. Traffic Impact Assessment (TIA)**

The scope of a TIA shall recommend improvements that align the anticipated impacts to traffic with the development milestones proposed within the ASP. The TIA shall address the following:

- Compliance with the MDP, TMP, Parks and Trails Master Plan, and Traffic Impact Assessment Guidelines (2021), Alberta Transportation.
- Accommodation of future active mode routes and public transit.
- Identification of TDG and truck routes.

#### **2. Site Servicing and Stormwater Management Study**

A site servicing and stormwater management study shall include the full buildout of the ASP lands and provide a comprehensive review of water, sanitary and stormwater servicing strategies that comply with existing Town policies and minimum level of service standards per City of Lethbridge Design Standards and Alberta Environment and Parks guidelines. Additionally, the site servicing and stormwater management study shall:

- Confirm post-development allowable release rates per the Malloy Drain MDP. (Zero release rate required with post-event limited to 0.4 L/s/ha.)
- Provide lot level stormwater management per the Town Storm Bylaw. Peak flows and runoffs should remain at or below development levels (Malloy Drain MDP).
- Identify existing shallow and overhead utility easements and possible alignment conflicts.

#### **3. Historical Resources Overview (HRO)**

If required by the Development Authority, an HRO shall be provided for the Outline Plan area, followed by a Historical Resources Impact Assessment (HRIA) if necessary.

#### **4. Biophysical Impact Assessment**

If required by the Development Authority, a BIA shall be provided for the Outline Plan area.

#### **5. Phase 1 Environmental Site Assessment (ESA)**

If required by the Development Authority, a Phase 1 ESA shall be provided for the Outline Plan area.

#### **6. Geotechnical Evaluation**

If required by the Development Authority, the scope of work for a Geotechnical Evaluation shall be determined in discussion with the Development Authority.