



Royal View Area Structure Plan

June 2016

Approved as Bylaw 6006 - July 25, 2016



BYLAW 6006

A BYLAW OF THE CITY OF LETHBRIDGE
TO ADOPT AN AREA STRUCTURE PLAN FOR LANDS
WITHIN THE CITY OF LETHBRIDGE

WHEREAS Section 633(1) of the Municipal Government Act, Chapter M-26, R.S.A. 2000, provides as follows:

- 633(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land, a council may, by bylaw, adopt an area structure plan.

AND WHEREAS the Council of the City of Lethbridge wishes to adopt an Area Structure Plan for those lands in the City of Lethbridge generally described as:

1. SE-20-9-21-W4M
2. Lot 1, Block 1, Plan 0010344
3. LSD 1 in Sec. 19-9-21-W4M
4. LSD 7 & 8 in SE-19-9-21-W4M
5. Ptn. SW-20-9-21-W4M
6. Ptn. NE-20-9-21-W4M
7. Lot 1, Block 1, Plan 9910766
8. Ptn. NW-20-9-21-W4M
9. Block A, Plan 6174JK
10. Ptn. SW-19-9-21-W4M
11. Lot 1, Block 1, Plan 1210635
12. Ptn. NW-18-9-21-W4M
13. Ptn. SW-19-9-21-W4M
14. Lot 2, Block 1, Plan 1210635
15. Lot 3, Block 1, Plan 1210635
16. Ptn. SE-24-9-22-4
17. Ptn. NE-13-9-22-4
18. Plan 2449 JK
19. Lots 1-8, Block 4, Plan 2697 Y
20. Lots 1-8, Block 5, Plan 2697 Y
21. Lots 1-7, Block 12, Plan 2697 Y
22. Ptn. SE-19-9-21-W4M
23. Ptn. Spur Line Right of Way Plan RY136

Including all Road Allowances contained within those Sections and Registered Plans, as shown on the attached Schedule "A".

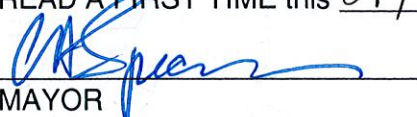
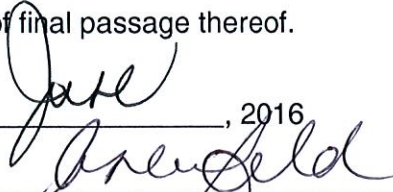
NOW THEREFORE, THE COUNCIL OF THE CITY OF LETHBRIDGE, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, DOES HEREBY ENACT AS FOLLOWS:

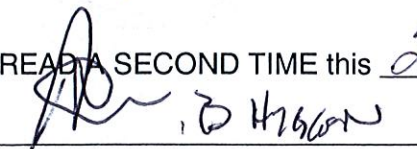
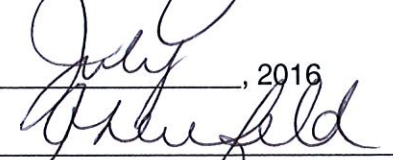
1. The Plan which is attached hereto as Schedule "B" is hereby adopted as the Area Structure Plan for that area of land in the City of Lethbridge generally described as:

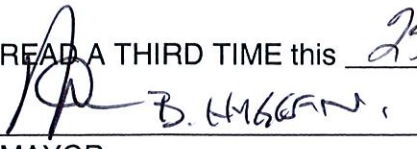

1. SE-20-9-21-W4M
2. Lot 1, Block 1, Plan 0010344
3. LSD 1 in Sec. 19-9-21-W4M
4. LSD 7 & 8 in SE-19-9-21-W4M
5. Ptn. SW-20-9-21-W4M
6. Ptn. NE-20-9-21-W4M
7. Lot 1, Block 1, Plan 9910766
8. Ptn. NW-20-9-21-W4M
9. Block A, Plan 6174JK
10. Ptn. SW-19-9-21-W4M
11. Lot 1, Block 1, Plan 1210635
12. Ptn. NW-18-9-21-W4M
13. Ptn. SW-19-9-21-W4M
14. Lot 2, Block 1, Plan 1210635
15. Lot 3, Block 1, Plan 1210635
16. Ptn. SE-24-9-22-4
17. Ptn. NE-13-9-22-4
18. Plan 2449 JK
19. Lots 1-8, Block 4, Plan 2697 Y
20. Lots 1-8, Block 5, Plan 2697 Y
21. Lots 1-7, Block 12, Plan 2697 Y
22. Ptn. SE-19-9-21-W4M
23. Ptn. Spur Line Right of Way Plan RY136

Including all Road Allowances contained within those Sections and Registered Plans, as shown on the attached Schedule "A", and shall be known as the "Royal View Area Structure Plan".

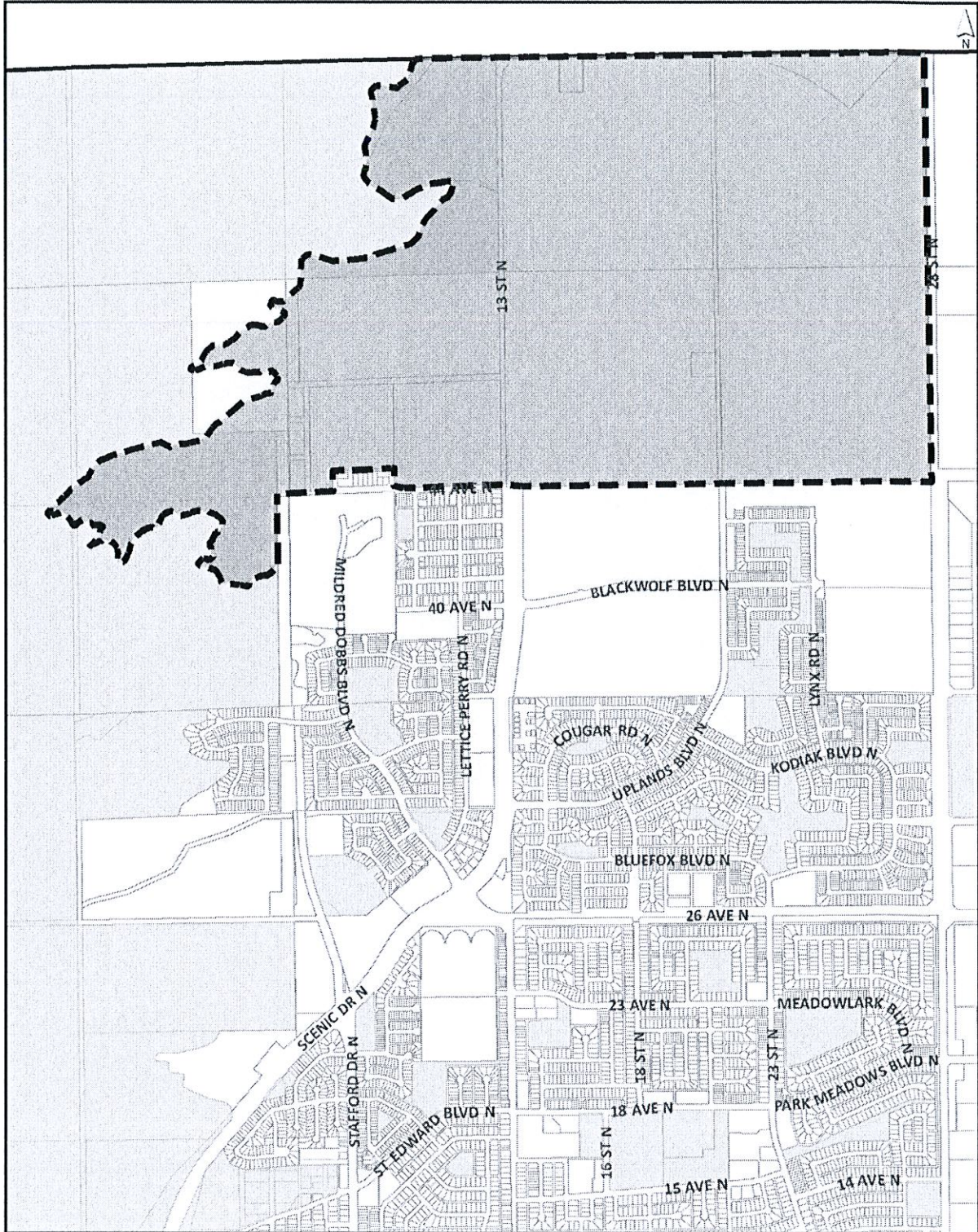
2. This Bylaw shall come into force on the date of final passage thereof.

READ A FIRST TIME this 21 day of June, 2016

 MAYOR 
CITY CLERK

READ A SECOND TIME this 25 day of July, 2016

 MAYOR 
CITY CLERK

READ A THIRD TIME this 25 day of July, 2016

 MAYOR 
CITY CLERK

Schedule A: PROPOSED ROYAL VIEW AREA STRUCTURE PLAN



 Royal View Area Structure Plan Boundary

**Royal View
Area Structure Plan**



Prepared for:
Burbridge Developments Inc.

Prepared by:
Stantec Consulting Ltd.

Approved as Bylaw 6006 - July 2016

June 15, 2016

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ROYAL VIEW AREA STRUCTURE PLAN

INTRODUCTION
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1.0 INTRODUCTION

1.1 PURPOSE

In compliance with the Integrated Community Sustainability Plan/Municipal Development Plan (ICSP/MDP), and the South Saskatchewan Regional Plan (SSRP), Stantec Consulting Ltd., on behalf of Burbridge Developments Inc. presents the Royal View Area Structure Plan (ASP). The purpose of the ASP will set a policy and technical framework for more detailed planning that will take place in future outline plans, subdivision applications and eventually development permits. This document will further explore goals and objectives that ensure planning is policy oriented and reflective of community values. Refer to [Appendix A, Terms of Reference](#).

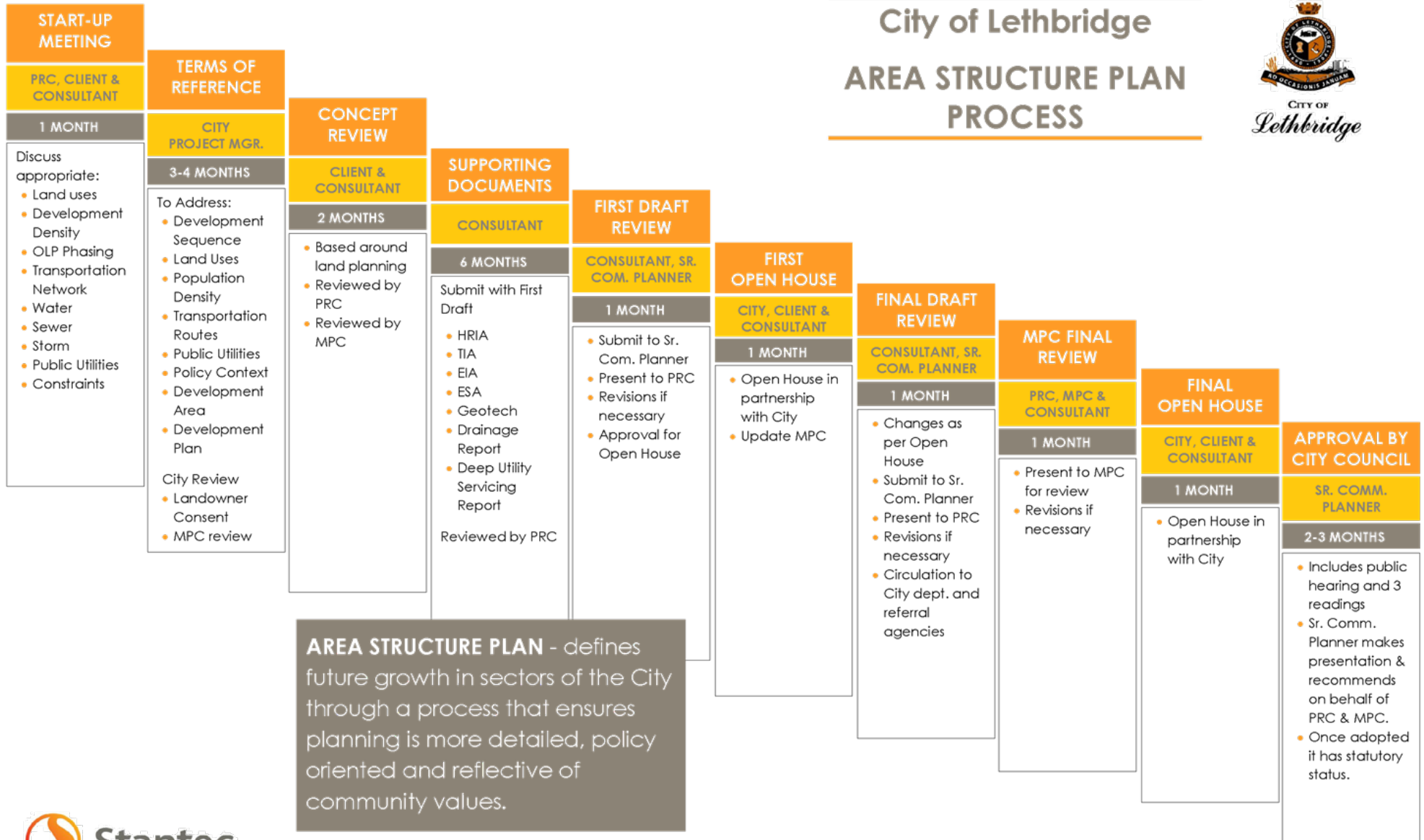
1.2 PLANNING PROCESS

The initial planning process for this ASP began in 2012 with preliminary visioning discussions with the primary landowner, Burbridge Developments Inc. The ASP Planning Process was developed under the Terms of Reference (TOR) which was approved by the Municipal Planning Committee (MPC) in February 2014. The purpose of the TOR was:

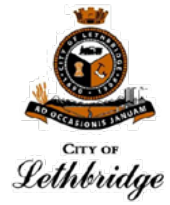
- To clearly define the major ASP components; policy context, development area and development plan
- To move the project forward under the guidance and direction of the City Project Manager, Plan Review Committee (PRC), Community Planner and Municipal Planning Commission (MPC). A visual of the approved process is found on the following page.

ROYAL VIEW AREA STRUCTURE PLAN

INTRODUCTION
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City of Lethbridge AREA STRUCTURE PLAN PROCESS



ROYAL VIEW AREA STRUCTURE PLAN

EXISTING CONDITIONS
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2.0 EXISTING CONDITIONS

The Royal View ASP area is located on the north side of the City of Lethbridge. It includes the lands bounded to the north by the future 62 Avenue North (City boundary), to the south by the future 44 Avenue North, to the east by 28 Street North, and to the west by the Oldman River tributary coulees. Refer to **Figure 2.1, Location Plan**. The Royal View ASP land encompasses 25 distinct parcels owned by 6 different landowners as identified on **Figure 2.2 Land Ownership**. The legal descriptions and street addresses for each parcel can be found in **Appendix B, Certificates of Title** as well as copies of all Certificates of Titles in the plan area. The primary land owner of the Royal View ASP is Burbridge Farm Limited.

The lands covered by the former Hardieville sewage lagoon offer possibilities for development of land uses other than open space, subject to future investigation and remediation. Policies to determine the suitability of the site for other uses are set out in Section 7.7 of this Plan.

2.1 PHYSICAL CHARACTERISTICS

The ASP lands are relatively non distinct, but this blank slate lends to opportunity that can build on history, heritage and innovation to create a dynamic sense of place with a community that is different from others in Lethbridge. The natural prairie topography provide images of agricultural and irrigation history. The river valley escarpment draws residents to both the breathtaking scenic vistas beyond the community as well as heritage landscape views of the High Level Bridge, Galt Mine #8, Chief Mountain, and the Alexander Wilderness Park.

2.2 EXISTING & APPROVED LAND USES

The Area Structure Plan is zoned predominately Future Urban Development (FUD) and contains mainly farmland and acreages. A stormpond that serves the existing neighbourhood of Legacy Ridge is located in the southwest corner of the plan area. A Parks and Recreation (P-R) parcel in the extreme NW corner of the plan area contains the Royal View Memorial Cemetery. Two Direct Control (DC) parcels border the northern limits of the plan.

2.3 TOPOGRAPHY

Royal View topography can be characterized as generally flat with slight terrain undulations. Natural drainage of the area flows both east and west from a ridge line located approximately 200m to 300m west of 28th Street. Geodetic elevations range from approximately 916.9m in the NE corner of the plan, to 895.0m in the SW corner of the plan.

ROYAL VIEW AREA STRUCTURE PLAN

EXISTING CONDITIONS
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Drainage to the east of the ridge currently flows to 28th Street and is managed through a rural road cross-section. Drainage to the west of the ridge currently flows to future Scenic Drive North and is directed to the Pavan Park Access road via a rural road cross-section. West of future Scenic Drive North, natural drainage of the land is directed to 3 coulee draws extending from the Oldman River Valley. Refer to **Figure 2.3, Boundary, Topography and Context**.

2.4 OPPORTUNITIES AND CONSTRAINTS

Given the size of this planning area, numerous existing conditions have an impact on the development of the Royal View Plan Area. Refer to **Figure 2.4, Opportunities and Constraints**. These areas are described in detail throughout various sections of the ASP and are highlighted below.

a) **Galt 6 Rail Spur Line (Abandoned)**

The abandoned Galt 6 Rail Spur Line can be seen in **Figure 2.3** and is identified in **Figure 2.4** just to the north of Hardieville. **Appendix D, Environmental Site Assessment** will provide additional details on this area as a basis for further investigations and remediation during Outline Plan and Subdivision Stages.

b) **Hardieville Sewage Lagoon (Abandoned)**

The abandoned Hardieville Sewage Lagoon is clearly identified in the SW corner of the plan area. Future planning and development will require site specific geotechnical and environmental work to determine the suitability for re-development and requirements for remediation. While the area is currently designated for open space and storm water management, a risk management and remediation strategy would be required for other development opportunities.

c) **44th Avenue and Future Scenic Drive North**

Outline Plan Development and future Storm Water Management design will review the accommodation of a "trapped low" area on the NW corner of 44th Avenue and Scenic Drive.

d) **Royal View Memorial Cemetery**

Phase 1 of the Royal View Memorial Cemetery was completed in 2014 and provides interment services for the initial 20 years. Expansions of this cemetery will be completed as required to meet the needs of the community for the next 100 years with the design of Phase 2 anticipated to begin in 2029. The ASP has considered accommodating utility and storm water servicing for the cemetery and the area is clearly identified throughout the ASP.

ROYAL VIEW AREA STRUCTURE PLAN

EXISTING CONDITIONS
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Final determination of the road radius that transitions Scenic Drive to 62nd Avenue is subject to the City's future transportation planning and cemetery planning and will be defined at the Outline Plan stage.

e) **Historical Resources**

Key areas identified in *Appendix C Historical Resources Impact Assessment* have been highlighted on *Figure 2.4, Opportunities and Constraints* as well as on *Figure 4.1 Site Assessments*. These areas will require additional investigation and provincial consultation during Outline Plan or subdivision development. These areas have been identified along the top of coulee bank within or adjacent to the plan area.

f) **Lethbridge County**

Future Outline Plans and Subdivision development shall coordinate closely with Lethbridge County along the inter-municipal boundary defined by the future 62nd Avenue in accordance with the Intermunicipal Development Plan. Existing Country Residential and drainage patterns should be integrated into future planning in consultation with Lethbridge County.

g) **Well Heads (Abandoned)**

Appendix D Environmental Site Assessment identifies two abandoned well sites east of future Scenic Drive North. These wells were reclaimed; however, site specific investigations of these areas are recommended during the completion of future Outline Plans. These abandoned well sites are identified on *Figure 2.4, Opportunities and Constraints* as well as on *Figure 4.1 Site Assessments*.

h) **BlackWolf Community**

The BlackWolf community, on the south boundary of Royal View, is currently being developed along with a regional park. Key infrastructure that will need to be coordinated with these developments includes: 44th Avenue road alignment; major power distribution; storm water management. With regard to storm water management, ponds that are currently proposed along the north boundary of BlackWolf will ultimately drain to a new outfall to the Oldman River as identified in *Appendix H, Servicing Brief*.

i) **Altalink**

Major overhead power lines extend to the north along the western edge of the plan area. Information on these lines and current development setback requirements are indicated in *Appendix H, Servicing Brief*.

ROYAL VIEW AREA STRUCTURE PLAN

EXISTING CONDITIONS
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j) **ATCO Pipelines**

A high pressure gas line is currently installed along the east side of future Scenic Drive North and will need to be accommodated or relocated as development progresses north. Refer to [Appendix H Servicing Brief](#).

k) **Wetlands**

Wetland sites have been identified in [Appendix E Biophysical Impact Assessment](#). Further evaluation and *Water Act* compliancy is required at the Outline Plan or Subdivision Stage to determine actual size of wetlands and any requisite compensation, or replacement. These wetlands are identified on [Figure 2.4, Opportunities and Constraints](#) as well as on [Figure 4.1 Site Assessments](#).

l) **Slope Stability**

Sensitivity to the City's safe development setback requirements from coulee crest will need to be considered during all stages of future planning and development. Specifically, two areas are identified in [Appendix F, Geotechnical Evaluation – Desktop Study](#) that will require site specific investigations and evaluations in the event that these areas are developed. These areas requiring assessment of the slope stability are identified on [Figure 2.4, Opportunities and Constraints](#) as well as on [Figure 4.1 Site Assessments](#).

m) **Municipal Infrastructure**

[Appendix H Servicing Brief](#) should be referenced with regard to existing infrastructure capacity details. Key to the planning area: the existence of water transmission lines north along future Scenic Drive North; the Agropur sanitary sewer line; residual sanitary sewer capacity and connection points at the NW and NE corners of Hardieville; residual storm sewer capacity in future Scenic Drive North that could be used for interim management of storm water via an interim lift station.

n) **CANAMEX Corridor**

[Figure 2.5, CANAMEX Corridor](#) identifies the proposed alignment of the Canamex trade corridor in relation to the Royal View Plan area. The construction timing of this trade corridor is currently unknown; however, all future planning and design in the vicinity of the future 62nd Avenue should review status of this major highway, and assess its future effect on how regional traffic may begin to access the City of Lethbridge.

o) **Wildlife Study**

Due to sightings of Prairie Rattlesnakes and the Northern Leopard Frogs within the plan area, at the Outline Plan stage, a Wildlife Survey shall be conducted to determine impacts to wildlife.

ROYAL VIEW AREA STRUCTURE PLAN

EXISTING CONDITIONS
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2.4.1 Objectives

- a) Ensure that the opportunities offered by the site are identified and enhanced and the constraints appropriately resolved.
- b) Carry out the necessary investigations and address the environmental, historical and infrastructure issues to ensure the viability and appropriateness of the proposed uses in the Royal View ASP.
- c) Ensure that coordination of planning and development occurs between the Royal View ASP and adjoining properties.
- d) Follow up with investigations on abandoned uses and activities to ensure that proper remedies have been applied or if new ones are necessary.

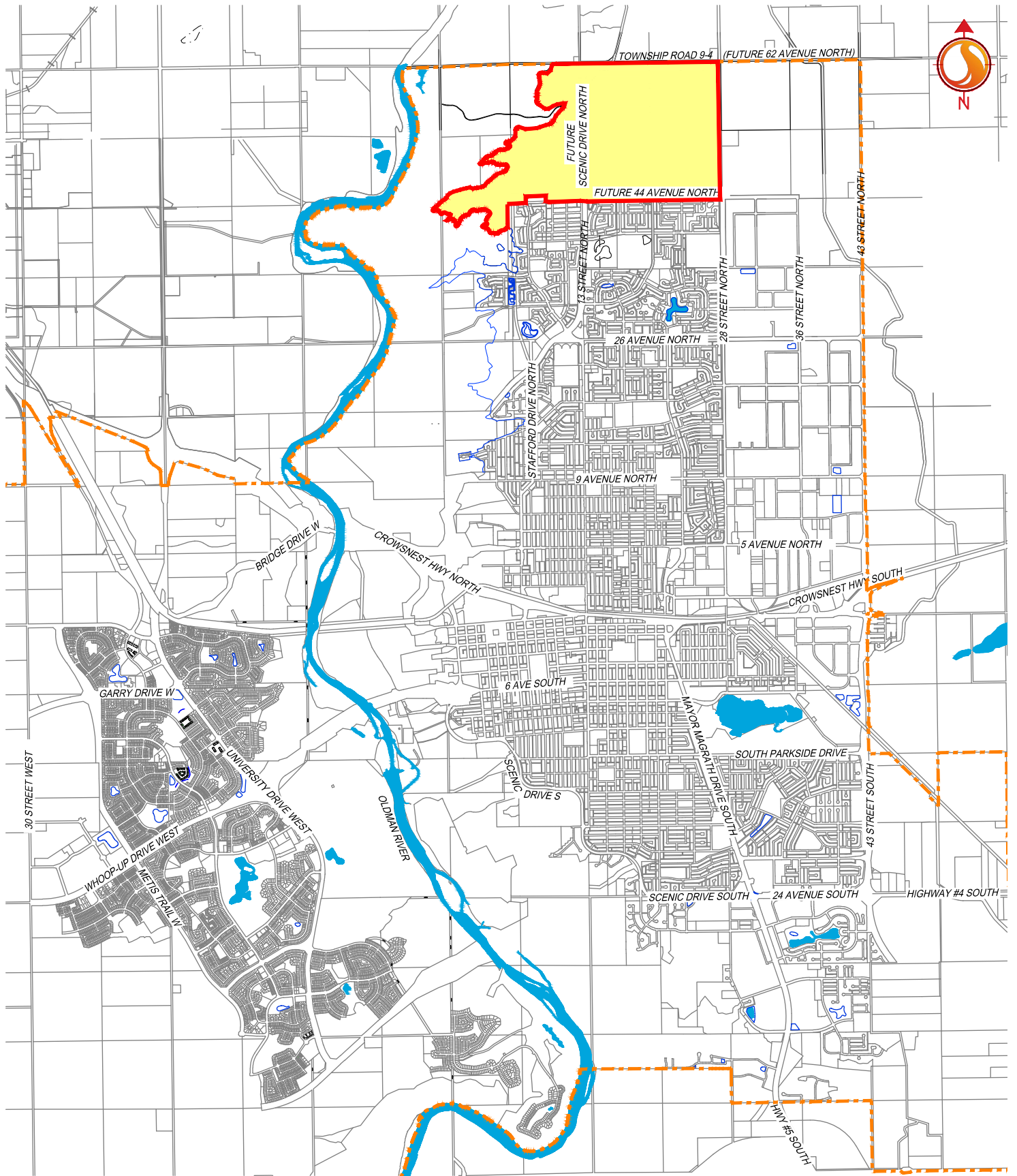
2.4.2 Policies

- a) The abandoned Galt 6 rail spur line north of Hardieville shall be subject to site specific geotechnical, environmental and remediation assessments to determine its suitability for redevelopment.
- b) The abandoned Hardieville Sewage Lagoon site shall be subject to site specific geotechnical and environmental assessment to determine its suitability for redevelopment for potential open space and storm water management uses.
- c) **Appendix D Environmental Site Assessment** identifies two abandoned well sites east of future Scenic Drive North. These wells have been reclaimed; however site specific investigations shall be conducted during the preparation of future Outline Plans.
- d) Future Outline Plans and subdivision shall coordinate closely with the Lethbridge County along the intermunicipal boundary defined by the future 62nd Avenue. Existing and future country residential uses as well as drainage patterns should be integrated through consultative planning with the County.
- e) Coordination will occur with the developing BlackWolf community located on the south boundary of Royal View. Notable infrastructure components requiring coordination include: 44th Avenue road alignment; Major Power Distribution; storm water management. With regard to storm water management, ponds that are currently proposed along the north boundary of BlackWolf will ultimately drain to a new outfall to the Oldman River as identified in **Appendix H, Servicing Brief**.
- f) Key areas identified in **Appendix C Historical Resources Impact Assessment** have been highlighted on Figure 2.4. These areas will require additional investigation and provincial consultation during Outline Plan or subdivision development.

ROYAL VIEW AREA STRUCTURE PLAN

EXISTING CONDITIONS
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- g) Wetland sites have been identified in **Appendix E Biophysical Impact Assessment**. Further evaluation will be undertaken at the Outline Plan or Subdivision Stage to determine actual size of wetlands and any requisite compensation, or replacement.
- h) Sensitivity to the City's safe development setback requirements from coulee crest will need to be considered during all stages of future planning and development. Specifically, two areas that are identified in **Appendix F, Geotechnical Evaluation – Desktop Study** will require site specific investigations and evaluations in the event that these areas are developed.
- i) Phase 1 of the Royal View Memorial Cemetery was completed in 2014. Expansion of the cemetery will be completed as required over the next 40-50 years. The ASP and future Outline Plans will take into account the need for utility and storm water servicing for the cemetery and that the areas are clearly identified throughout the ASP.
- j) **Appendix H Servicing Brief** should be referenced with regard to existing infrastructure tie-in points. Key to the planning area: the existence of water transmission lines north along future Scenic Drive North; residual sanitary sewer capacity and connection points at the NW and NE corners of Hardieville; residual storm sewer capacity in future Scenic Drive North that could be used for interim management of storm water via an interim lift station.
- k) Future Outline Plans and Storm Water Management design will review the accommodation of a “trapped low” area on the NW corner of 44th and Scenic Drive.
- l) Major overhead power lines extend to the north along the western edge of the plan area. Information on these lines and current development setback requirements are indicated in **Appendix H Servicing Brief** and will be addressed in detail at the Outline Plan and subdivision stages.
- m) A high pressure ATCO gas line is currently installed along the east side of future Scenic Drive North and shall be accommodated or relocated as development progresses north (Refer to **Appendix H, Servicing Brief**.) This may be subject to any agreements that the City of Lethbridge and ATCO Pipelines have. Further investigation will be provided at the Outline Plan stage.
- n) Final determination of the road radius that transitions Scenic Drive to 62nd Avenue is subject to the City's future transportation planning and cemetery planning and will be defined at the Outline Plan stage.
- o) At Outline Plan stage, a Wildlife Survey shall be conducted to determine impacts to wildlife.



Scale NTS



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May 6, 2016



Legend

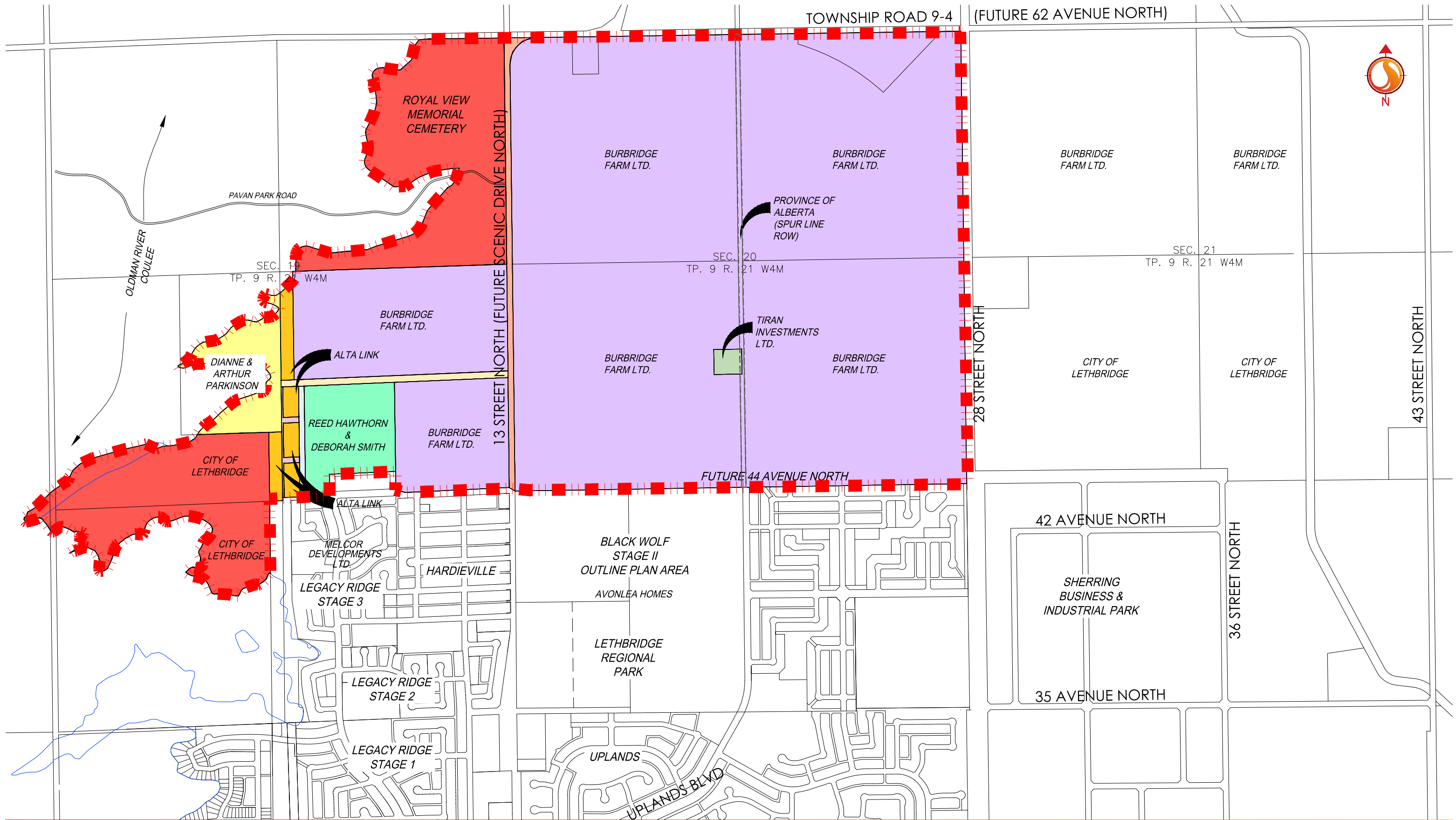
- ASP Boundary
- City of Lethbridge City Boundary

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 2.1

Location Plan

PREPARED FOR: Burbridge Developments Inc.

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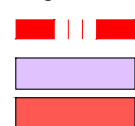
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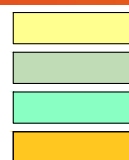
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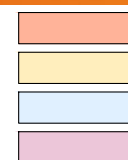
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Area Structure Plan Boundary
(Total Plan Area = 394.57 Ha)
Burbridge Farm Ltd. (301.94 Ha)
City of Lethbridge (62.79 Ha)



Dianne & Arthur Parkinson (7.98 Ha)
Tiran Investments Ltd. (0.87 Ha)
Reed Hawthorn & Deborah Smith (10.79 Ha)
Alta Link Transmission ROW (4.60 Ha)

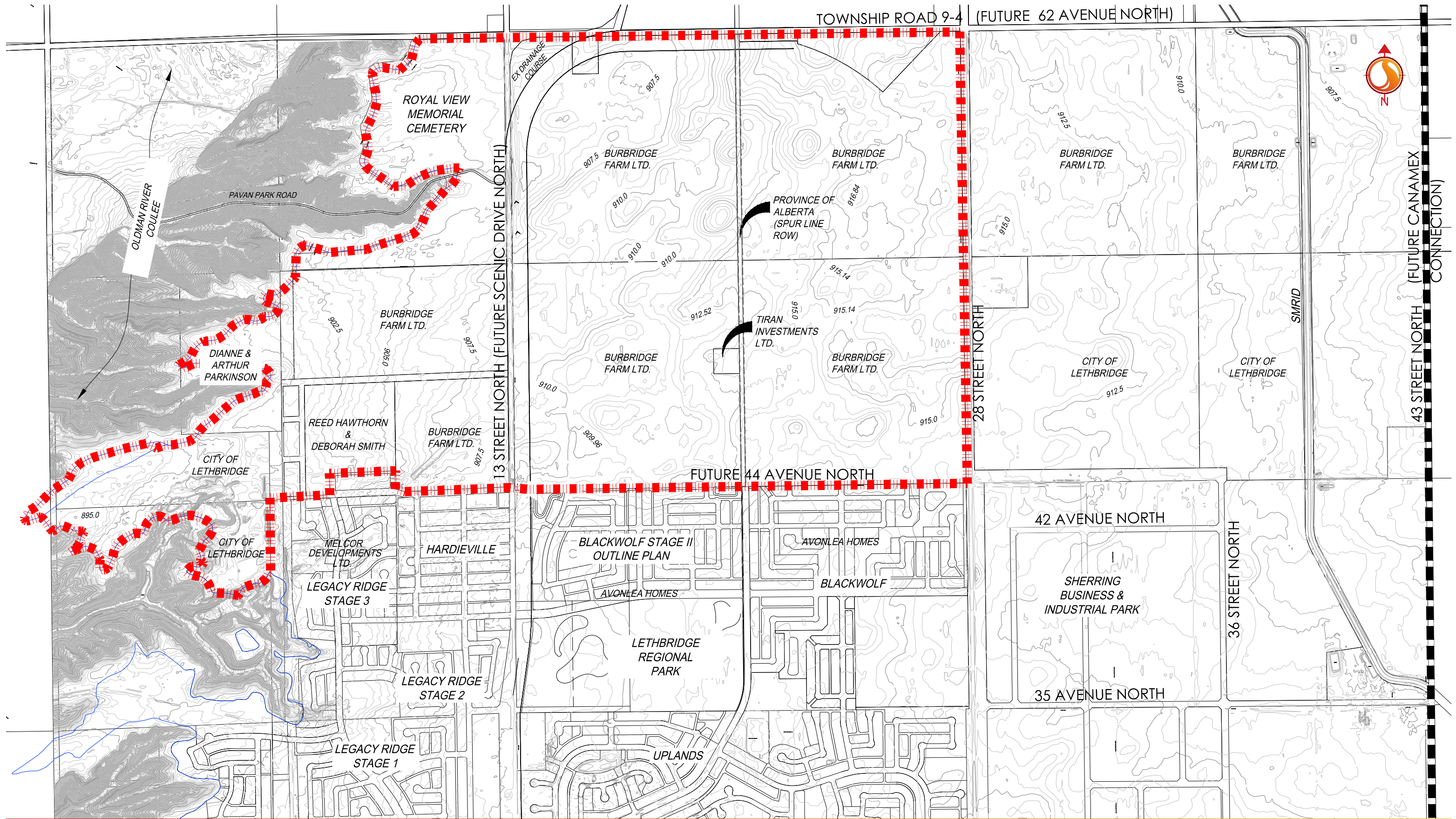


City Road Allowance 13th Street N (3.46 Ha)
City Road Allowance Center Ave N (1.91 Ha)
City Road Allowance 7th Street N (0.78 Ha)
City Road Allowance Around 7th Street N (0.45 Ha)

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 2.2

Land Ownership

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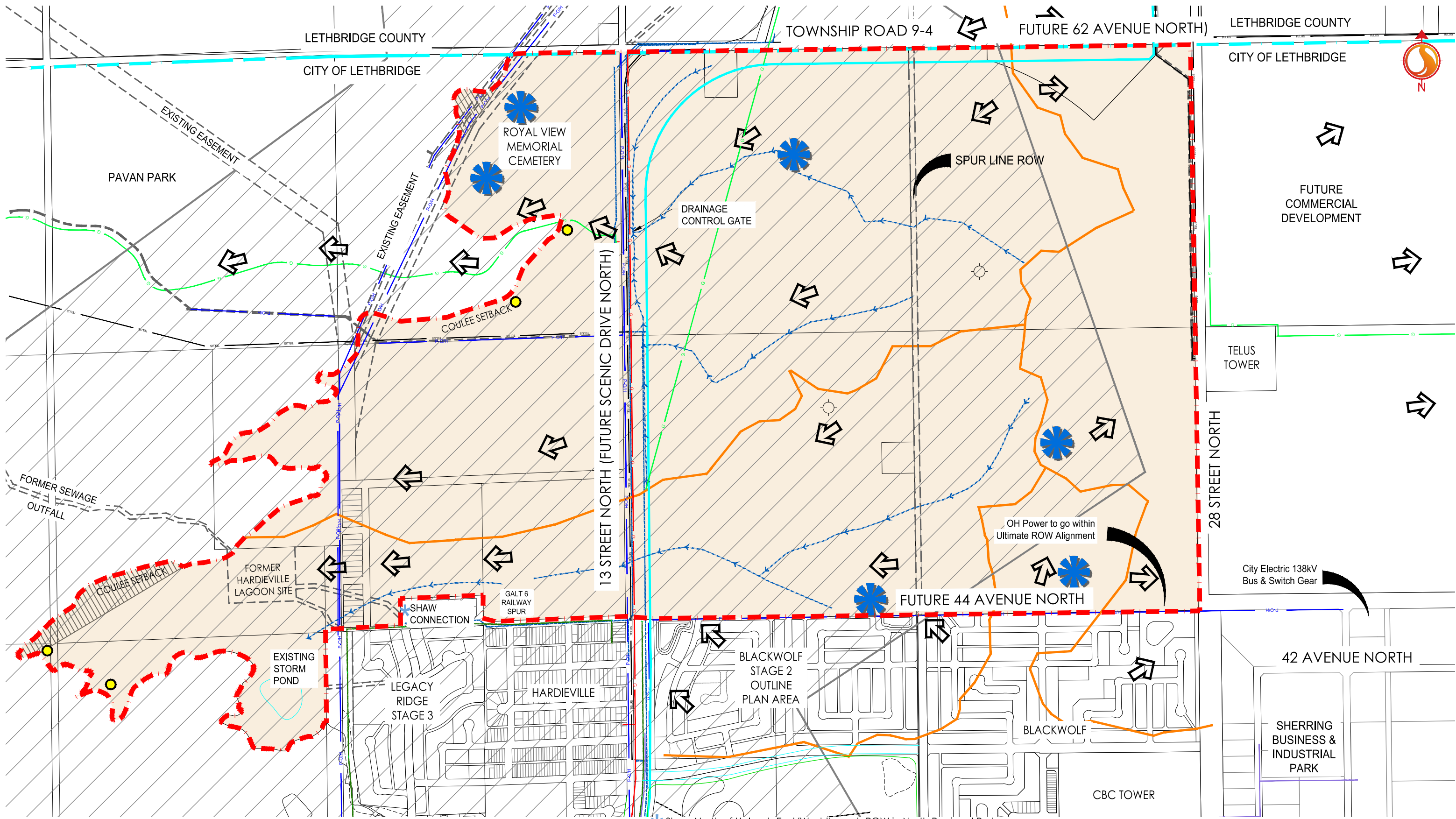
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- Area Structure Plan Boundary (Total Plan Area = 394.57Ha)
- Future Linkage to Trade Corridor
- Contours (2.5m Interval)

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 2.3

Boundary, Topography and Context

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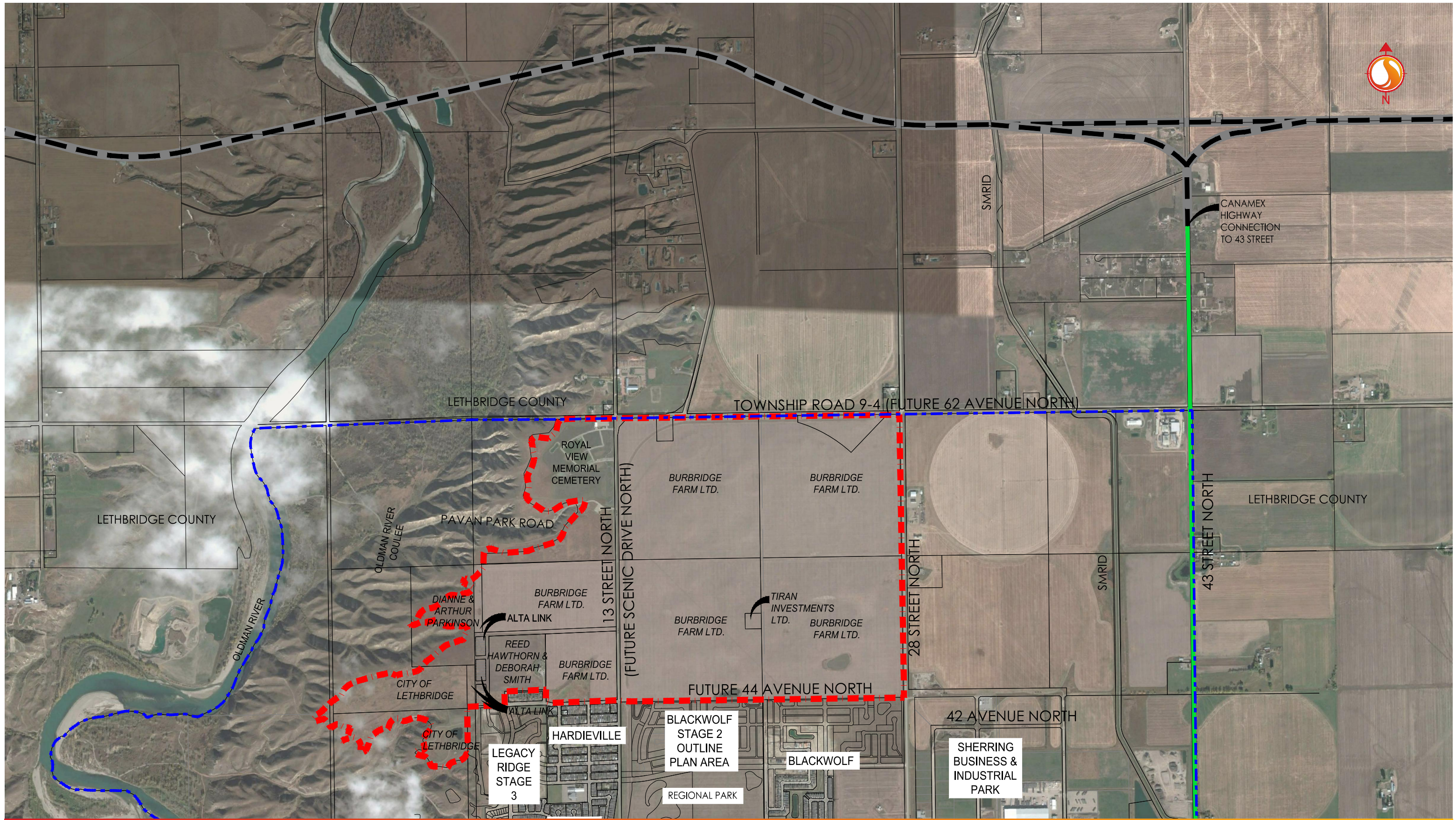
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Area Structure Plan Boundary (394.57 Ha)	Existing Water	Mined Areas	Wetlands
P-OH Overhead Electric	Existing Sanitary	Slope Stability Assessment Required	
High Pressure Natural Gas	Existing Storm	Abandoned Well Head	
Low Pressure Natural Gas	Existing Telus	Major Overland Route	
Existing Drainage Course	Ridgeline	Historic Resource Sites	
	Agropur Sewer Line		

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 2.4
Opportunities & Constraints

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Legend

- - - - - Area Structure Plan Boundary (Total Plan Area = 394.57Ha)
- - - - - Proposed Canamex Highway
- - - - - 43 Street North
- - - - - City Boundary

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 2.5

Canamex Highway

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ROYAL VIEW AREA STRUCTURE PLAN

PLANNING POLICY CONTEXT
June 15, 2016

3.0 PLANNING POLICY CONTEXT

The Royal View Area Structure Plan has been prepared in accordance with the provisions stipulated in Section 633 of the Municipal Government Act. The requirements of the Act are as follows:

- the sequence of development proposed for the area;
- the land uses proposed for an area, either generally or with respect to specific parts of the area;
- the density of population proposed for an area either generally or with respect to specific parts of the area;
- the general location of major transportation routes and public utilities; and
- any other matters Council considers necessary.

3.1 SOUTH SASKATCHEWAN REGIONAL PLAN

The South Saskatchewan Regional Plan (SSRP) came into effect in September 2014. It sets out a directive for managing the land and natural resources of the lands within the South Saskatchewan River Basin, the Milk River Basin and the Alberta portion of the Cypress Hills. Though the principles and implementation approach of the SSRP are, by their nature, very general, a number of these are applicable either directly or indirectly in the Royal View ASP. These include:

Section 5: Efficient Use of Land with the Objective: "The amount of land that is required for development of the built environment is minimized over time" (South Saskatchewan Regional Plan 2014-2024, Alberta Government, p.89).

Section 6: Outdoor Recreation and Historic Resources with the Objective: "The artifacts, fossils, historic places and aboriginal heritage sites that define the region's distinctive character are identified and effectively managed" (p.95 SSRP).

Section 8: Community Development with the Objectives: i) Cooperation and coordination are fostered among all land use planners and decision makers involved in preparing and implementing land plans and strategies. ii) Knowledge sharing among communities is encouraged to promote the use of planning tools and the principles of efficient use of land to address community development in the region (p.105 SSRP).

ROYAL VIEW AREA STRUCTURE PLAN

PLANNING POLICY CONTEXT
June 15, 2016

3.2 CITY OF LETHBRIDGE ICSP/MDP

Adopted in July 2010, the City of Lethbridge's Integrated Community Sustainability Plan/Municipal Development Plan sets a direction for the municipality's growth to the year 2050. While working within the limitations of higher provincial authority (Municipal Government Act and South Saskatchewan Regional Plan) the ICSP/MDP is generally recognized as the principal document for guiding and managing the community's future.

The relationship of the ICSP/MDP to more detailed statutory plans such as the Royal View Area Structure Plan is established through the Plan's Vision, Goals and Policies. Among the key goals that are directly relevant and form the basis of many components of this ASP are:

- To ensure that recreation, transportation, housing, education and employment opportunities are economically and physically accessible to all residents
- To accommodate population growth using responsible and balanced strategies that recognize the benefits and costs of growth
- To enhance economic and housing opportunities throughout Lethbridge
- To provide opportunity for a high standard of living and excellent quality of life for all residents throughout the community.

The ICSP/MDP's policies provide additional clarity for the ASP by addressing: the need for a range of housing needs; support for active living and a diverse parks and open space system; ensuring that land is used more efficiently and expansion occurs in an orderly way; and an efficient and effective transportation system including the importance of responding positively to active modes of transportation.

The Royal View Area Structure Plan contain objectives and policies established to respect the key principles and goals outlined in the ICSP/MDP that in turn will enable Lethbridge to achieve its vision of a better place for future generations.

3.3 PARKS MASTER PLAN & BIKEWAYS & PATHWAYS MASTER PLAN

3.3.1 Parks Master Plan

Guided by the vision "to be a healthy, attractive and economically viable city," the Parks Master Plan guides in the design, implementation and management of a comprehensive multi-use park system. The city's natural topography and dramatic river valley has created unique opportunities for a variety of open spaces that provide an array of active and passive recreation activities.

ROYAL VIEW AREA STRUCTURE PLAN

PLANNING POLICY CONTEXT
June 15, 2016

Specific recommendations have been put forward to guide new development at the Area Structure Plan stage, make key parkland acquisitions, upgrade existing parks, create special use areas, preserve natural parks and heritage features, and demonstrate leadership. The Royal View Area Structure Plan will assist in moving the community towards support of those goals.

3.3.2 Bikeways & Pathways Master Plan

The Bikeways & Pathways Master Plan is a comprehensive document designed to assist the City in facilitating a strategic expansion and retooling of the overall bikeway and pathway system. The plan is inherently flexible and can be readily adapted to changing trends and user expectations.

The City of Lethbridge is divided by the river valley, defining the character of the city and at the same time, requiring creative engineering and planning solutions that unify its footprint and build on its strong sense of community. The vision to develop a connected trail system dates to the early 1900's when a simple trail with few connections was constructed through Henderson Park, leading to informal trails connecting communities in the late 1960's. The pathway system has since evolved to connect an extensive open space system with pathway access points now incorporated into subdivision plans to connect to the regional trail network.

The Royal View ASP objectives and policies strive to realize expectations of the Bikeways & Pathways Master Plan by connecting pedestrian, cycling, and trail linkages throughout the community while providing a unique, scenic experience.

3.4 TRANSPORTATION MASTER PLAN

The Transportation Master Plan (TMP) provides a comprehensive long-range plan that aligns the land use policies with the transportation infrastructure requirements for the 100,000 and 130,000 population horizons. The TMP study will provide the City with a blueprint on implementation of specific transportation network improvement projects over the next 20 years, in 8-year (100,000 population) and 30-year (130,000 population) planning horizons.

Recommended transportation goals include:

- Integrate transportation planning and land use
- Consider all modes
- Promote public transit
- Manage transportation demand
- Manage transportation supply
- Manage parking
- Measure performance

ROYAL VIEW AREA STRUCTURE PLAN

PLANNING POLICY CONTEXT
June 15, 2016

3.5 SURROUNDING AREA STRUCTURE PLANS

Two City adopted Area Structure Plans have a geographic impact on the Royal View Area Structure Plan. These include:

HARDIEVILLE / LEGACY RIDGE / UPLANDS ASP

The Hardieville/Legacy Ridge/Uplands ASP lies directly south of the RVASP. This 453 ha plan area is bounded by 26th Avenue North to the south, by 28th Street North to the east, to 44th Avenue North to the north and the top of the coulee embankment to the west. The estimated population for the predominately residential ASP was 11,550 people. Other proposed land uses included a regional park, two commercial sites, two institutional sites and 2 school sites.

SHERRING BUSINESS AND INDUSTRIAL ASP

The Sherring Business and Industrial Area Structure Plan which lies to the southeast of the RVASP includes three land use districts; business industrial, general industrial and heavy industrial. The plan also includes a Neighbourhood Commercial site and a sports field. The north half of the ASP has been designated a "special policy" zone for future planning that will reflect projected market conditions of that time. The 518 ha. area is bounded by 26th Avenue North to the south, 28th Street North to the west, the future 62nd Avenue North to the north and 43rd Street North to the east. The lands also abut the Lethbridge County to the north and east.

LETHBRIDGE COUNTY AND INTERMUNICIPAL DEVELOPMENT PLAN

The immediate adjacent lands to the north and east of the RVASP are within Lethbridge County and contain the Edgewood Stables Area Structure Plan located north of the Royal View Area Structure Plan boundary. However, the ASP lands are within the Lethbridge County and City of Lethbridge Intermunicipal Development Plan (IDP) and the accepted policies developed within the document have be considered as a framework for decisions, along with input from Lethbridge County administration. County administration was included as stakeholders at the Stakeholder Meeting and direct invitees to the Public Open House. At the draft phase of the ASP, the document was sent to Lethbridge County for review and their comments have been incorporated into this document.

3.6 LAND USE BYLAW 5700

The majority of the lands within the ASP boundary are designated as Future Urban Development (FUD) by the City's Land Use By-law 5700. This District effectively represents a holding category in anticipation of future urban development. Its purpose is defined as being "*...for the control of subdivision and development until the required municipal services are available, area structure or area redevelopment plans are approved and more appropriate alternative districts are applied*".

The Royal View Memorial Cemetery property located in the northern portion of the plan area is classified as Park and Recreation (P-R) under the Bylaw. Cemetery uses are discretionary under this district.

ROYAL VIEW AREA STRUCTURE PLAN

PLANNING POLICY CONTEXT
June 15, 2016

3.6.1 Objectives

- a) Ensure that the Royal View ASP conforms with the above noted bylaws and legislation.
- b) Carry out a consultative process to ensure that the bylaws and legislation are properly interpreted and implemented.

3.6.2 Policies

- a) The Royal View ASP and subsequent Outline Plans and subdivisions will comply with the relevant overriding legislation: the SSRP, ICSP/MDP and the IDP.
- b) The Royal View ASP will be reviewed to ensure its compatibility with the adjoining ASPs: Hardieville/Legacy Ridge/Uplands ASP and Sherring Business and Industrial ASP.
- c) Where changes may occur to the above noted Master Plans and legislation, the Royal View ASP will be reviewed to determine if changes to the ASP are also warranted.
- d) Consultation will occur with the Lethbridge County to ensure conformance with the IDP and compatibility with adjoining County land uses.
- e) Future Outline Plans may necessitate “fine tuning” the policies of the Royal View ASP. Such adjustments, if deemed necessary, will be carried out in the prescribed consultative and legislative requirements of the time.

ROYAL VIEW AREA STRUCTURE PLAN

SUPPORTING DOCUMENTS
June 15, 2016

4.0 SUPPORTING DOCUMENTS

To satisfy the approval requirements of the Area Structure Plan process, the following supporting documents have been completed and can be viewed in their entirety in the Appendices. Below is a summary of the findings and recommendations contained in each document.

Figure 4.1 Site Assessments identifies key areas discussed in the following documents.

4.1 HISTORICAL RESOURCES OVERVIEW

At the request of Burbridge Developments Inc., a Historical Resources Overview (HRO) was undertaken by Arrow Archaeology Limited on the Royal View ASP lands which identified 4 potentially significant sites within close proximity to the ASP footprint. "These sites were all recorded prior to the use of GPS technology and some were recorded by non-professional archaeologists. The province takes the position that their location is uncertain enough or clearly in or near enough to the project to require relocation and assessment. Also since all sites were recorded for general information purposes without a systematic investigation of their extent or contents, they need to be relocated if possible and properly assessed. In addition during the HRIA any minimally disturbed or undisturbed area will be examined to search for other heritage resources material or sites."

The four sites identified above are recorded as containing:

- Partly buried tipi ring
- A campsite containing debris and material from a prehistoric camp including stone tools and remains of hearths
- Remains of a historic (early Lethbridge) occupation.

It was determined that clearance would be granted based upon the findings of a Historical Resources Impact Assessment (HRIA), Schedule B which is required to be undertaken and completed prior to any ground disturbance. This HRIA would identify an additional assessments or comments that would need to be implemented prior to moving forward with the development. It is the City's policy and a requirement of Alberta Historical Resources Act that a preconstruction overview and if necessary, as determined in this case, a HRIA may be required.

Since the four identified potentially significant sites are isolated to the escarpment on the west and southwest extremities of the area (see HRIA Map, Figure 1.0 in Appendix B, HRIA), it is the decision of the client that the HRIA be undertaken at the Outline Plan stage. See Appendix B for further details and documentation and **Figure 4.1 Site Assessments** for identified locations.

Refer to **Appendix C, Historical Resources Impact Assessment**.

ROYAL VIEW AREA STRUCTURE PLAN

SUPPORTING DOCUMENTS
June 15, 2016

4.1.1 Objectives

- a) Ensure that a historical resources overview and impact assessment (HRIA) is conducted for the Royal View ASP area in compliance with the requirements of the Historical Resources Act.
- b) Ensure that if any sites of historical significance are found, that additional investigation as required, is undertaken at the appropriate time.

4.1.2 Policies

- a) The recommendations emanating from a historical resources overview shall be carried out as required.
- b) Where the findings establish the need for further investigation, a detailed historical resources impact assessment for the Royal View ASP shall be carried out at the Outline Plan stage.
- c) Prior to the approval of any subsequent Outline Plans, clearance under the Historical Resources Act must be granted by the province. For this clearance to be granted, the results of the HRIA must be submitted to the province.

4.2 ENVIRONMENTAL SITE ASSESSMENT

Tetra Tech EBA Inc. (Tetra Tech EBA) conducted a Phase 1 Environmental Site Assessment (ESA) for the Royal View ASP. The objective of the Phase 1 ESA was to provide comment regarding potential environmental impairment to the site. It explored both the potential contamination from on-site land use as well as contamination caused by adjacent property owners. No off-site issues were noted. The report separates the site into two distinct areas.

East Lands – This land is predominantly agricultural both on-site as well as the surrounding area with limited residential, commercial and telecommunications uses. The land is bounded by the future 62 Ave. N. to the north, future Scenic Drive North to the west, 28 St. N. to the east and the future 44 Ave. N. to the south.

West Lands – This primarily agricultural area is generally grassland adjacent to the Oldman River coulees with the exception of the newly developing Royal View Memorial Cemetery. A number of acreages, equestrian staging area and access to the Pavan Park are also located on the west lands that lie immediately north of the former Galt No. 6 mine and the residential neighbourhood of Hardieville.

ROYAL VIEW AREA STRUCTURE PLAN

SUPPORTING DOCUMENTS
June 15, 2016

Abandoned railway spurs - A railway spur that used to serve the Galt #6 mine is still in place to the north of Hardieville. Prior to subdivision and removal of this spur, a remediation plan should be completed by an environmental professional. Monitoring of the removal during future construction activities by an environmental professional is also recommended.

A former north-south rail right of way exists in Section 20. It is unknown whether a spur line that served the former Royal View Mine to the north was ever constructed in this location. Further investigation will identify whether this north-south spur line is in place. If so, proper remediation is required.

Five sources of potential environmental impairment were found within the ASP boundary and are identified below accompanied by recommended considerations. Refer to **Figure 4.1 Site Assessments** for locations of these sites.

Low lying areas/waterbodies	Recommend further intrusive environmental investigation. Development may require approval under the Water Act.
2 well sites	Recommend completing Alberta Environmental & Sustainable Resource Development (ESRD) Compliance Option 1 and 2 Checklist and Calculation Tables. Development setbacks to be respected.
Abandoned sewage lagoon	During reclamation an environmental professional should be contacted for guidance.
Abandoned railway spur	Prior to subdivision and removal, a remediation plan should be completed by an environmental professional. Monitoring of removal during future construction activities by an environmental professional is also recommended.

Refer to **Appendix D, Environmental Site Assessment**.

4.2.1 Objectives

- a) Where the findings of any preliminary or Phase 1 environmental site assessment determine the need for additional investigation, ensure that such investigation is carried out at the appropriate time.

4.2.2 Policies

- a) The recommendations and findings of the site assessment report – including the requirement for additional investigation - shall be carried out as required and at the appropriate stage of planning and development.

ROYAL VIEW AREA STRUCTURE PLAN

SUPPORTING DOCUMENTS
June 15, 2016

- b) Given the preliminary findings of the Phase 1 site assessment, the following action shall be undertaken:
- i. Further environmental investigation in the Royal View ASP will be carried out for low lying areas at the Outline Plan stage.
 - ii. For the 2 identified well sites, the Alberta Environmental & Sustainable Resource Development (ESRD) Compliance Option 1 and 2 Checklist and Calculation Tables shall be completed at the Outline Plan Stage. Requirements for setbacks from the wells shall be met.
 - iii. Professional environmental expertise shall be engaged during reclamation of the abandoned sewage lagoon.
 - iv. Professional environmental expertise shall be engaged during removal of the abandoned railway spurs.

4.3 BIOPHYSICAL /ENVIRONMENTAL IMPACT ASSESSMENT

The objective of the biophysical impact assessment overview conducted by Tetra Tech EBA is to identify sensitive biological or physical features that may constrain development in the area. Based on the nature and extent of occurrences of sensitive biological and/or physical features identified as part of this overview, a description of potential mitigation measures and/or recommendations for additional study have been included as part of this assessment.

Based on the results of the overview, it is anticipated that appropriate applications will mitigate potential impacts to identified environmental sensitivities in the area. Highlights of the discussion and recommendations include the following details:

- The majority of the lands in the area have been modified by cultivation, conversion and urban development. Less than 1% of the study area is comprised of wetlands and/or water bodies. These wetland/waterbodies shall be characterized prior to construction to determine any applicable regulatory obligations with respect to the *Alberta Water Act* and will be properly remediated at the Outline Plan stage.
- One Environmentally Significant Area (ESA) and one Aquatic Environmentally Significant Area (AESAs) were identified. A strategy should be implemented to mitigate potential effects to key characteristics. A Biophysical Impact Assessment (BIA) may also be required as a condition by the *River Valley Area Redevelopment Plan* given the close proximity to the Oldman River valley. Refer to **Figure 4.1 Site Assessments**.

ROYAL VIEW AREA STRUCTURE PLAN

SUPPORTING DOCUMENTS
June 15, 2016

- Thirteen LSD's contain or are believed to contain archaeological/paleontological resources and therefore further obligations should be determined with Alberta Culture.
- 60 species of management concern have the potential to occur within the study area and additional mitigation strategies for specific species may be warranted.
 - Amphibian surveys should be conducted for all wetlands that may be disturbed during construction.
 - As the area is located within the provincially identified *Sensitive Snake Range*, a mitigation strategy should be implemented as part of the BIA.
 - Construction clearing should be avoided between April 15 and August 31 to avoid disturbance of any ground nesting birds that may occupy the area in compliance with the *Migratory Birds Convention Act* and the *Alberta Wildlife Act*.

Refer to [Appendix E Biophysical Impact Assessment Overview](#).

4.3.1 Objectives

- a) Ensure that an appropriate evaluation is conducted to identify any potential biological or physical features that may affect development in the Royal View ASP area.
- b) Where an initial evaluation determines the need for additional investigation, confirm the need for such investigation, and if found to be needed, identify the appropriate time to carry it out.
- c) Ensure that measures are taken to meet the requirements of provincial and municipal legislation as these relate to the protection and/or enhancement of biological or physical features of the Royal View ASP area.

4.3.2 Policies

- a) Investigation at the Outline Plan stage, in consultation with the province, will determine the need for a detailed Biophysical Impact Assessment in the Royal View ASP plan area. The needs assessment will include reference to amphibian and snake habitat issues.
- b) At the Outline Plan stage, the need for measures to reduce potential impacts on an identified Environmentally Significant Area and Aquatic Environmentally Significant Area in the Royal View ASP plan area will be evaluated.
- c) At the development stage, actions will be taken to avoid disturbance of ground nesting birds pursuant to the *Migratory Birds Convention Act* and the *Alberta Wildlife Act*.

4.4 GEOTECHNICAL STUDY

This report represents the results of a geotechnical evaluation desktop study undertaken by Tetra Tech EBA Inc. (Tetra Tech EBA) to determine the general subsurface conditions in the area and to provide general recommendations.

The desktop study is a compilation of existing geotechnical information and provision of general geotechnical recommendations for major development components including foundations, stormwater facilities (wet and dry ponds), pavement structures, site grading, and lot development, inclusive of areas adjacent to slopes. It is understood that more detailed geotechnical evaluations, including geotechnical drilling, will be completed at later development stages. The report recommendations are also based on the assumption that an adequate level of full time monitoring, i.e. compaction testing and laboratory materials analyses will be provided during construction.

A significant amount of mining activity occurred within the plan area as identified in **Appendix F, Geotechnical Evaluation – Desktop Study**. The area affected by mining operations is clearly identified on Figure 3 (Appendix F) with a detailed discussion of mining activity impacts in Section 4.4. In general, subsidence of mine working is unlikely, but should be reviewed at all stages of development through building construction. Should structures greater than two storeys in height, or greater than 30m in length be developed within areas of mine activity, it is recommended that site specific geotechnical and structural evaluations be completed.

General recommendations include:

- Full time monitoring to avoid overstripping and to ensure appropriate material mixing and placement
- Exploratory boreholes to be drilled to delineate the infilled zones and determine infill depths in low lying and mine waste areas
- Based on findings in a detailed geotechnical evaluation, all organics must be removed during site grading and infilled with general engineered fill
- Subgrade preparation to City standards which may also include moisture conditioning and proof-rolling within roadways
- Consideration of implementing trenchless technology in utility installation for crossings at critical locations
- Slope stability and setback guidelines for slopes adjacent to the west boundary will be respected and must be confirmed by detailed slope analysis in later stages.

Refer to **Appendix F Geotechnical Evaluation – Desktop Study**.

ROYAL VIEW AREA STRUCTURE PLAN

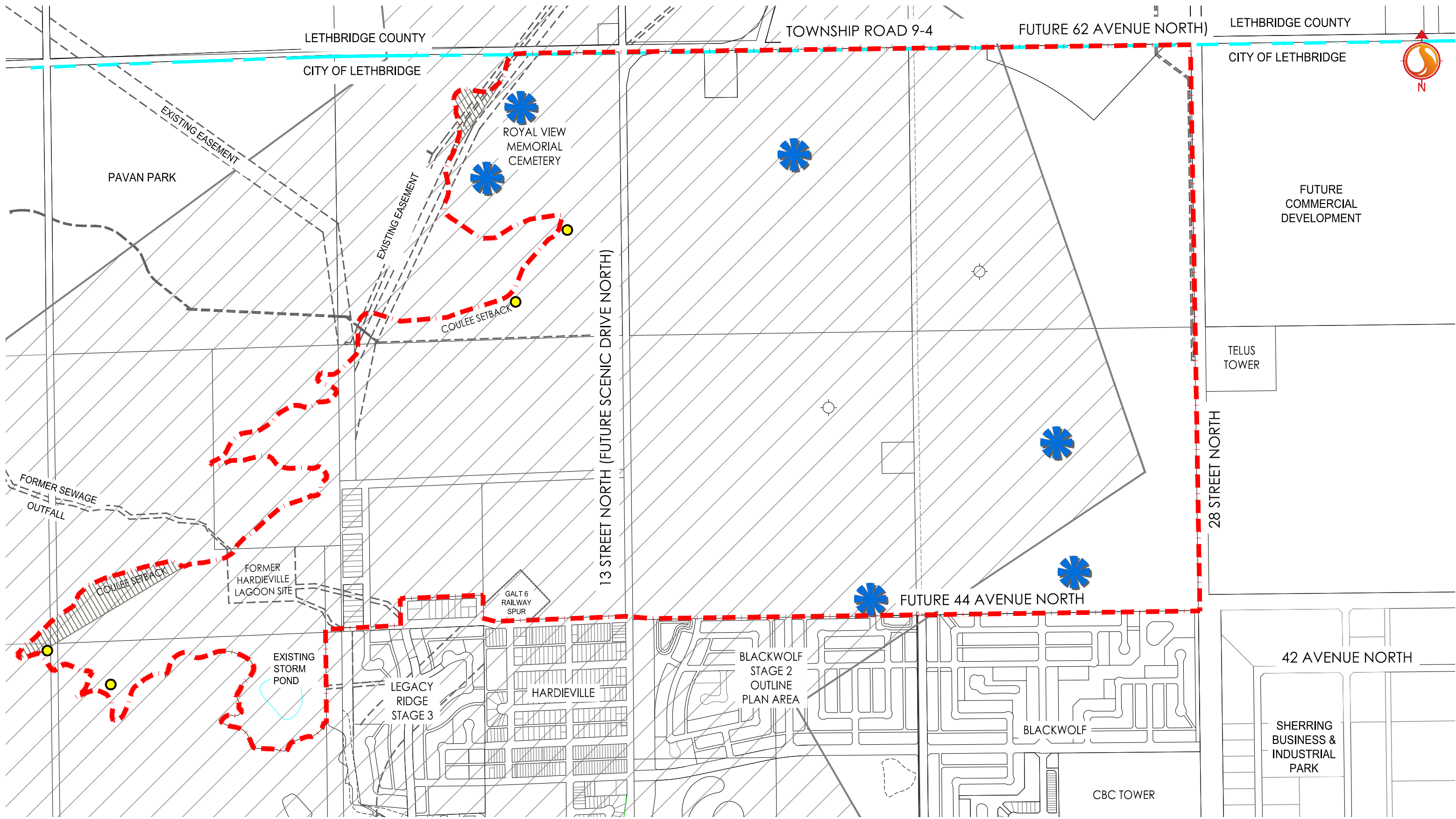
SUPPORTING DOCUMENTS
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4.4.1 Objectives

- a) Ensure that, from a geotechnical point of view, the lands within the Royal View ASP can be developed for the uses proposed in the Plan.
- b) Where the findings of any geotechnical report determine the need for additional study, investigation, or action, the appropriate time for carrying out such investigation or action will need to be identified.

4.4.2 Policies

- a) Detailed geotechnical evaluations will be required to establish infilled zones, determine infill depths in low lying and mine waste areas, determine the extent of organic material, and further evaluate undermined areas. This work will be carried out at the Outline Plan stage.
- b) Appropriate attention to soils, and construction and building standards as noted in the geophysical evaluation and conformance with City of Lethbridge subgrade preparation and related standards shall be required during the construction phases.
- c) Slope analysis will be carried out at the Outline Plan stage for the slope areas at the western edge of the Royal View ASP. The setback standards set by the City of Lethbridge or any modifications required by the slope analysis will apply.



NOTE: FOR DETAILED SITE ASSESSMENTS REFER TO APPENDICES C, D, E & F

Scale 1:10,000



Legend

- Area Structure Plan Boundary
- Mined Areas
- Slope Stability Assessment Required
- Historic Resource Sites
- Wetlands
- Abandoned Well Head

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 4.1

Site Assessments

5.0 CONSULTATION, ENGAGEMENT AND REVIEWS

5.1 CONSULTATION AND ENGAGEMENT

Effective consultation and engagement provides stakeholders with the information they need to participate in a meaningful way. These processes allow those who are potentially impacted by a decision to be involved in the decision-making process, and contribute to the final outcome.

The City of Lethbridge ASP Process includes opportunities for consultation. The first engagement in the early stages of the plan development includes only primary stakeholders. The two remaining consultation events are public open houses where all interested residents can view and provide comment on a draft concept as well as consider the final Royal View Area Structure Plan prior to its adoption. The overview and outcomes of the engagement and consultation events are discussed below.

5.1.1 Stakeholder Workshop

The first avenue of engagement was with identified prime stakeholders that included City department managers, primary land owners and adjacent County representative, school districts and key developers. The five hour workshop included discussions on site history, policy reinforcement, street pattern options, and design principles before embarking on a design journey to create concepts that that would support the goals and objectives established in the Terms of Reference.

The resulting commonalities in the concepts designed included:

- Centrally located schools
- Pathways and linkages around the escarpment that would journey people out to view paths
- Street patterns that would reduce traffic speed
- Commercial land use to the east of the plan area in order to provide a transition buffer to the industrial land uses
- Inclusion of a new firehall to meet the minimum response time requirements.

The outcomes from this engagement provided foundational understandings as the process moved into a preferred conceptual design phase. These goals and objectives are reflected in land use concept development discussed in Section 7.0.

ROYAL VIEW AREA STRUCTURE PLAN

CONSULTATION, ENGAGEMENT AND REVIEWS
June 15, 2016

5.1.2 Public Open House #1

The first Public Open House was held on October 5th, 2015 from 4-7pm at the Lethbridge Christian School. The self-guided format encouraged attendees to view and discuss the following information available on the display boards:

- Location Context
- Land Development Process
- Area Structure Plan Goals and Objectives Summary
- Land Use Context
- Open Space Context
- Transportation Network
- A Glance Back in History – site trivia

Staff, landowners, project consultants, and a Lethbridge County representative attended the Open House to provide information as requested by the 11 resident attendees.

5.1.3 Public Open House #2

On March 2, 2016, 16 interested residents attended the second Public Open House at the Lethbridge Christian School. Participants viewed and discussed the following informational display boards:

- Location Context
- Land Development Process
- Area Structure Plan Goals and Objectives Summary
- Land Use Context
- Open Space Context
- Transportation Network
- Canamex Highway
- Outline Plan Staging
- RVASP Fact Board
- A Glance Back in History – site trivia

Facilitators including City staff, landowners, and project consultants were in attendance to provide information and answer questions.

5.2 REVIEWS

5.2.1 Lethbridge County Review

The Royal View Area Structure Plan has been reviewed by Lethbridge County Planning Administration. A critical area requiring consultation with the County, during future planning and subdivision design, is the future development of Township Road 9-4. Key concerns revolve around:

ROYAL VIEW AREA STRUCTURE PLAN

CONSULTATION, ENGAGEMENT AND REVIEWS
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- Access to country residential “Edgewood Stables Area Structure Plan” identified on **Figure 7.1, Land Use Concept**.
- Intersections and road alignments of range road 21-5 and 21-4a and how they will be integrated into the plan area and future arterial roads (Scenic Drive and the future 62nd Avenue).

It is recommended that these issues be further investigated during preliminary arterial road design and/or Outline Plan Development.

5.2.2 Plan Review Committee Reviews

5.2.2.1 September 18, 2014 Review

Comments received from the September 18, 2014 DRC/PRC included changes that addressed:

- Increased commercial sites and religious assembly sites
- Inclusion of a swing site to accommodate a future firehall if required
- Roadway considerations – boundary road accesses, setbacks, school vicinity road requirements, 44th Street road alignment and 62nd Avenue intersection
- Open Space distribution, identification of lagoon site remediation, legend terminology, and inclusion of a Open Space Network Context figure
- Stormwater facility sizes, addition of storm pond and locations
- MDR sites reflected as linear formats

5.2.2.2 December 3, 2014 Review

Comments received following the December 3, 2014 PRC meeting included the following changes:

- Appropriate uses for Public Use sites
- Change from “swing sites” to “flexible development areas”
- Address 13th St. N / 44th St. N intersection textually rather than visually
- Rename the lagoon site to “Former Hardieville Lagoon Site”
- Increase multi-family sites west of Scenic Drive N.
- Adjusted layout of the Community Connector and road network alignment
- Consolidation of storm ponds
- Revisions to Opportunities and Constraints figure
- Removal of cross section and underground utilities for Parkway Concept

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5.2.2.3 October 15, 2015 Review

Further to the above review and meeting discussions on Nov. 6, 2015 the following changes were made to the ASP document:

- Addition of Section 10.3 – Cost Recovery
- Addition of Appendix I – 44th Avenue Boundary Conditions
- Incorporation of Lethbridge County comments
- Revision of Appendix H – Servicing Brief to reflect requested changes
- Objectives and policies added to multiple sections of the document
- Cemetery size as per Master Plan and arterial road design including curve radius at outline plan stage
- Addition of Canamex Highway figures and corresponding document text
- Reorganization of document sections
- Map revisions
- Text corrections and terminology preferences revised
- Treatment of wetlands moving forward
- Equine facility use and future plans for the site
- Royal View railway line's need for remediation

5.2.2.4 February 25, 2016 Review

Changes made to the document as a result of the February 25, 2016 PRC review include:

- Confirmation of receipt of supporting documents sent to PRC in November, 2015
- Inclusion of green building standards
- Consideration of Hardieville Lagoon site Phase 2 Environmental Report
- Map revisions
- Text edits and terminology preferences revised
- Policies and objectives added to Transportation section
- Address First Nations Consultation and traditional knowledge study

5.2.2.5 April 25, 2016 Review

Changes made to the document as a result of the February 25, 2016 PRC review include:

- Map revisions
- City provided text revisions for insertion

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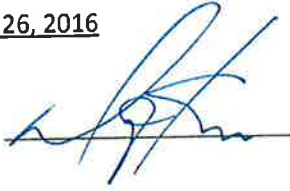
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5.2.3 Municipal Planning Commission Review

Plan Review Committee and Municipal Planning Commission approvals follow.

DATE: May 26, 2016

MOVED BY



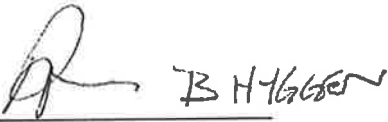
That the Plan Review Committee recommends approval of the Royal View Area Structure Plan (ASP) by Lethbridge City Council as:

- The Royal View Area Structure Plan has been reviewed by City of Lethbridge Plan Review Committee and has satisfied the technical merits that are required in a functional Area Structure Plan.



PLAN REVIEW COMMITTEE CHAIRMAN

DATE: May 24, 2016

MOVED BY  B. HYGEN

That the Municipal Planning Commission recommends approval of the Royal View Area Structure Plan (ASP) by Lethbridge City Council as:

- The policy content and public consultation aspects of the Royal View Area Structure Plan are consistent with the Terms of Reference that were approved by the Municipal Planning Commission on February 25, 2014.



CHAIRMAN

ROYAL VIEW AREA STRUCTURE PLAN

VISION AND PRINCIPLES
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6.0 VISION AND PRINCIPLES

The strategy for development within the Royal View Area Structure Plan is based on a vision that embraces quality, innovation and sustainability to instill connectivity within the community as well as with its natural surroundings and landmarks. Visual linkages that speak to theme and history enhance a sense of place and belonging and embodies love of heritage and naturalized landscapes.

6.1 VISION

The general intent and overview for the ASP can be demonstrated through the following vision:

"To develop an ASP that reflects the legacy of the community and surrounding area while honoring the values of sustainability, quality, innovation, connectivity and environmental responsibility that will support the needs of all residents. A distinctive sense of place will be demonstrated through its natural surroundings, area landmarks, and echos of a proud heritage woven throughout the community".

The ASP lands lie at the centre of a richly landscaped vista at the heart of natural environmental and legacy landmarks. This focal point may seem to be hidden from the surrounding developments, but its existence represents a sense of place on which area communities were built. It exemplifies the heritage of agriculture, mining, railway and speaks to the natural landforms, topography and vistas. The innovations of the past join hands with innovations of the present and future in a great gathering at the heart of the community – Pivot Park. Here is celebrated the life line of the area – the prosperity made possible through more than a century of irrigation development and sustainability. We see Pivot Park as a place where residents of the neighbourhood may gather formally or informally to interact and socialize. It is a site that can play a role akin to that played by civic plazas, catering to the social, cultural, economic and recreational activities of a community.

It is appropriate for the Pivot Park to stand at the centre of this area since the first successful, large scale irrigation project in Alberta was completed in 1900 to the southwest of the City. The 184 kilometres of canals opened thousands of hectares of land to colonization. Alberta has become known as the capital for irrigation in Canada with its irrigated lands representing 65% of the total irrigation area across the entire country.

The views from the plan area share historical glimpses of the High Level Bridge, Old Chief Mountain, Indian Battle Park, and Galt Mines #6 and #8. These vistas also frame more recent landmarks and area amenities including Pavan Park, Alexander Wilderness Park, Legacy Park, Royal View Memorial Cemetery and the Equestrian Centre.

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6.2 PLAN GOALS AND OBJECTIVES

The Goals, Objectives and Strategies that are set out below are based on the applicable policy principles that are articulated in the South Saskatchewan Regional Plan and City's ICSP/MDP. They are discussed in Section 3.0 Planning Policy Context. **Figure 6.1 Development Plan Goals & Objectives Summary** at the end of this section provides a visual summary of the goals and objectives to guide the Plan development.

6.2.1 South Saskatchewan Regional Plan

The South Saskatchewan Regional Plan includes overarching strategies to which planning documents must adhere. Following are key strategies that are relevant to the Royal View ASP:

- 5.1 (6) Provide decision-makers, land users and individuals the information they need to make decisions and choices that support efficient land use.
- 6.8 In concert with developers ensure that land base-development activities are assessed to identify and protect historic resources.
- 6.10 Identify and designate important historic resources in the region with municipal partners.
- 8.2 Address common planning issues, especially where valued natural features and historic resources are of interest to more than one stakeholder and where the possible effect of development transcends jurisdictional boundaries.
- 8.3 Coordinate and work with each other in their respective planning activities (such as the development of plans and policies) and development approval processes to address issues of mutual interest.
- 8.4 Work together to anticipate, plan and set aside adequate land with the physical infrastructure and services required to accommodate future population growth and accompanying community development needs.
- 8.7 Consider the value of Intermunicipal development planning to address land use on fringe areas, airport vicinity protection plans or other areas of mutual interest.
- 8.12 Contribute to a healthy environment, a healthy economy and a high quality of life.
- 8.14 Feature innovative housing designs, range of densities and housing types such as mixed use, cluster developments, secondary suites, seniors' centres and affordable housing. Provide the opportunity for a variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation.

ROYAL VIEW AREA STRUCTURE PLAN

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- 8.16 Minimize potential conflict of land uses and adjacent areas prone to flooding, erosion, subsidence or wildfire.
- 8.18 Locate school and health facilities, transportation, transit and other amenities appropriately, to meet increased demand from a growing population.
- 8.30 Establish appropriate setbacks from waterbodies to maintain water quality, flood water conveyance and storage, bank stability and habitat.
- 8.34 Identify significant historic resources to foster their preservation and enhancement for use and enjoyment by present and future generations.

6.2.2 Integrated Community Sustainability Plan / Municipal Development Plan

6.2.2.1 Goal #1 - Housing Variety

To provide for a range of housing types and prices that meet the demographic profile, incomes and needs of the community's residents.

Objectives:

- Offer a wide selection of housing types, that vary in style, density and affordability and cater to a range of incomes and family types.
- Create a plan with residential development as its primary land use.
- Locate housing units requiring accessibility, close to neighbourhood facilities and local services: i.e. the community centre, recreational facilities, transit nodes and shopping/business areas.
- Incorporate housing styles that permit "work at home" opportunities for residents through the consideration of such elements as home occupations, client visitations, an adequate supply of off-street parking etc.
- In partnership with social agencies, create opportunities for aging in place and institutional uses catering to the needs of seniors.

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6.2.2.2 Goal #2 - Appealing Quality Design

To create appealing, quality designed neighbourhoods.

Objectives:

- Enhance the appeal of residential areas by leveraging topographical features and elevation differences to take advantage of vistas, and views of the mountains, the river valley, etc.
- Develop housing that enhances street appeal with consideration to elements such as setbacks, garage locations and architectural style.
- Create a pedestrian friendly street design focusing on landscaping, street furniture and other public realm features.
- Place a high priority on the visual aesthetics of the community.
- Ensure that land uses – for living, shopping, recreating, conducting business - are relatively close to one another.

6.2.2.3 Goal #3 - Community Needs

To create a community that fulfills the accommodation, shopping, social, and recreational and, where appropriate, the business/work needs of its residents.

Objectives:

- Ensure a mix and diversity of land uses – including opportunities for a transitioning neighbourhood lifecycle.
- Ensure that the plan is responsive over time to different land use needs as the community grows and develops into maturity.
- Make provision for local commercial as well as potential community-wide commercial opportunities where they adjoin arterial roadways and/or are in proximity to the industrial park.
- Provide for religious worship, schools and a community centre as places for gatherings, social interaction, and neighborhood activities.

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6.2.2.4 Goal #4 - Connectivity

To create connectivity through a variety of transportation options to allow residents to move easily and efficiently within the community, as well as to and from the community.

Objectives:

- Incorporate a fused/modified grid design to facilitate non-motorized transportation.
- Provide opportunities to develop more direct access from the community to the north Lethbridge Regional Park to the south.
- Facilitate greater use of public transit through neighbourhood design.
- Provide multiple access points for safe and efficient access in and out of the plan area.
- Balance the needs of various types of traffic connectivity, accessibility and safety between residential, commercial and adjacent industrial areas.
- Direct through-traffic to appropriate roadways and develop a roadway network that discourages short-cutting through residential neighbourhoods.
- Investigate and provide alternatives for “complete” (multi-modal) streets designed to consider the needs of all road users - motorists, transit riders, pedestrians, cyclists, and persons with disabilities. The design elements could include traffic calming, traffic diverters, bicycle lanes, etc.
- Facilitate greater use of innovative transportation in the plan area.

6.2.2.5 Goal #5 - Parks & Open Space

To develop a parks and public open space system that offers residents a range of recreational experiences and permits travel in safety to other recreation destinations within, as well as outside of the community. The parks and open space system in this area will provide an interface between urban development and the natural river valley.

Objectives:

- Provide access points to the river valley (e.g. Pavan Park Road), and create a pedestrian link that facilitates movement to such points.
- Allow the regional pathway system to extend to and from this community.
- Organize a pathway system to connect to neighbourhood activity centres consisting of parks and open spaces, civic plazas, focal gathering points and neighbourhood commercial sites.
- Co-ordinate the open space system with school, playground and recreation facilities.
- Provide for a range of year round active and passive recreational opportunities.

ROYAL VIEW AREA STRUCTURE PLAN

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6.2.2.6 Goal #6 - Environmental Management

To incorporate environmental management practices in the development of the community.

Objectives:

- Preserve natural wetland habitat and expand wetland areas where practical as part of regional storm water management system.
- Review the potential for the utilization of a low impact approach for storm water management.
- Utilize naturalized landscaping where possible and practical.
- Investigate the provision of additional recycling amenities with City staff.
- Setbacks from the river valley bank top and geotechnical investigations shall meet the requirements of the River Valley ARP (Bylaw 5503). Public open spaces shall be the preeminent use along the edge of the river valley (See also Section 7.7).

6.2.2.7 Goal #7 - Sense of Place

To create a "sense of place" and community.

Objectives:

- Develop common elements for the community that connect with the historical past.
- Incorporate a community gathering point that stimulates opportunity for local community interaction that incorporates adjacent land uses that complement and support this gathering point.
- Investigate potential guidelines, and land use sites for urban agriculture/ community gardens for incorporation into the plan.
- Create visual linkages to the community gathering point from different sectors of the community.
- Utilize public art/distinctive elements (i.e. park benches, street lights) throughout that speak to the common elements of the area.

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6.2.2.8 Goal #8 - Innovation in Design

To create opportunity for innovation in housing and subdivision design.

Objectives:

- Work with the Planning and Development Department to permit innovation in lot types and with a view to facilitating variety and affordability.
- Conduct sufficient background research to ensure the successful implementation of innovative housing and subdivision design.
- Investigate the potential for reverse housing, cluster housing and shared court design that offer common garden space, and the encouragement of social interaction.
- Ensure early identification of sites earmarked for unique or innovative land use.
- Investigate the possibility to utilize green standards for housing development including Built Green, LEED, R2000, etc. systems.

ROYAL VIEW AREA STRUCTURE PLAN

Development Plan Goals & Objectives Summary



1. HOUSING VARIETY

- Wide selection
- Accessible
- Work-at-home options
- Flexible housing styles
- Multi-Generational needs



2. APPEALING QUALITY DESIGN

- Vista and view opportunities
- Street appeal
- Pedestrian friendly street design
- Visually aesthetic
- Proximity of lifestyle land uses



3. COMMUNITY NEEDS

- Land use diversity
- Responsive growth
- Commercial opportunities
- Social interactions



4. CONNECTIVITY

- Non-motorized transportation
- Access to Regional Park
- Greater use of public transit
- Safe access in/out of the plan area
- Traffic connectivity
- Multi-modal street designs for all users



5. PARKS & OPEN SPACE

- Interface and access between river valley and urban areas
- Integrate with the regional pathway system
- Neighbourhood pathway connections
- Coordinate school & recreational facilities
- Year round active and passive recreation



6. ENVIRONMENTAL MANAGEMENT

- Preserve & expand natural wetlands
- Potential for low impact storm water management
- Naturalized landscaping



7. SENSE OF PLACE

- Historical connections
- Gathering point
- Urban agriculture / community gardens
- Visual linkages
- Distinctive Elements that speak to theme or history



8. INNOVATION IN DESIGN

- Innovative lot types and sizes
- Common space for interaction
- Unique site locations
- Utilize environmental standards

Figure 6.1

**ROYAL VIEW
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7.0 LAND USE CONCEPT AND POLICIES

The general land use concept is depicted on *Figure 7.1, Land Use Concept* and is intended to show relationships between land uses. Therefore, the location and size of the land uses are conceptual and general. The exact sizes and locations will be defined at the Outline Plan stage of planning and development.

7.1 LAND USE CONCEPT & RESIDENTIAL DENSITY

Built on the ASP vision, goals and objectives, the land use concept respects established area development densities and land use variety that will allow for orderly, efficient and affordable development of infrastructure and services. This concept purposefully integrates and compliments adjacent established communities and is reflective of City policy and development standards.

The ASP area, when completely developed, could contain a population of some 16,084 people on about 332 gross developable hectares. However, this area and estimated population potential may be affected by modifications to developable land areas resulting from changing demographic trends, family and household structures, and housing markets. Consequently, these figures represent anticipated populations and may be adjusted depending on the results of the detailed engineering studies done at the Outline Plan stage, as well as by future urban development trends.

The following table shows the proposed gross developable area land use statistics for the Royal View ASP:

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Preliminary Land Use Statistics						
	Area	%	UPH	Total Units	Person/Unit	Population
Gross Developable Area						
Low Density	146.00	43.9	22	3212	2.9	9315
Medium Density	44.50	13.4	75	3338	1.9	6341
Flexible Development Area	7.50	2.3	30	225	1.9	428
Municipal Reserve (MR)	21.93	6.6	Totals	6775		16,084
Schools (MR)	11.32	3.3				
Commercial	5.98	1.8	Density(GDA)	20.4		48.4
Roadway	78.01	23.5				
Religious Assembly	3.32	1.0				
Storm Water PUL	13.72	4.1				
Gross Developable Area Total	332.28	100.0				
Non-Developable Area						
Altalink	4.60					
Cemetery	37.15					
Future Arterial Road Rights-of-Way	20.54					
Total Plan Area	394.57					

7.2 RESIDENTIAL

As a plan that is designed principally with a residential focus, the Royal View ASP offers a diversity of housing opportunities to meet the needs of both buyers and renters. Housing variety – in style, affordability, density and innovation – will appeal to a range of incomes and family types. Where appropriate, medium density housing is situated near community amenities such as shopping, schools, parks and open spaces, and public transportation. The proximity to the river valley and the views that are afforded close to its edge, will offer opportunity to explore residential development that will take advantage of this unique amenity. The Royal View ASP also recognizes the importance of changing work trends and demographic realities. To that end, the Plan will provide for the inclusion of housing types that cater to the “work at home” population as well as providing opportunities that allow for “aging in place” to meet the needs of an older population.

7.2.1 Objectives

- a) Ensure that the Royal View ASP contains a range of housing that meets the needs of everyone.
- b) Allow flexibility for new, future forms of housing that have not yet been implemented in Lethbridge.

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LAND USE CONCEPT AND POLICIES
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7.2.2 Policies

LOW DENSITY RESIDENTIAL

- a) The ASP will support both low and medium density residential housing.
- b) The principle housing forms and densities in the Plan area will be low density housing.
- c) At the Outline Plan stage, consideration will be given to a variety of housing types that take into account: style, affordability, density and innovation.
- d) Pursuant to c) above, and in consideration of market conditions of the time, ongoing development phases will explore the potential for setting aside parcels for "tiny home developments" where housing of between 500 and 1,000 square feet will be permitted.
- e) At the Outline Plan stage, and in concert with the City's relevant planning policies, consideration may be given to residential sites and designs that a) create opportunities for appropriate "work at home" uses and b) create opportunities to permit "aging in place".

MEDIUM DENSITY RESIDENTIAL

- f) Location of medium density residential shall take into consideration the need to be in proximity to community amenities i.e. shopping, parks and recreational uses, institutions and public transit stops.

7.3 SCHOOLS

The Royal View ASP makes provision for 2 school sites to meet the needs of the community: one for elementary use and another for a junior high/middle school facility. The junior high site will be located in the central part of the Plan area adjacent to the Community Connector roadway. The elementary school site is slated for the northern portion of the Plan area. In both instances the ASP provides open space uses adjacent to the schools, resulting in a larger combined play and recreational area, thus benefitting both the school children and the community's recreation users.

7.3.1 Objectives

- a) Maintain a sufficient number of suitable school sites to provide educational services to residents in the overall community and ASP area.

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7.3.2 Policies

- a) Space shall be provided for an elementary school and junior high/middle school in the plan area.
- b) At the development permit stage, specific siting of the school property and the building will be determined.
- c) The school sites will be provided under the usual dedication requirements for Municipal and School Reserve as set out by the Municipal Government Act and any applicable City policies on Reserve.

7.4 NEIGHBOURHOOD COMMERCIAL

To meet neighbourhood shopping and personal service needs in the Plan area, a number of neighbourhood commercial sites are allocated within the Royal View ASP. To ensure both convenient access and good visibility, these commercial areas are located at the intersections of major roadways. In the event that market conditions warrant consideration to expanding the sizes of these sites, such expansion may be considered by utilizing those Flexible Development Areas that are adjacent to the commercial parcels. In such circumstances it may be necessary to assess whether a “neighbourhood commercial” designation continues to be appropriate. Currently the large commercial power centre, located at the corner of 28th Street and 26th Avenue, will provide sufficient lands for meeting the needs of the Royal View development area.

7.4.1 Objectives

- a) Ensure that neighbourhood commercial areas are well connected to the City’s transportation network.
- b) Establish a place for people to gather and build community relationships.
- c) Encourage the creation of neighbourhood commercial zones adjacent to other public gathering spaces or nodes of increased activity.

7.4.2 Policies

- a) Neighbourhood commercial uses shall be permitted to be located in the Plan area and at the intersection sites as illustrated on **Figure 7.1, Land Use Concept**.
- b) The neighbourhood commercial sites must be conveniently accessible by various modes of travel: pedestrian, cycling, vehicular and public transit.

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- c) Where it is demonstrated that expansion to the neighbourhood commercial sites is necessary to meet market demand, expansion may be considered by utilizing lands identified as Flexible Development Areas.

7.5 FLEXIBLE DEVELOPMENT AREA

A number of Flexible Development Areas are included in the Royal View Plan area. While no specific uses are allocated for these sites, the City's ongoing assessment of the need for a new Fire and Emergency Services facility in north Lethbridge may determine that one of the Flexible Development Area may be earmarked for that purpose. Other Flexible Development Areas would remain available for other uses provided they were compatible with the overall goals and objectives of the Royal View ASP.

7.5.1 Objectives

- a) Provide development flexibility within the plan area that will allow for efficient reaction by the industry during time of market change.

7.5.2 Policies

- a) Flexible Development Areas shall be allowed in the Plan area.
- b) A Flexible Development Area shall be available for use as a Fire and Emergency Services site if such a site is determined to be needed by the City of Lethbridge.
- c) Specific uses for Flexible Development Areas shall be established at the Outline Plan stage. Uses may include but not be limited to: religious assembly, low to medium density housing, public use, park and recreation areas and expansion of neighbourhood commercial.

7.6 RELIGIOUS ASSEMBLY

The Royal View ASP anticipates the need for several religious assembly sites. Three have been identified. To ensure that the sites have good visibility and good access, all are located on the arterial road system: Scenic Drive N., the future 62nd Ave N., and 28th St. N. In the event the number of religious assembly locations proves inadequate, opportunity lies in creating additional ones in the Flexible Development Area (see above).

7.6.1 Objectives

- a) Provide opportunity for places of worship and the expression of religious beliefs in a multi-cultural environment.

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- b) Locate religious assembly sites adjacent to other public gathering spaces or nodes of increased activity.

7.6.2 Policies

- a) Religious assembly uses shall be included in the Plan area.
- b) At the Outline Plan stage, more specific property dimensions and sizes will be established.
- c) Where it is determined that additional religious assembly parcels are needed, the Flexible Development Areas may be considered as suitable locations to accommodate such parcels.

7.7 OPEN SPACE

The Open Space system in the Royal View ASP is based on the concept of connectivity and variety, ensuring that parks, school sites, activity centres, and the River Valley are easily accessible and able to offer diverse recreational opportunities to its users - both active and passive.

The Plan area's proximity to the valley of the Oldman River is a unique element in the overall Open Space concept. Functional and well-designed access between the valley and the coulee top lands is essential. In addition to the pathways and roadways that presently connect the residential areas to the parks in the valley e.g. Alexander Wilderness Park, and Pavan Park, the Royal View ASP will provide a link with the existing pathway system at the valley edge via the community connector. This connector offers a multi modal opportunity for movement within the Royal View planning area. A key component of the connector will be a segregated pathway system facilitating usage by pedestrians and cyclists alike, permitting linkages to the valley parks and other parts of the overall Royal View pathway network.

Linear open space is incorporated into the open space concept as a method of separating the river valley from neighbouring residential development. This also provides public access to the river valley via a system of pathways at the valley edge, offering pedestrians an outstanding outdoor walking and cycling experience with views of the valley and unobstructed vistas to the west. The system would link with the existing and proposed pathways to the west of the present Hardieville community and Legacy Ridge Stage 3 and then continue along the edge of the valley top to the above noted connector. Slope stability analysis – noted in Section 5.5 in **Appendix F Geotechnical Evaluation – Desktop Study** – and resultant setback requirements will be important in determining the precise location of the pathway trail along the valley.

In the event of a wildfire, this band of public open space on the ridge of the coulee also has the advantage of providing a break between the grass and brush in the river valley and private dwellings.

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The linear open space will be constructed as specified by the Parks Design Standard for linear parks at the time it is created and will extend along the top of the western edge of the river valley within much of the plan area, parallel to the safe development setback line. The Outline Plan containing this area (OP area 1B - see Figure 10.2) will demonstrate public access to Six-Mile Coulee in the design of roadways, block layout and lot layout.

The connectivity of the Open Space system also extends to the regional trail system that presently parallels North Scenic Drive and the new Lethbridge Regional Park lying to the south in the vicinity of the BlackWolf neighbourhood.

In celebration of Alberta's identifier as Irrigation Capital of Canada, it is envisioned that a focal gathering area – Pivot Park be positioned in the centre of the community. This will be a space that invites visitors, embraces history and provides a sense of place for community members.

Storm water management facilities are also included as part of the overall open space system. Located in several neighbourhoods throughout the Plan area, these storm ponds will perform an infrastructure role as well as an important visual amenity around which park and recreational uses may develop. From the perspective of active recreation areas, facilities like a dry pond should be designed to promote community activity and provide an amenity space. Some examples of design elements, that would provide alternatives to the utility function of a dry pond, include BMX trails, dog parks and sports activity fields with irrigation. With regard to the general landscaping treatment of wet ponds, the City of Lethbridge currently promotes the use of natural landscape treatments without irrigation systems below the high water line. Manicured park and major structural amenities are promoted above the high water line. These design guidelines should be confirmed at the time of Outline Plan preparation.

In identifying open space locations, the Royal View ASP also saw an opportunity to utilize abandoned infrastructure sites. To that end therefore, the ASP has incorporated the former Hardieville sewage lagoon as part of the overall open space system. An environmental assessment (see Section 4.2 **Appendix D – Environmental Site Assessment**) will be required during the reclamation process of the lagoon and prior to its use for open space purposes. Refer to **Figure 7.2, Open Space Context**.

7.7.1 Objectives

- a) Ensure that open public spaces are designed in a safe manner and provide barrier free access to amenities.
- b) Provide opportunity for the integration of open space adjacent to other public gathering spaces or nodes of increased activity as a central component of community core areas.

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7.7.2 Policies

- a) The Open Space system will provide active and passive recreational opportunities throughout the Plan area.
- b) The open space system shall include a variety of recreation areas including local, neighbourhood, school-centred and theme developed parks.
- c) Development of the Open Space system will endeavour to create opportunities for year round use of the parks and open spaces.
- d) A system of pathways will be developed to link key areas of activity including neighbourhood and regional parks, schools, the river valley, commercial sites and the City's regional pathway network. A key part of the pathway network will be the community connector. Refer to **Figure 7.1, Land Use Concept**.
- e) The alignment of the pathway system along the river valley edge will be determined following geotechnical slope analysis and the subsequent determination of setbacks on the valley edge. Priority will be given to safety in defining the pathway route.
- f) References to the pathway portion of the Open Space system should also be read in conjunction with Section 8.3 *Pedestrian and Bicycle Circulation*.
- g) Storm pond sites will be utilized as part of the open space and recreation system. Where feasible, opportunities to capitalize on the development of wildlife habitats and ecosystem education may be explored at these sites.
- h) Parks sites will be acquired via the usual dedication requirements for Municipal and School Reserve as set out by the Municipal Government Act.
- i) The area covered by the sewage lagoon has development potential subject to future investigation and remediation. Future planning and development will require site specific geotechnical and environmental work to determine the suitability for re-development. While the area is currently designated for open space and storm water management, a risk management and remediation strategy could provide the former lagoon site with development opportunities other than open space.
- j) In the event that an environmental assessment and reclamation of the abandoned Hardieville sewage lagoon deem the site suitable for open space uses, the site shall be considered as part of the overall Open Space system for the Royal View ASP.
- k) A buffer strip shall be provided along the top lands for use as a linear open space and will feature a pathway system along the east side of the River Valley. Further details of this buffer strip shall be provided at the Outline Plan and subdivision stages.

ROYAL VIEW AREA STRUCTURE PLAN

LAND USE CONCEPT AND POLICIES
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- l) Public access to the river valley shall be demonstrated at the Outline Plan in terms of the design of the block layout of nearby development and the use of linear open space that is adjacent to the river valley.

7.8 ENVIRONMENTAL RESERVE

Section 664 (1) of the Municipal Government Act directs that reserves may be taken in circumstances where such lands are characterized by certain environmental conditions and features e.g. swamps, ravines, coulees, natural drainage courses, are subject to flooding, or are unstable. Lands adjacent to the bed and shore of a water body are also subject to this section of the Act.

The lands within the Royal View ASP boundary do not appear to exhibit any environmental issues. However, prior to development it is prudent to ensure that no slope stability problems exist in areas that are near the river valley through further geotechnical investigation and borehole sampling. If slope stability is found to be an issue within the plan area, appropriate remedial action will follow.

The western portion of the plan area that is adjacent to the river valley contains many parcels that are located both above and below the safe setback line. Lands that are below the safe setback line are governed by the River Valley Area Redevelopment Plan. At the time of subdivision and in accordance with the River Valley Area Redevelopment Plan, any portion of a parcel that is below the top of bank safe development setback line will be granted to the City of Lethbridge as Environmental Reserve, as this land is non-developable. The developable portion of the parcel that is above the top of bank safe development setback line will stay in possession of the owner.

With regard to wetlands within the plan boundary, these areas will either be incorporated into storm water management facilities, or their removal will be managed through compensation strategies as outlined by the provincial government. These areas are not intended to remain in their existing condition nor are they to be designated as environmental reserve.

7.8.1 Objectives

- a) Ensure that environmentally sensitive areas are protected and managed as required by provincial legislation.
- b) Provide opportunity for residents to experience native environmental areas through planned access nodes that limit disturbance.
- c) Promote community stewardship of environmental reserve.

ROYAL VIEW AREA STRUCTURE PLAN

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7.8.2 Policies

- a) At the Outline Plan stage, those lands adjacent to the river valley will be required to undergo geotechnical testing for the purpose of confirming slope stability.
- b) Where such geotechnical tests are conducted, the remedial actions as are recommended shall be undertaken, including the provision of environmental reserve, if so recommended.
- c) At the subdivision stage, lands below the Top of Bank development setback will be granted to the City of Lethbridge as Environmental Reserve, as this land is non-developable.

7.9 PUBLIC USE

The Royal View area presently includes lands that are dedicated for use as an equine riding facility. Operating under a lease agreement with the City of Lethbridge, the organization using the site intends to continue running the facility. The City supports this land use.

7.9.1 Objectives

- a) Promote and provide opportunity for the enhancement of unique amenities within the plan area.

7.9.2 Policies

- a) That the lands located in the Royal View plan area and used for an equine riding facility be allowed.
- b) The lands will be designated as Public Use.
- c) This use shall continue as long as the City of Lethbridge, as land owner, consents to lease or sell the lands for that purpose.
- d) If equine facility is no longer in use and is proposed to be redeveloped, it shall be redeveloped for a public use, such as a cemetery, community hall, etc.
- e) If equine facility is still in use or intended to be incorporated within the surrounding community, it is recommended that outline plans work at establishing criteria for the operation and management of the facility within an urban environment as required by provincial legislation.

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7.10 GREEN BUILDING STANDARDS

As our urban footprint expands into new areas, environmental impacts should be reviewed at various stages from Outline Plan through subdivision and home construction. Future development should promote the use of green building practices to reduce the impact that building and development has on the environment. Such practices can include measures to:

- Provide greater energy efficiency
- Reduce pollution and waste
- Provide healthier indoor air
- Reduce water usage
- Preserve natural resources
- Improve durability and reduce maintenance

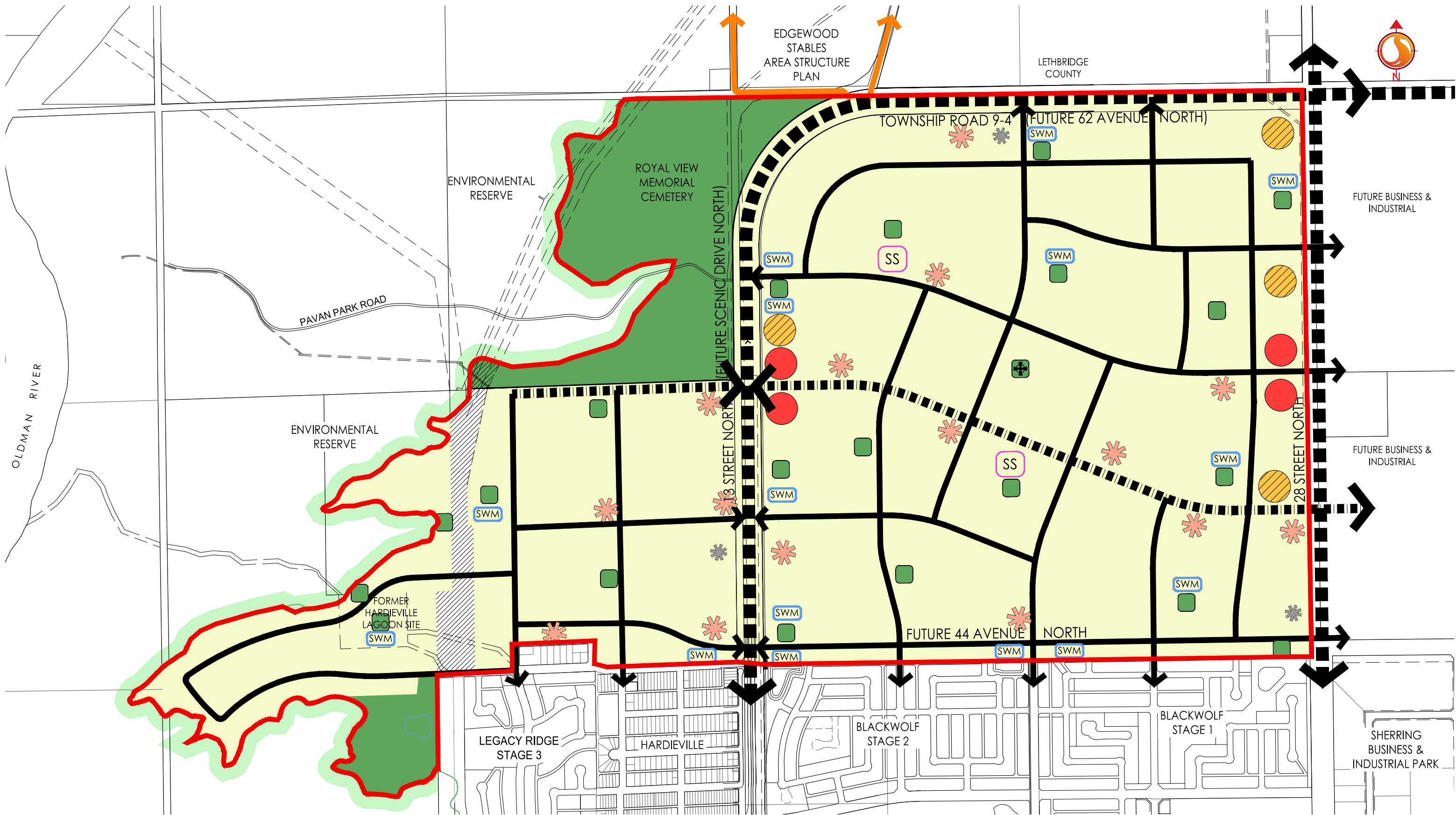
A number of national 'build green' programs and organizations are available for developers, homebuilders and future residents to participate in.

7.10.1 Objectives

- a) Encourage more environmentally friendly building practices and lifestyles.

7.10.2 Policies

- a) Further investigate environmentally friendly building practices and waste reduction strategies at the Outline Plan stage.
- b) Future development within the Royal View ASP should consider the implementation of a "Build Green" Program for developers and builders to participate in.



Scale 1:10,000



Legend

- Low Density Residential
- Medium Density Residential
- SS School Site
- Neighborhood Commercial

- Flexible Development Area
- Environmental Reserve
- Open Space
- + Pivot Community Park
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way
- Roadway Connection
- County Roadway Connection
- AltaLink Right of Way
- Environmental Reserve
- Open Space
- + Pivot Community Park
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way
- Roadway Connection
- County Roadway Connection
- Area Structure Plan Boundary

- Environmental Reserve
- Open Space
- + Pivot Community Park
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way
- Roadway Connection
- County Roadway Connection
- Area Structure Plan Boundary

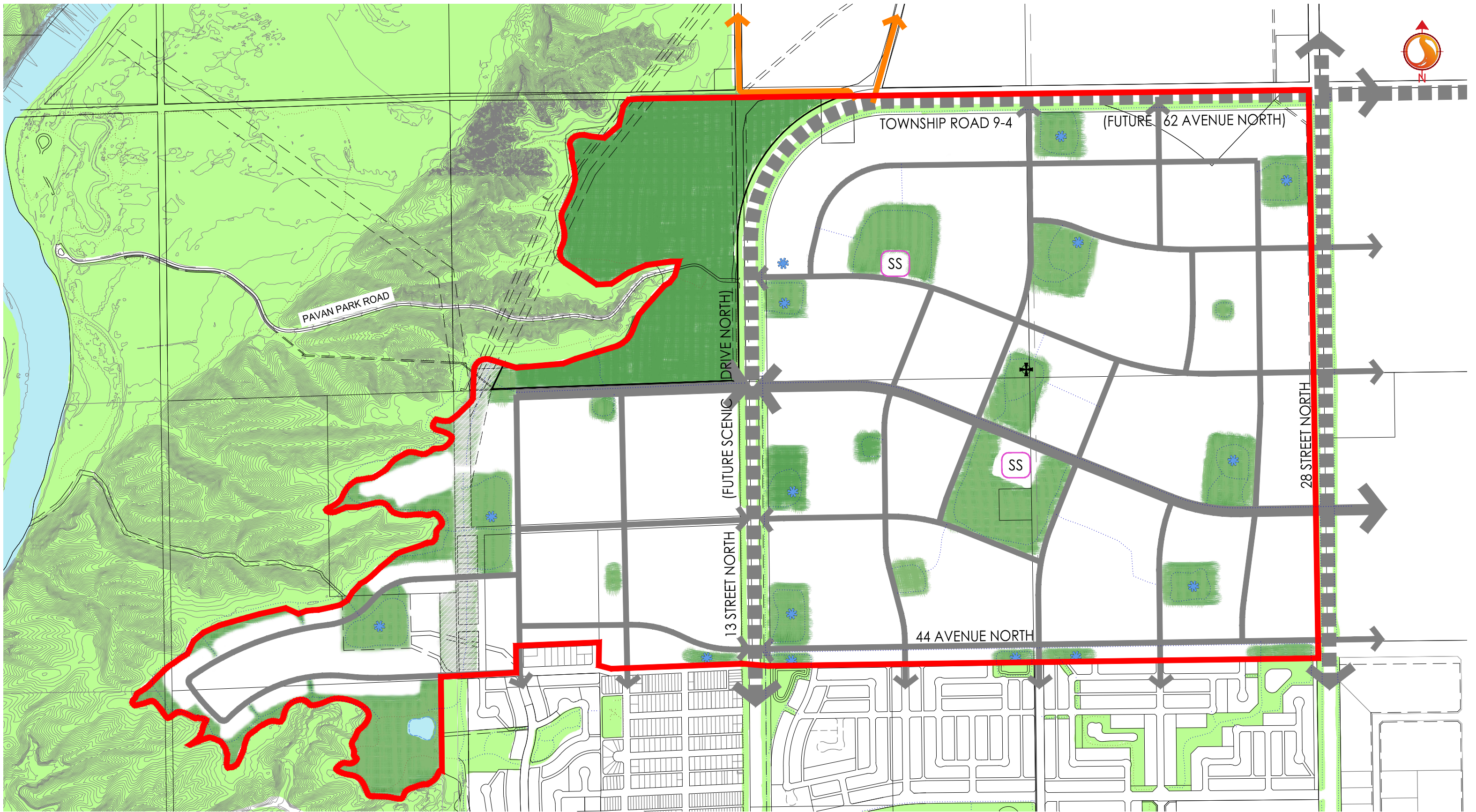
- Environmental Reserve
- Open Space
- + Pivot Community Park
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way
- Roadway Connection
- County Roadway Connection
- Area Structure Plan Boundary

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 7.1

Land Use Concept

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May 6, 2016

Legend

- Proposed Pathway Connections
- Existing Pathway
- Community Connector Road
- Arterial Road

- Collector Road
- County Roadway Connection
- Cemetery Boundary
- Storm Water Management Facility

- Area Structure Plan Boundary
- Pivot Community Park
- School Site

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 7.2

Open Space Context

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8.0 TRANSPORTATION

The Royal View Transportation Network will be comprised of standard City of Lethbridge Classifications from as small as a pathway to as large as an Arterial Road. Geometry of roadways is envisioned to follow a grid or modified grid system where appropriate. The exceptions to this are the curved arterial roadway along the north boundary (Scenic Drive to the future 62nd Avenue) and development along coulees. Both areas may require the transition from a grid style network to a curvilinear design.

Currently, there are three main arterial roads that service the plan area and these include: future Scenic Drive North; the future 62nd Avenue North; and 28th Street North. Based on current City standards, these R/W's will be expanded from their rural cross-section of 20m to 75m; the details of which will be provided during future planning and design. Refer to **Figure 8.1, Transportation Network**.

8.1 ARTERIAL ROAD NETWORK

From a regional perspective, North Lethbridge is serviced by many north-south corridors including 43rd Street, 28th Street, Stafford Drive and North Scenic Drive. Recent upgrades to North Scenic Drive are timely given the projected growth in North Lethbridge. The Scenic Drive corridor which will be extended along the future Scenic Drive North R/W will provide service to a majority of the Royal View population that plans to access Highway 3 or Downtown Lethbridge. Other arterial roadways in the plan area will include the future 62nd Avenue on the north and 28th Street flanking the east boundary of the plan area.

8.1.1 Objectives

- a) Ensure that the transportation system for the Royal View ASP integrates successfully with the City's existing regional transportation system.
- b) Ensure adequate land is provided for the development of arterial roadways that will serve the plan area.
- c) Ensure that access to arterial roadways is both safe and efficient.

8.1.2 Policies

- a) The Royal View transportation system shall be designed and developed to integrate with the 28th St N and Scenic Dr. N arterials, the future 62 Ave. N arterial and the existing municipal road network to the south.
- b) The regional road system shall be designed to complement and integrate with the overall Royal View transportation system.

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- c) The regional road system shall include design considerations that minimize impacts on adjacent land uses in the Royal View plan area.
- d) All-directions access to the arterial roadways will be permitted at intervals of approximately 400 metres, and right-in/right-out access shall be permitted at intervals no closer than 200 metres in accordance with City of Lethbridge design standards. Variations from this standard are subject to the approval of City of Lethbridge Transportation department.

8.2 INTERNAL ROAD NETWORK

The internal road network will be developed as part of an integrated system for accommodating cyclists, vehicular traffic and pedestrians. The modified grid pattern proposed for Royal View includes collectors that are specifically oriented on a northwesterly bias. This is intended to reduce the impact of prevailing winds on pedestrians/cyclists.

8.2.1 Objectives

- a) Review potential transportation related land use issues within the Plan area via a traffic impact assessment (TIA).
- b) Develop a roadway network that discourages shortcutting through residential neighbourhoods.
- c) Create a network for moving cyclists, drivers and pedestrians within the plan area in a safe and efficient manner.
- d) Ensure that multi modal streets designs are considered in the road network. These should take into account all road users - motorists, transit riders, pedestrians, cyclists and persons with disabilities.
- e) Direct access to and from the arterial roadways will be through community entrance roads.

8.2.2 Policies

- a) An additional Traffic Impact Assessment will be carried out to identify and address transportation-related issues at the Outline Plan stage, as per the requirements of Outline Plan level assessments.
- b) Provide a **community** connector from 28th St N. to Scenic Dr. N and west of Scenic Drive. The intersection with Scenic Dr. will provide a focus for commercial opportunities within the Royal View plan area.

ROYAL VIEW AREA STRUCTURE PLAN

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- c) Utilize the community connector and 44th Ave N. as an integral part of the walkway/cycling system of the Royal View plan area.
- d) Develop and incorporate design and alignment considerations for east-west roads to reduce wind and solar impact on pedestrians and drivers.
- e) Final designs for local road alignments shall be considered at the Outline Plan and subdivision stages.

8.3 PEDESTRIAN & BICYCLE CIRCULATION

The Royal View ASP will provide connective pedestrian and bicycling pathways throughout the community that extend to the existing regional trail system. These will guide users to Scenic Drive North, to the new Regional Park and to the neighbouring BlackWolf subdivision. The escarpment landscape will showcase the added scenic value of unobstructed views to the valley and westerly vistas for both pedestrians and cyclists.

8.3.1 Objectives

- a) Develop a pathway and sidewalk system that connects to parks and open spaces, activity centres, commercial sites, the regional trail system and the river valley.
- b) Utilize the rights-of-way of roadways as part of a multi modal system to facilitate pedestrian and bicycle movement.
- c) Create opportunities for better access to, and utilization of, the river valley for pedestrians and cyclists.
- d) Ensure that the pathway system is easily accessible and safe to use throughout the year.
- e) Ensure that the pathway system is accessible and usable by persons with disabilities.

8.3.2 Policies

- a) The pathway system shall be organized to connect with major activity points as noted in Figure 7.2 "Open Space Context".
- b) The pathway system shall integrate with the existing regional trail along the west side of Scenic Drive N. A new pathway serving the east side of Scenic Drive shall be provided and integrated with the overall Royal View ASP pathway system. The "east side pathway" will ultimately continue along the south side of the future 62nd Ave. N to meet a future regional pathway to be located along the west side of the 28th St N.

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- c) Where appropriate, the pathway system shall utilize the road rights-of-way. Sidewalks, located within local or other rights-of-way shall also be utilized as part of the overall pathway connection system.
- d) Details of pathway design including considerations to signage, safety, accessibility, and cyclist/ pedestrian compatibility, will be considered at the Outline Plan stage.

8.4 TRANSIT SERVICE

The public transit network will utilize the main collector and arterial roads within the plan area. The modified grid pattern network will increase the efficiency of, and accessibility to, the transit system and help ensure Lethbridge Transit can meet its core service targets. The TIA proposes a number of high level transit routing options, including direct linkages to core employment, institutional and commercial areas within and outside of the plan area (e.g., Lethbridge College and Downtown).

A Transit Master Plan for Lethbridge Transit is also under development at this time, but has not yet been adopted. This Transit Master Plan will further advise the future Outline Plans in the Royal View area.

8.4.1 Objectives

- a) Provide an adequate level of public transit service.
- b) Encourage public transit ridership to and from residential, institutional, commercial and business/industrial areas by aligning routes with higher potential ridership.

8.4.2 Policies

- a) Appropriate transit routes, stops and terminals shall be determined in partnership with Lethbridge Transit and in accordance with their service standards, and any Transit Master Plan that is adopted in the future at the Outline Plan stage.
- b) Transit stops shall be placed at all Community Nodes as discussed in Section 4.5 of this ASP.
- c) All public transit stops and hubs shall be connected through a barrier-free sidewalk or pathway to adjacent land uses.
- d) Where possible, bus stops shall be located in close proximity to high density areas such as multi-family residential, institutional, commercial and recreational land uses.
- e) Location of transit stops shall be in accordance with Lethbridge Transit service standards.

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- f) Transit routes within the plan area shall be linear to maximize efficiency by minimizing the number of turns, and in accordance with Lethbridge Transit service standards.

8.5 SPECIALTY CORRIDORS

8.5.1 Scenic Drive and the Future 62nd Avenue Transition

The transition from Scenic Drive to the future 62nd Avenue will need to be reviewed in more detail during future outline plans and preliminary arterial road designs. Critical to the final determination of the circular curve radius of this corner will be a detailed review of existing intersections including: Pavan Park Road; Royal View Memorial Cemetery access; access for Country Residential Properties (Edgewood Stables ASP) in Lethbridge County; and intersection and alignments of County Range Roads 21-5 and 21-4A. In addition, expansion of the Royal View Memorial Cemetery will impact the final design of this section of arterial road.

8.5.2 44th Avenue Modified Collector

The 44th Avenue right-of-way was identified as a key transportation link between future Scenic Drive North and 28th Street N. in the Hardieville/ Legacy Ridge/ Uplands Area Structure Plan (March 2002). Since that time, the BlackWolf Outline Plans have transitioned the planning style from a curvilinear design to a modified grid design. An integral roadway within these plan areas is BlackWolf Boulevard which has established a strong east-west link between future Scenic Drive North and 28th Street N.

The Royal View Area Structure Plan has adopted the same vision of strong east-west transportation links within its modified grid style layout with the use of 3 major corridors between future Scenic Drive North and 28th Streets N. This, coupled with the completion of BlackWolf Boulevard to the south, will assist in creating the City of Lethbridge's vision of an integrated community plan.

The intent of this integrated plan is to link communities together rather than separate them from one another through the establishment of wide Arterial Roadway and Servicing Corridors. Under this new model, communities may begin to rely less on the automobile and look more toward alternative modes of transportation (walking, cycling and transit). Within the context of North Lethbridge, the Lethbridge Regional Park will become a major amenity for North Lethbridge. One of the key goals of the Royal View Plan is to provide linkage to this Regional Park. Therefore, the implementation of 44th Avenue as a standard arterial road (as was planned in 2004) would become a barrier to community connectivity.

Based on recent planning and modeling, the projected daily traffic volumes for 44th Avenue are at the threshold for arterial road classification and slightly above in one location (Refer to

ROYAL VIEW AREA STRUCTURE PLAN

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Appendix G). Given the City's vision of creating integrated communities, the first 200m of 44th Avenue (off of future Scenic Drive North and 28th Street N.) will be developed as a 4 lane Super Collector. The remaining section of the roadway will be designed as a "modified collector" roadway with houses fronting. Front driveways will not be permitted onto the travel lanes of this roadway, and rear lane access will be a requirement for the future lots developed. The potential for a slip-lane/lay-by should also be considered during the development of future Outline Plans. The Modified Collector Cross-Section will be developed at the Outline Plan Stage and refined based on future TIA results.

One of the key challenges for this corridor is not transportation related as it will also be required to be established as a major utility corridor for power, storm water and sanitary sewer. The roadway will need to be of sufficient width to include large trunk line infrastructure in addition to residential service line infrastructure. Future Outline Plans will need to consider the design of this corridor carefully as the roadway is a central hub for servicing Royal View and the future Sherring Industrial Lands. It is recommended that this modified collector cross-section be developed during the Outline Plan stage.

To conclude, the development of 44th Avenue goes beyond a typical collector roadway given the items mentioned above. As such, the City of Lethbridge has identified that certain components of this future roadway will be considered regional improvements that will require offsite levy investments. Refer to **Appendix I – 44th Avenue Boundary Conditions**.

8.5.3 Community Connector Road

Unique to the plan area is the Community Connector Right of Way which is envisioned to provide vehicle, bicycle and pedestrian connectivity through the plan area to the Oldman River. This multi-purpose roadway will also be planned and designed to include landscaping features that connect it to the River Valley and provide the community with an enhanced aesthetic. Details of this roadway and cross-section will be developed during future Outline Plans, and could include: dedicated bike lanes; tree-lined boulevards and medians; public gathering areas/nodes; public art; traffic calming features; decorative structural elements like stamped pavement, concrete or paving stones; etc.



ROYAL VIEW AREA STRUCTURE PLAN

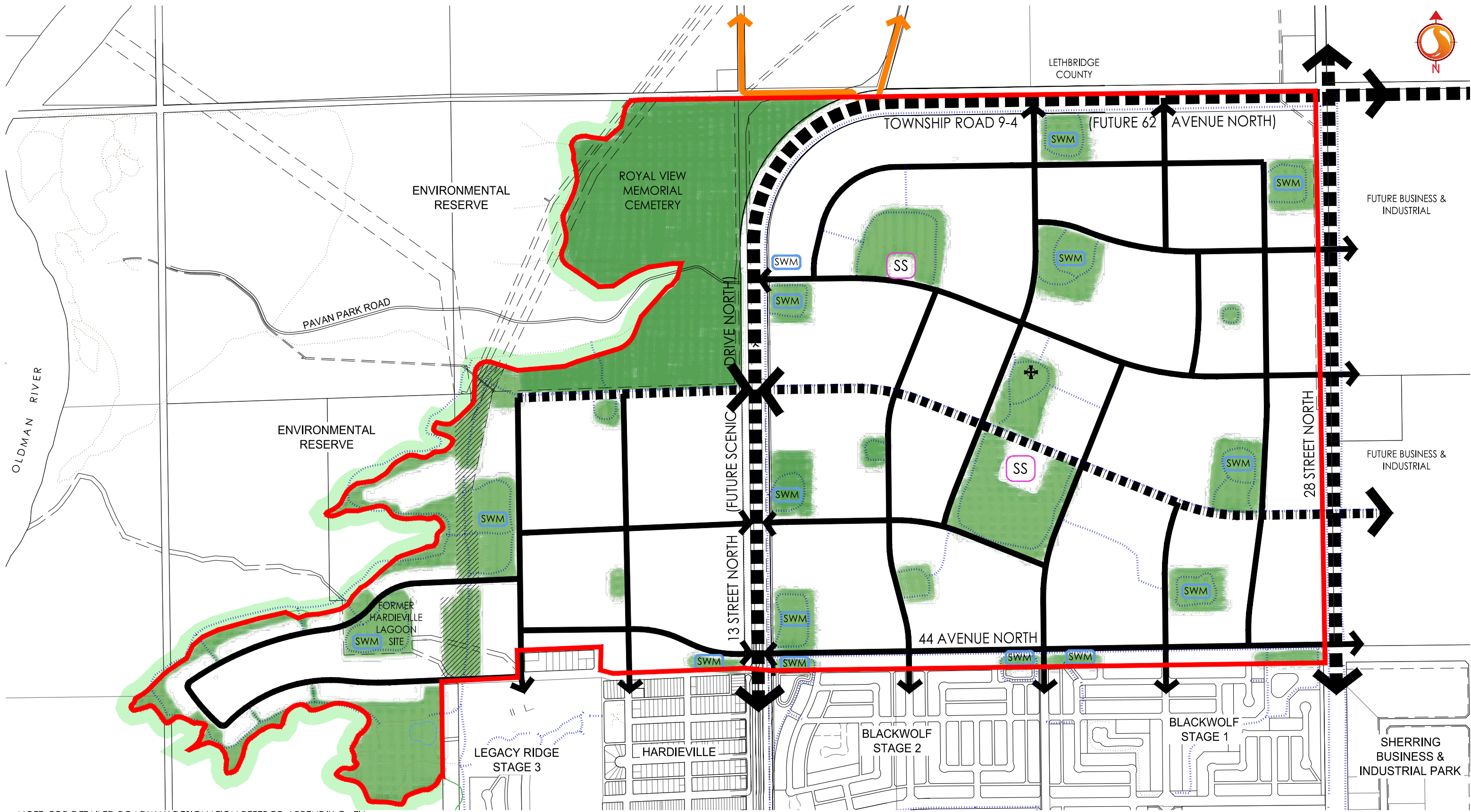
TRANSPORTATION
June 15, 2016

8.5.4 Objectives

- a) Ensure that the specialty corridors for the Royal View ASP integrate successfully with the City's existing regional transportation system.
- b) Encourage and promote pedestrian and cycling traffic across the community from coulees to 28th St. through the development of a modified road cross-section.
- c) Provide an adequate level of public transit service along specialty corridors.
- d) Integrate Intersection and roadway alignment of specialty corridors with the pre-existing conditions along the south and north plan boundaries.

8.5.5 Policies

- a) The Royal View specialty corridors shall be designed and developed to integrate with the 28th St N and Scenic Dr. N arterials, the future 62 Ave. N arterial and the existing municipal road network to the south.
- b) The specialty corridor pathway systems shall integrate with the existing regional trail along the west side of Scenic Drive N. A new pathway serving the east side of Scenic Drive shall be provided and integrated with the overall Royal View ASP pathway system. The "east side pathway" will ultimately continue along the south side of the future 62nd Ave. N to meet a future regional pathway to be located along the west side of 28th St N.
- c) Appropriate transit routes, stops and terminals shall be determined in partnership with Lethbridge Transit and in accordance with their service standards, and any Transit Master Plan that is adopted in the future at the Outline Plan stage.
- d) Infrastructure Installations along specialty corridors shall be assessed with regard to the local and regional servicing context. Costs associated with regional installations shall be managed as a recoverable offsite cost by the developer.
- e) The use of modified roadway cross-sections shall be investigated during the outline plan.



NOTE: FOR DETAILED ROADWAY DESIGNATION REFER TO APPENDIX G : TIA

Scale 1:10,000



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May 6, 2016

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Legend

- Environmental Reserve
- Open Space
- Pivot Community Park
- Storm Water Management Facility

- Area Structure Plan Boundary
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way
- Roadway Connection

- County Roadway Connection
- Proposed Pathway Connections
- Existing Pathway Connections
- School Site
- AltaLink Right of Way

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 8.1

Transportation Network

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ROYAL VIEW AREA STRUCTURE PLAN

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9.0 DEEP UTILITY SERVICING

Servicing of the Royal View plan area will be through extensions of existing utilities along the south boundary. Ultimately, the largest improvement required for this plan area is the completion of a new storm water outfall to the Oldman River. Also of importance, is the integration or decommissioning of ATCO Pipelines high pressure gas line along future Scenic Drive North. For more detail on Area Structure Plan Servicing Strategy, refer to **Appendix H, Servicing Brief**.

9.1 STORMWATER MANAGEMENT SYSTEM

The stormwater servicing concept is a standard urban stormwater dual collection system consisting of catchbasins, storm sewers and stormwater management facilities. The minor system will consist of catchbasins and storm sewers and major system drainage will occur along public ROW's with no adverse impact to private parcels.

The stormwater servicing concept was designed not only to service the Royal View ASP lands, but also to include considerations for the stormwater runoff arising from the future development of the Sherring Industrial lands. It is also intended to account for additional runoff from BlackWolf and Hardieville.

Current city preference is to create one overland outlet to a Storm Water Management Facility (SWMF) for every 10ha of contributing area. As such, road layouts should carefully consider location of spill-points to SWMF's during outline plan development.

The stormwater system will discharge into the Oldman River via a single outfall in the southwest corner of the site. The outlet pipe will follow an abandoned sanitary sewer alignment for Hardieville.

Refer to **Figure 9.1 Post Development Conceptual SWMF Layout**.

9.1.1 Objectives

- a) Develop a storm water management system for the Royal View planning area that is efficient, environmentally sound and practical.
- b) Where feasible and financially viable incorporate storm management needs that may extend beyond the immediate boundary of the plan area.
- c) Where feasible, incorporate existing infrastructure components into the overall storm management system.
- d) Ensure that new outfalls have minimal environmental impacts.

ROYAL VIEW AREA STRUCTURE PLAN

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- e) Assess possibilities for utilizing storm water ponds as part the overall open space and amenity component of the Royal View ASP.

9.1.2 Policies

- a) A new storm water management plan shall be developed for the Royal View ASP. The plan shall include consideration to the Sherring industrial lands to the east, as well as runoff from the BlackWolf development and the Hardieville area.
- b) The stormwater system will be designed to limit the post development runoff to the predevelopment rates through the use of stormwater management facilities (dry ponds/wet ponds).
- c) Exact locations, size, and number of storm ponds will be established at the Outline Plan stages.
- d) Where appropriate, storm ponds shall be incorporated as part of the open space system. The policies set out in Section 7.7 "Open Space" relating to storm pond sites, should be considered in this context.
- e) Determination of issues relating to potential spill-points in roadways shall occur at the Outline Plan stage.
- f) The storm outfall line that discharges into the Oldman River shall utilize the sanitary sewer alignment from the former sewage lagoon. The stormwater system will meet safe flow, depth and velocity requirements as published by Alberta Environment and Sustainable Resources Department.
- g) Stormwater runoff from future development shall drain into the future stormwater management system and not into the irrigation water conveyance system.

9.2 SANITARY SEWER SYSTEM

The Royal View ASP area will be serviced by a standard urban sanitary collection system. While the area can be predominantly serviced by gravity connections, one lift station will be required for the management of sewage in the southwest corner of the plan area. At full build-out, the Royal View Area will service a population of approximately 16,000. Peak sewage generation is estimated at approximately 388 L/s. The conceptual design of the sanitary servicing system for the Royal View ASP is based on current City of Lethbridge design standards. Refer to **Figure 9.2 Sanitary Servicing**.

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9.2.1 Objectives

- a) Develop a sanitary sewer system for the Royal View planning area that is efficient, environmentally sound and practical.
- b) Ensure that downstream capacity is available to serve the Royal View plan area.

9.2.2 Policies

- a) The sanitary sewer system will generally be based on gravity connections.
- b) Servicing Area A1 in the southwest portion of the Royal View ASP will require a lift station to handle sewage collection in this sector. Final determination of the lift station location will occur at the Outline Plan stage.
- c) The tentative sanitary connection points, located approximately at the intersection of Scenic Drive N and 44 Ave N and extension of Mildred Dobbs, shall be established in consultation with City officials.
- d) Downstream capacity for the sanitary servicing of the planning area shall be verified by City officials at the time of future planning.
- e) The sanitary sewer system will be determined at the time of detailed design and will be developed in accordance with the regulatory standards and best practices of the time.

9.3 WATER DISTRIBUTION SYSTEM

The Royal View ASP area will be serviced by a standard urban water distribution system following the alignment of arterial, collector and circulation roadways. Water will be supplied from connections to the current and future water distribution system at points along Scenic Drive North, Future 44th Avenue North, 28th Street North, Uplands Boulevard North and Mildred Dobbs Boulevard North. Refer to **Figure 9.3 Water Servicing**.

9.3.1 Objectives

- a) Develop a water distribution system that is efficient, environmentally sound and practical.
- b) Verify the validity of water connection locations from the existing distribution system.
- c) Provide a water distribution system that is resilient to service interruptions.

ROYAL VIEW AREA STRUCTURE PLAN

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9.3.2 Policies

- a) The connection locations with the existing water distribution system shall be verified with City officials.
- b) Water to the Royal View Area Structure plan will be provided through the existing Uplands storage reservoir.
- c) The line locations of the water distribution network will be determined at the Outline Plan stage as the final roadway circulation system is established.
- d) Fire flows for commercial areas shall be calculated using the Fire Underwriters Survey guidelines and reasonable projections for building sizes, construction materials and separations.
- e) The water distribution system in all phases of development shall be looped in order to provide at least two connections to the rest of the water distribution system.
- f) The water distribution system will be developed in accord with the regulatory standards and best practices of the time.

9.4 SHALLOW UTILITIES

Shallow utility servicing of the Royal View ASP area will be provided by extending the existing infrastructure for City Electrical, Telus Communications, Shaw Cable Systems and ATCO Gas. Currently, shallow utility distribution lines are installed in front yard easements. However, larger distribution lines may require dedicated line assignments within the Public Right-of-Way. The information provided in **Appendix H, Servicing Brief** should be used to guide future Outline Plan development. Refer to **Figure 9.4 Existing Shallow Utilities**.

9.4.1 Objectives

- a) Develop a shallow utility distribution system for the Royal View planning area in accord with municipal, provincial and federal regulations and standards.
- b) Ensure that utility distribution considers the size of lines and where appropriate location best serves the proposed development and their corresponding building setbacks.
- c) Ensure that consideration is given to minimize impacts of major utilities on adjoining land uses.
- d) Allow for the necessary utilities to adequately service the Royal View planning area.

**ROYAL VIEW
AREA STRUCTURE PLAN**

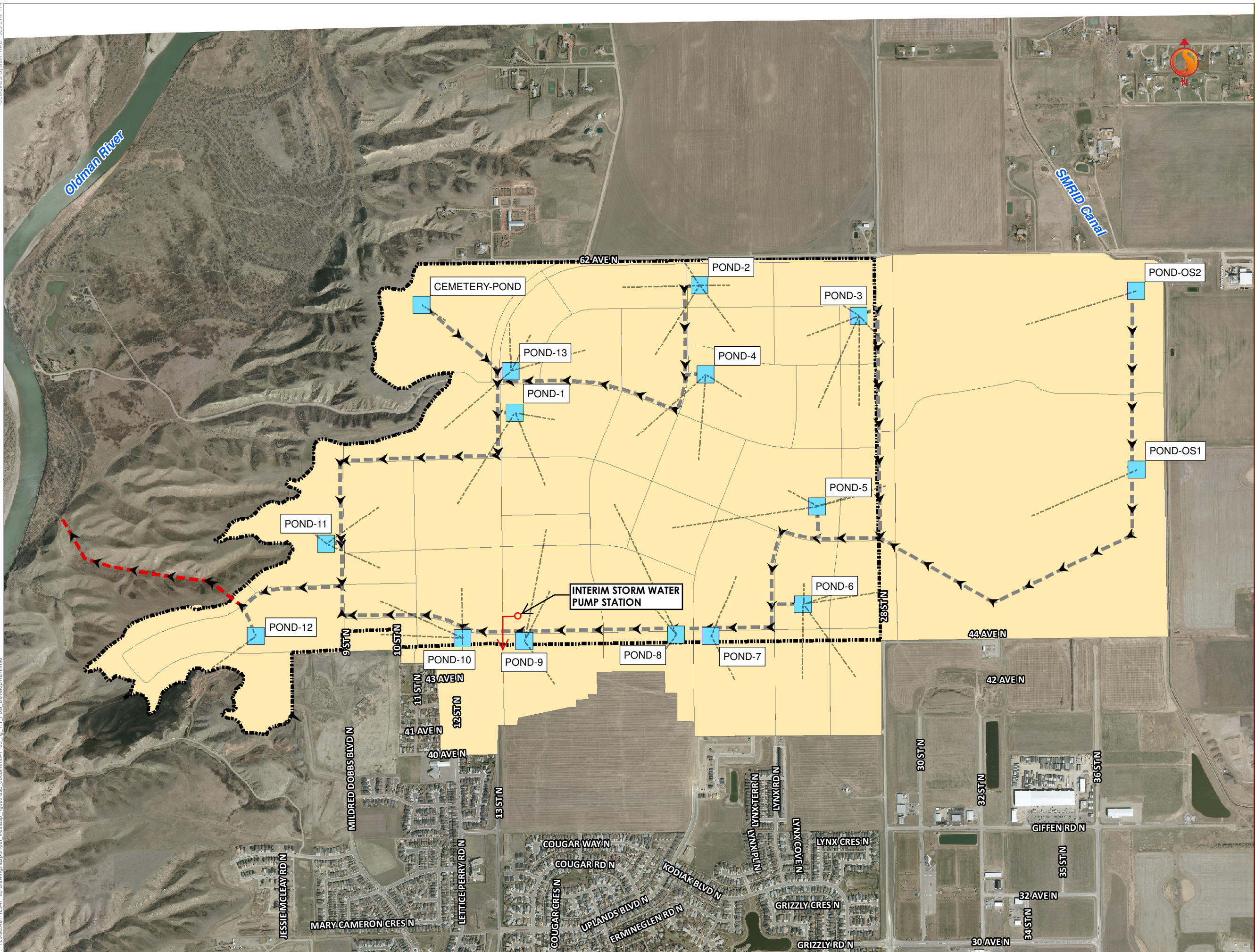
DEEP UTILITY SERVICING
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9.4.2 Policies

- a) Shallow utilities shall be designed to the level of service that is established by the City of Lethbridge and the provincial and federal governments.
- b) Details of shallow utility servicing shall be determined at the Outline Plan stage.
- c) At the Outline Plan stage, where major utilities exist or are proposed, appropriate measures (setbacks, design, etc.) will be explored in order to mitigate influence on adjacent properties.

Coordinate System: NAD 1983 3TM 114

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- Legend
- Subcatchment Outlet Location
 - SWMF
 - New Outfall Pipe
 - Storm Trunks
 - ⬢ ASP Boundary
 - Subcatchments

Client/Project

BURBRIDGE DEVELOPMENTS INC.

BURBRIDGE DEVELOPMENTS INC
 ROYAL VIEW ASP
 Lethbridge AB, Canada

Title

POST DEVELOPMENT CONCEPTUAL SWMF LAYOUT

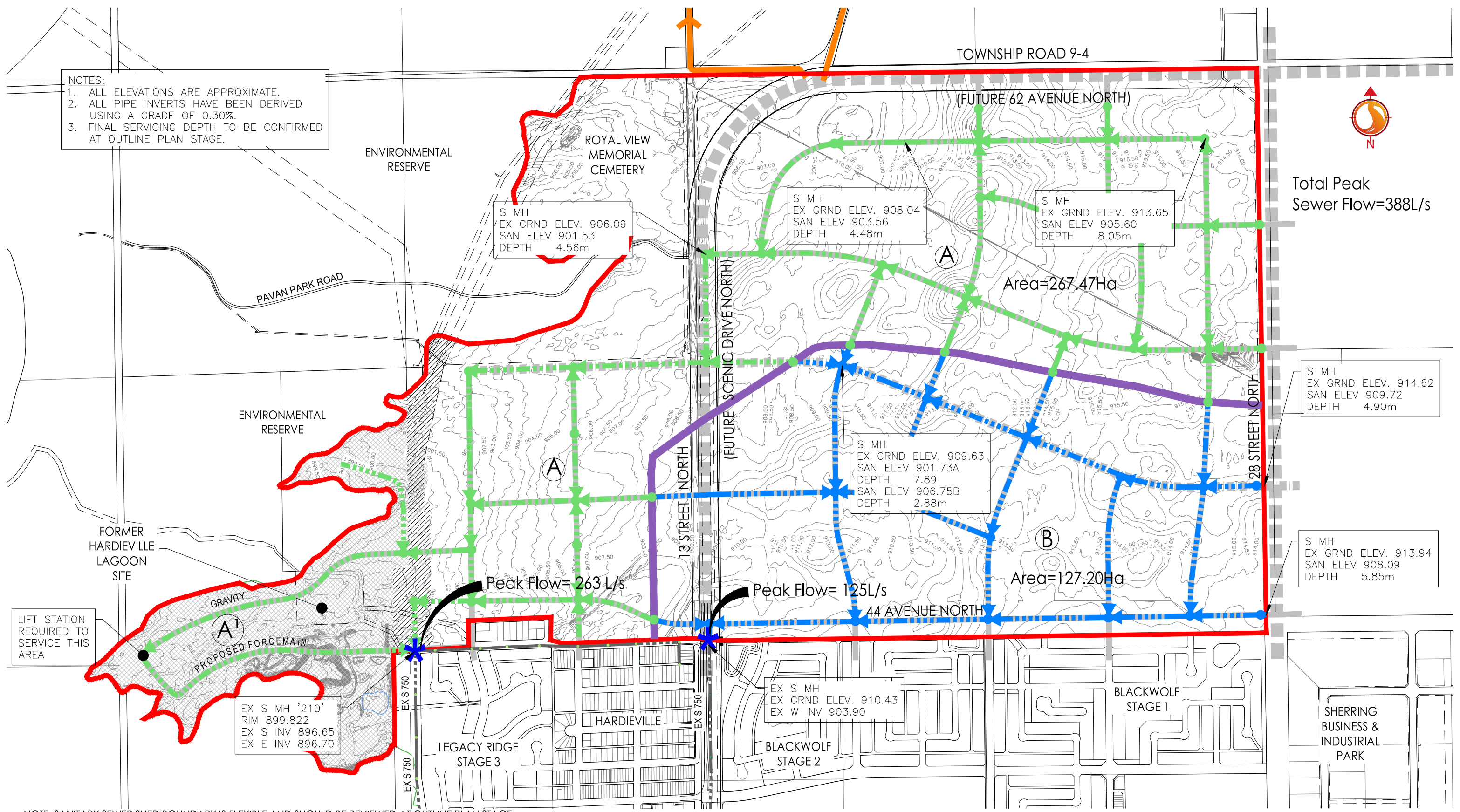
Project No. 112947105

Scale 0 100 200 300 m

Figure No. **9.1**

Issue/Revision A/

NOTES:
 1. ALL ELEVATIONS ARE APPROXIMATE.
 2. ALL PIPE INVERTS HAVE BEEN DERIVED USING A GRADE OF 0.30%.
 3. FINAL SERVICING DEPTH TO BE CONFIRMED AT OUTLINE PLAN STAGE.



Total Peak Sewer Flow=388L/s

Peak Flow= 263 L/s

Peak Flow= 125L/s

NOTE: SANITARY SEWER SHED BOUNDARY IS FLEXIBLE AND SHOULD BE REVIEWED AT OUTLINE PLAN STAGE

SCALE 1:10,000



112947105
 May 6, 2016

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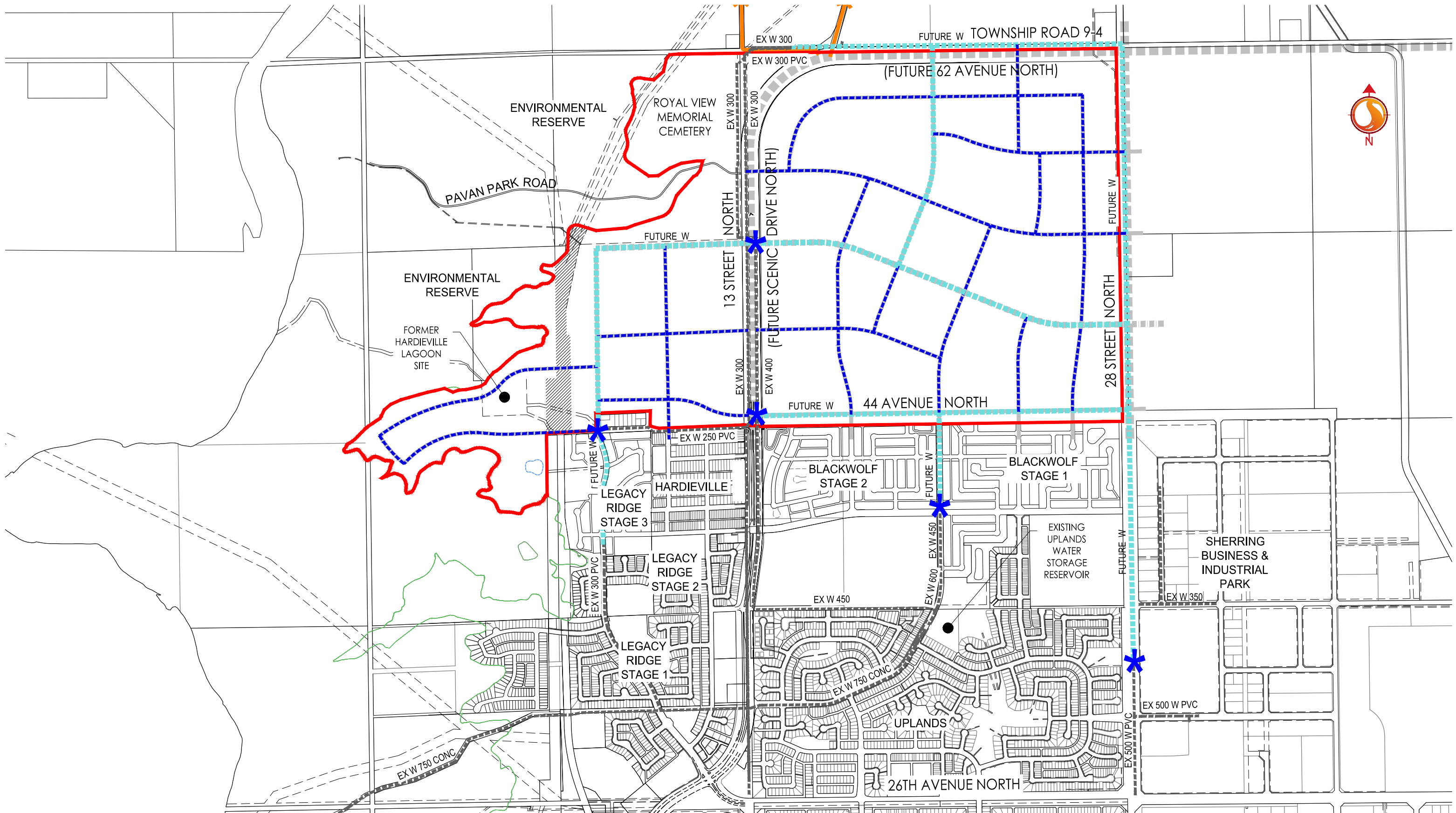
Legend

- Area Structure Plan Boundary
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way
- Future Sanitary Mains Sewer Shed A
- Future Sanitary Mains Sewer Shed B
- Sewer Shed Boundary (Preliminary for Discussion)
- County Roadway Connection
- ✱ Sanitary Connection Point (Downstream Capacity to be confirmed by City of Lethbridge)
- ALTALink Right of Way
- Lift Station Zone
- Sewer Shed

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 9.2

Sanitary Servicing

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Legend

- Area Structure Plan Boundary
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way



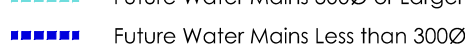
County Roadway Connection



Existing Water Mains



Future Water Mains 300Ø or Larger



Future Water Mains Less than 300Ø



Water Main Connection Point

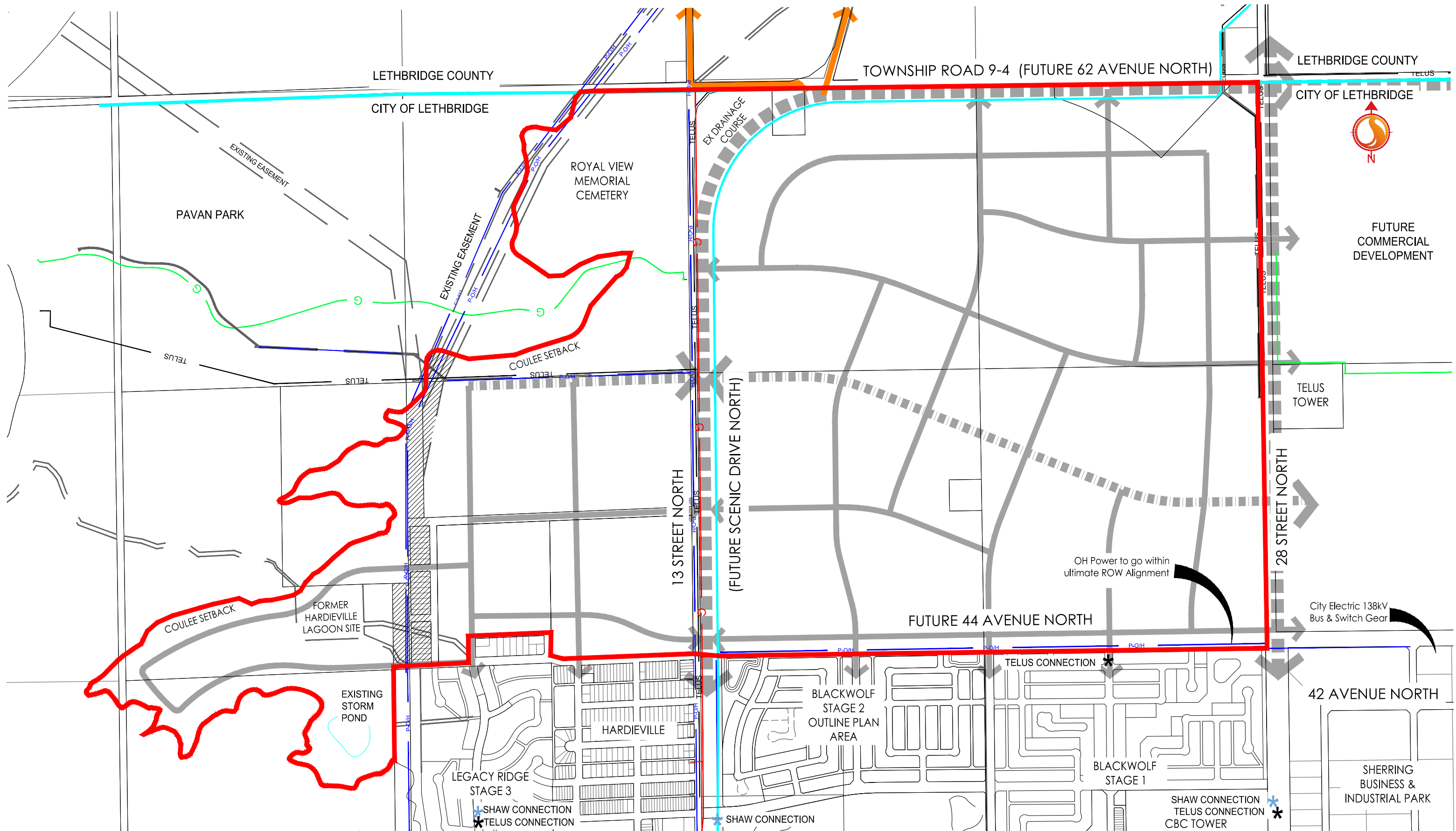


ALTALink Right of Way

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 9.3

Water Servicing

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SCALE 1:10,000



112947105
May 6, 2016

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Legend

- Area Structure Plan Boundary
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way
- Roadway Connection

- TELUS
- P-O/H
- High Pressure Natural Gas
- Low Pressure Natural Gas
- Agropur Sewer Line

- AltaLink Right of Way
- Shaw Connection Point
- Telus Connection Point
- County Roadway Connection

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 9.4

Existing Shallow Utilities

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10.0 IMPLEMENTATION

The implementation of future development following ASP adoption is described below along with recommendations on Development Staging and offsite improvements that need to be considered.

10.1 FIRST NATIONS CONSULTATION

Enhanced consultation with First Nations prior to new development is a requirement of the South Saskatchewan Regional Plan. A First Nations Consultation and Traditional Knowledge Study was not completed as part of the Royal View ASP, as the SSRP was approved by the province near the end of the ASP's planning process.

Therefore appropriate consultation will be undertaken for lands with the Royal View ASP area at the Outline Plan stage. Such consultation is considered an important and symbolic act in recognition of our respect for our First Nations neighbours and encourages the participation of First Nations in Land Use Planning.

First Nations Consultation and Traditional Knowledge Studies often assess biogeophysical conditions within the plan area that are relevant to First Nation peoples, including but not limited to sites of or relating to human activity and the presence of traditional resources such as culturally significant animal and plant materials. This type of review often assesses the potential for proposed land uses to impact, and to be impacted by traditional use sites.

10.1.1 Objectives

- a) Carry out appropriate consultation processes to ensure that plans are compliant with the SSRP.

10.1.2 Policies

- a) At the Outline Plan stage, Consultation will occur with the First Nations according to the First Nation's Consultation policy as established through the SSRP.
- b) A Traditional Knowledge Study will be completed for the Royal View ASP area at the Outline Plan stage.

ROYAL VIEW AREA STRUCTURE PLAN

IMPLEMENTATION
June 15, 2016

10.2 APPROVAL PROCESS

The proposed planning process included two public open houses, with initial draft of the ASP being presented at the first open house. The final draft of the ASP took comments received from the public, stakeholders and area landowners into consideration for the draft that was presented at the final open house prior to reading by City Council.

Development beyond the Area Structure Plan Stage will require completion of Outline Plan documents/reports followed by subdivision, detailed design, construction and registration. Refer to **Figure 10.1, Land Development Process** to better understand the process implemented in the creation of these documents.

10.3 STAGING

Unique to Royal View is the division of land ownership. The large mass of land owned by Burbridge Farm Ltd. will allow for flexibility of future outline plan boundaries. Future growth strategy boundaries should focus on servicing constraints, major roadway divisions and natural topography/drainage. Please note that flexibility of boundary adjustments should be considered during the Outline Plan stage and that boundaries identified on Figure 10.2 should be considered approximate and subject to change.

Given the location of existing infrastructure and their respective residual capacities, future development should progress from the SW corner of the plan area to the NE corner. This growth direction will allow for cost effective and sustainable growth where large offsite investments for the extension of utilities can be avoided.

Storm Water Management for this plan area will ultimately require a new outfall to the Oldman River, but is not required for the first few phases of development of the Royal View ASP area. (Please refer to interim storm water management concept identified for Outline Plan Area 1).

Figure 10.2 Outline Plan Staging is a visual representation of how plans may be developed in the future.

Outline Plan Area 1

Area 1, in its entirety, as one Outline Plan could be considered if market conditions warrant the detailed planning of such a large area. Total buildout of this area, based on current growth levels, is estimated at 20-25 years. With regard to specific Infrastructure requirements and offsite improvements, we have prepared the following:

1. Regional sanitary sewer capacities have been confirmed for this zone with the City of Lethbridge. Sewer extensions can radiate from either the north end of Mildred Dobbs in Legacy Ridge, or from the SE corner of 44th Avenue and future Scenic Drive North.

ROYAL VIEW AREA STRUCTURE PLAN

IMPLEMENTATION
June 15, 2016

2. Water distribution mains (300mm and 400mm diameter) are currently installed along future Scenic Drive North. These major lines will allow for looped water connections to both the projection of Uplands Boulevard water lines from BlackWolf, and the projection of Mildred Dobbs water lines from Legacy Ridge. In addition, the City has confirmed that the Uplands Treated Water Reservoir has the capacity to provide service to the Royal View ASP.
3. Stormwater management systems along 44th Avenue will need to be coordinated closely with the neighbouring community of BlackWolf during Area 1 development. It has been noted (in the BlackWolf 2 Outline Plan) that the interim discharge of ponds located in the vicinity of 44th Avenue and Scenic could be pumped to an existing storm trunk line in future Scenic Drive North. This is due to residual storm line capacity in Scenic Drive (Approximately 1700 L/s). Unfortunately, the as-built depth of this line will not accommodate a gravity pond outlet, and an interim pump station will need to be installed to allow for growth and development in the short term. While it is unlikely that this entire capacity can be utilized through the installation of an interim pump station, the ultimate drainage boundary and system sizing for this interim measure should be confirmed during the preparation of an Outline Plan.

Given the high costs of a new outfall, the support of short term growth through an interim measure in this area will allow for revenue development by both the future developer and the City.

Should a developer wish to proceed with an Outline Plan that would require an interim pump station, the developer will be required to confirm the capacity of the Scenic Drive storm system with the City of Lethbridge infrastructure prior to the initiation of the Outline Plan.

Outline Plan Area 2

Area 2 represents the next logical quadrants of development within the Royal View ASP. Total development of these quadrants is estimated at 20-25 years. Following the buildout of Area 1, Area 2A will have all services at its boundaries to allow for complete build-out and appropriate water looping. Area 2B will require an extension of water main along 28th Street from Giffen Road in the Sherring Industrial Park. The approximate length of offsite extension required is 900m. The development of Area 2B is also the development area that will provide storm sewer service to the future development of industrial lands north of 44th Avenue.

Outline Plan Area 3

This final zone of development is estimated to be built out in 10-15 years. Following the build out of Areas 1 and 2, Area 3 will have all services installed at its boundaries to allow for complete build out and appropriate water looping.

Transportation connections have been planned around a grid system of collector roads throughout the plan area. While this ASP identifies collector roadway classifications, detailed

ROYAL VIEW AREA STRUCTURE PLAN

IMPLEMENTATION
June 15, 2016

traffic studies at the Outline Plan stage (when road and block shells are defined) will provide a clearer understanding of development staging requirements and completion of arterial road extensions. Future Outline Plans will also be in a better position to discuss traffic circulation and looping out of neighbourhoods.

10.3.1 Objectives

- a) Prepare Outline Plans in accord with the policies and objectives of the Royal View ASP.
- b) Ensure that the preparation of Outline Plans is consistent with the overall staging strategy of the Royal View ASP.
- c) Ensure that the timing of Outline plan preparation complements the City of Lethbridge's infrastructure expansion plans where such expansion affects the Royal View planning area.

10.3.2 Policies

- a) Outline Plans will be prepared in accord with the staging strategy set out in the Royal View ASP. It is understood that modifications to the staging area boundaries may require adjusting and will be modified as needed in consultation with the City of Lethbridge.
- b) The timing of Outline Plan preparation will be a function of demand for housing and other uses proposed in the Royal View ASP.
- c) The timing and preparation of Outline plans will be carried out in consultation and coordination with adjoining land developers where such coordination is appropriate and necessary.
- d) The contents of Outline Plans shall be in accord with the requirements and standards of the City of Lethbridge.
- e) Outline Plans must identify how infrastructure will be designed and extended to support regional growth beyond the outline plan boundary being developed.

10.4 COST RECOVERY

As is common practice in the industry, the cost of the preparation of the Royal View ASP is a recoverable cost from those parties that proceed to Outline Plan, subdivision and construction within the plan area. Total preparation costs will be pro-rated over the ASP area and assigned to benefiting parties. It is understood that recovery of these costs by Burbridge Developments Inc. can be managed directly between benefiting party and Burbridge. However, the City of Lethbridge's Subdivision Process will "endeavour to assist" with any monies owed through the completion of a Subdivision Service Agreement.

LAND DEVELOPMENT PROCESS

Integrated Community Sustainability Plan/ Municipal Development Plan

The Integrated Community Sustainability Plan/Municipal Development Plan (ICSP/MDP) is a broad, long range land use planning framework that guides the City's growth and physical development and deals with land use, physical form and future growth.



➔ Currently we are at this stage.

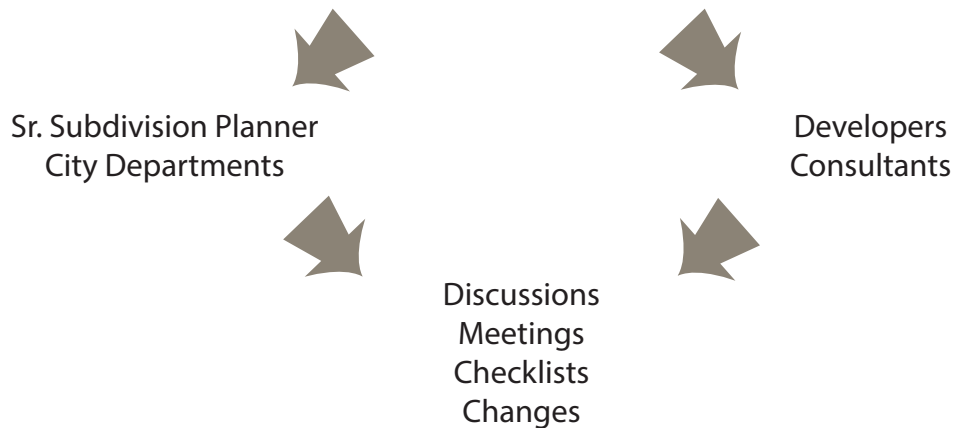
Area Structure Plan

An Area Structure Plan (ASP) is a statutory plan that outlines land uses and establishes the general planning framework to guide the growth of future neighbourhoods in matters such as: transportation, servicing networks, schools, parks and commercial location, trail systems & potential population density.



Outline Plan

An Outline Plan identifies specific locations of land uses and local road networks to support subdivision and rezoning for portions of new neighbourhoods. Outline Plans cover a smaller area in greater detail, than what is found in ASP's.



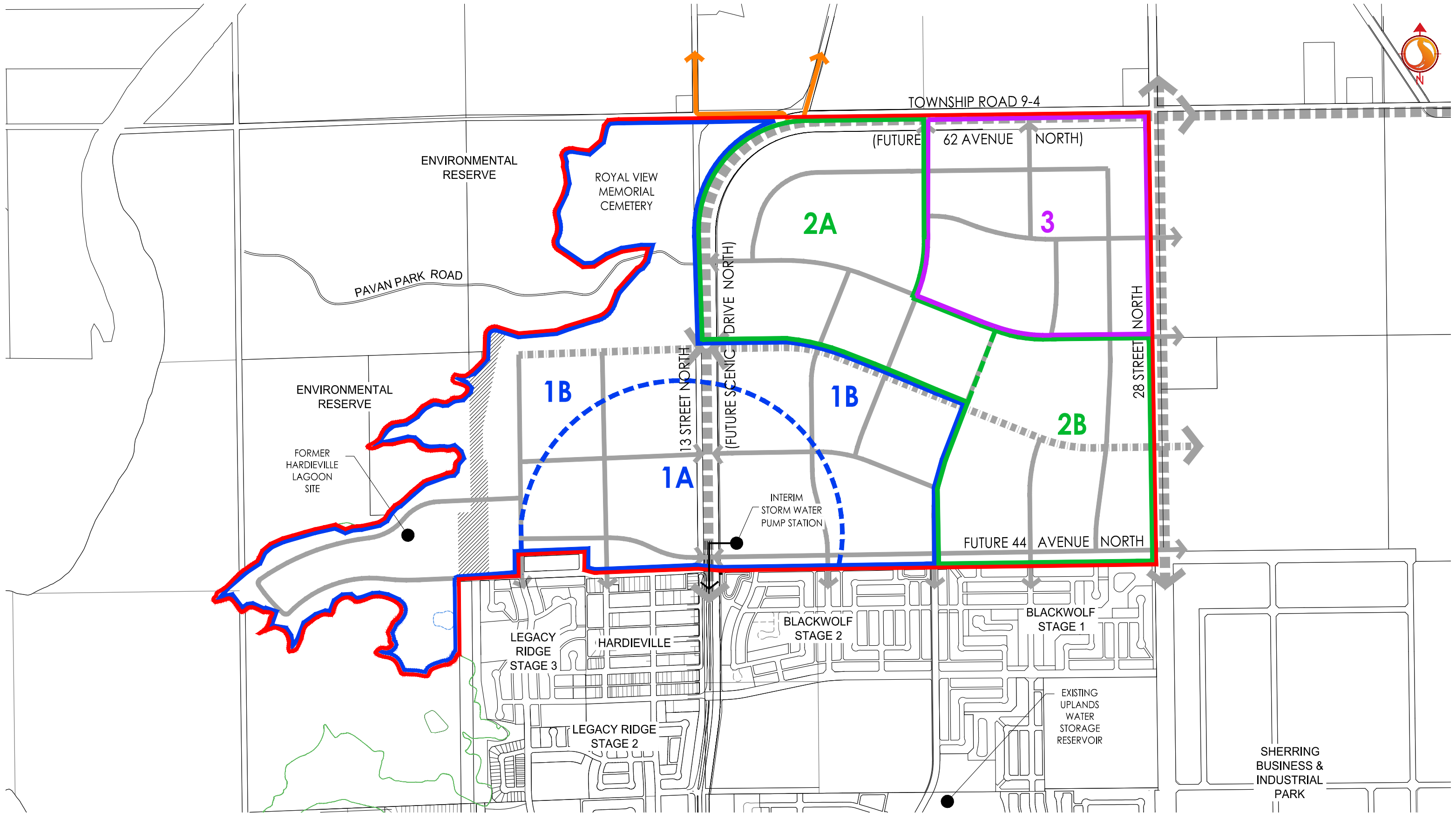
PROCESS SUMMARY

1. Find the right land
2. Create a unique vision
3. Community concept
4. Community infrastructure
5. Select builders
6. Marketing
7. Development & services
8. Completion



GATED OUTLINE PLAN PROCESS

1. Information
2. Preliminary land use
3. Initial concept
4. Draft plan
5. Final plan



SCALE 1:12,500



112947105
May 6, 2016



Legend

- Area Structure Plan Boundary
- Arterial Road Right of Way
- Community Connector Road Right of Way
- Collector Road Right of Way
- Roadway Connection
- County Roadway Connection
- ALTA Link Right of Way
- Outline Plan Area 1 Boundary
- Outline Plan Area 2 Boundary
- Outline Plan Area 3 Boundary

ROYAL VIEW AREA STRUCTURE PLAN | FIGURE 10.2

Outline Plan Staging

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