



CITY OF  
*Lethbridge*

# SHERRING BUSINESS AND INDUSTRIAL AREA STRUCTURE PLAN

City of Lethbridge  
910 – 4 Avenue South  
Lethbridge, Alberta T1J 0P6

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Adopted by City of Lethbridge By-law No. 5378, April 3, 2006

Amended by City of Lethbridge Bylaw No. 6021, November 28, 2016

Amended by City of Lethbridge Bylaw No. 6187, October 28, 2019

## EXECUTIVE SUMMARY

### Purpose

The Municipal Development Plan has designated the Sherring area in the northeast corner of the city (see Figure 1) for a mix of commercial and industrial development. The *Sherring Business and Industrial Area Structure Plan* discusses and illustrates how the Sherring area could be serviced and developed for these purposes.

### Satisfying Future Industrial Land Requirements

The City of Lethbridge maintains an inventory of serviced and serviceable industrial land to accommodate new industry and relocation of existing businesses. Currently large parcels for heavy industry and various other parcel sizes are in short supply. To help overcome this shortage and meet future demand the ASP allocates lands into three industrial zones – heavy, general and business industrial. Within each of these zones land can be subdivided into the parcel sizes required for future industrial development.

### Proposed Land Uses

A 14 hectare regional commercial centre will be located in the SW corner of Sherring. A 16 hectare rugby and soccer complex is located immediately north of the commercial area (see Figure 2). The rest of the south half of Sherring consists of the City's three types of industrial land - business industrial, general industrial and heavy industrial.

Development of the north half of the Sherring area is likely many years away, and as such it has been designated as a “special policy” zone. The planning for this area will be done in future, and will attempt to reflect existing and projected market conditions at the time.

For each industrial zone the ASP provides guidelines as to permitted land uses and development standards. In addition, measures are proposed to reduce the impacts of industrial development on adjacent land uses. These include screening and buffering, and land use separations and transitions.

The three industrial zones and the other land uses proposed for the Sherring area are discussed below.

The **Business Industrial** zone provides opportunities for a range of low-impact businesses and industries. Business types suitable for this zone include business support services, specialty manufacturing, hardware and building supply services, vehicle rental, household repair services, and storage.

The **General Industrial** zone is appropriate for activities such as warehousing and manufacturing. It also serves as a transition area between the heavy industrial zone and the business industrial, commercial and sports fields sites. Activities considered appropriate for this zone include general manufacturing, processing, distribution, auto body repair, equipment sales, wholesale and warehouse facilities.

The **Heavy Industrial** zone provides areas for heavy industry. These industries may require large parcels and may have “nuisance” impacts on adjacent sites. Heavy industries are required to get all necessary municipal, provincial, and federal government approvals, and to comply with regulations governing the potential environmental impacts of their operations.

The **Regional Commercial** site in the SW corner will likely contain a mix of big box commercial and smaller retail and service establishments.

The **Sports Fields** site will accommodate team sports such as soccer and rugby. Large sports fields sites can generate noise, parking and traffic problems, which can make finding locations for them difficult. Industrial areas are considered appropriate locations for this use.

## **Plan Implementation**

The plan implementation program tries to ensure that the ASP is implemented in a coordinated, cost-effective manner, and that it be monitored, reviewed and updated as required.

ASP implementation is governed by municipal and provincial regulations and legislation. Municipal regulatory mechanisms include outline and subdivision plan approvals, infrastructure service agreements, and the Land Use Bylaw. Proposed outline plans, subdivisions, land use bylaw amendments and service agreements must conform to the guidelines contained in the *Sherring Business and Industrial Area Structure Plan*, and be consistent with the *City of Lethbridge Municipal Development Plan*. In addition, businesses and industry will be encouraged to implement “industrial ecology” principles and practices.

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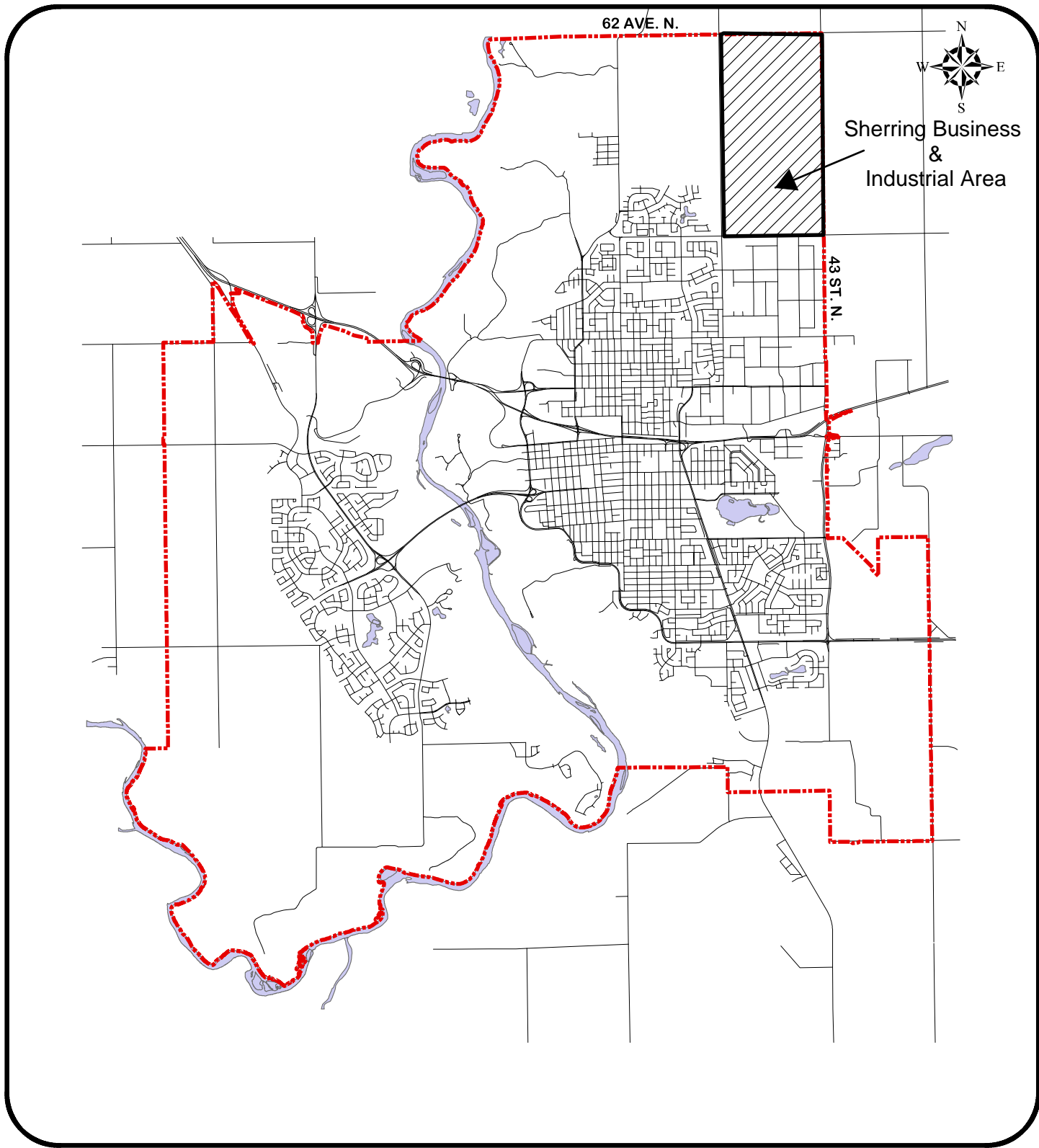
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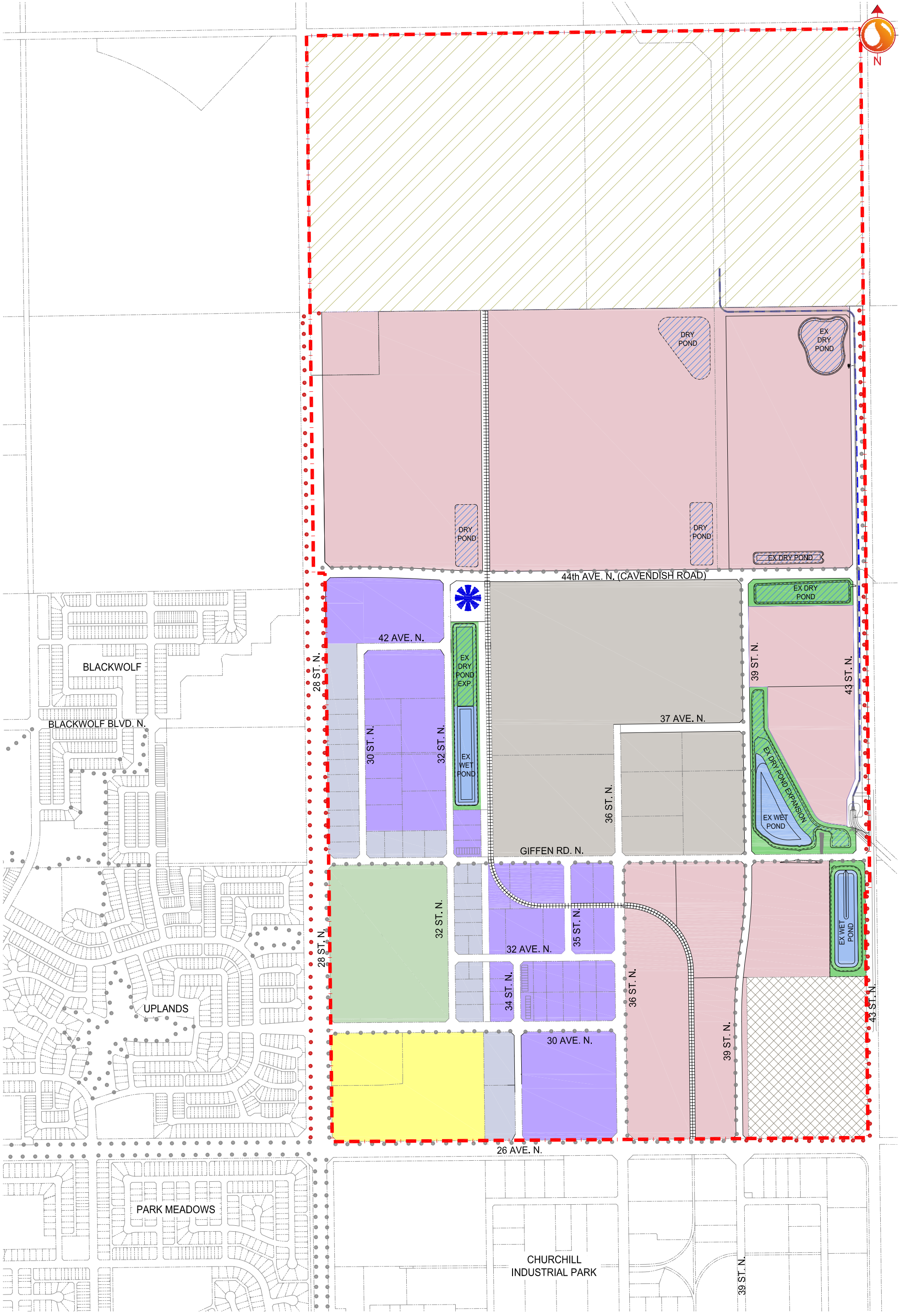
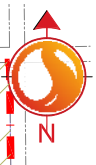
**LEGEND**

-  MUNICIPAL BOUNDARY
-  PLAN BOUNDARY



City of Lethbridge  
 Sherring Business & Industrial Area Structure Plan  
**Location**

Figure 1



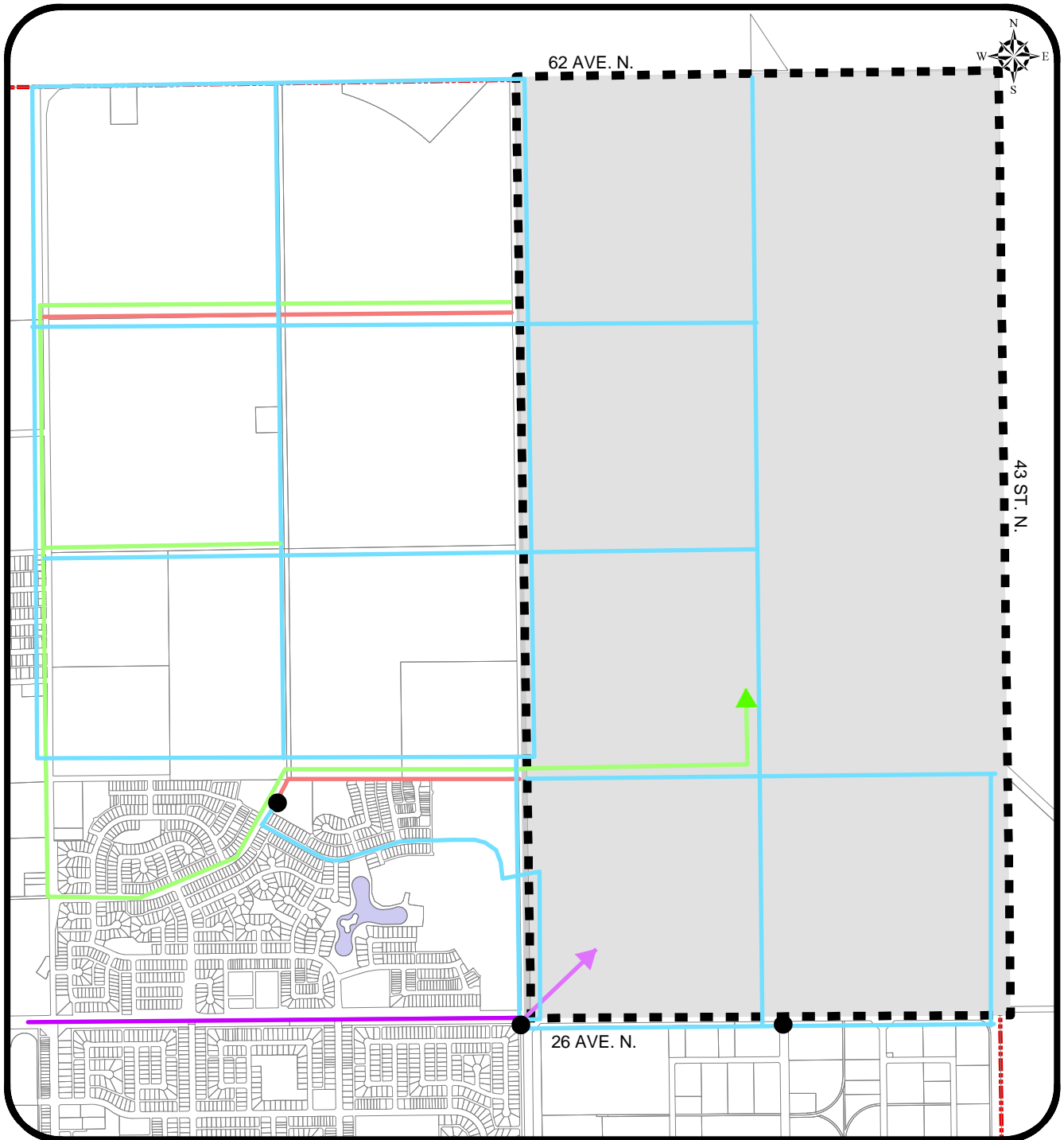
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# Land Use Concept & Circulation Network

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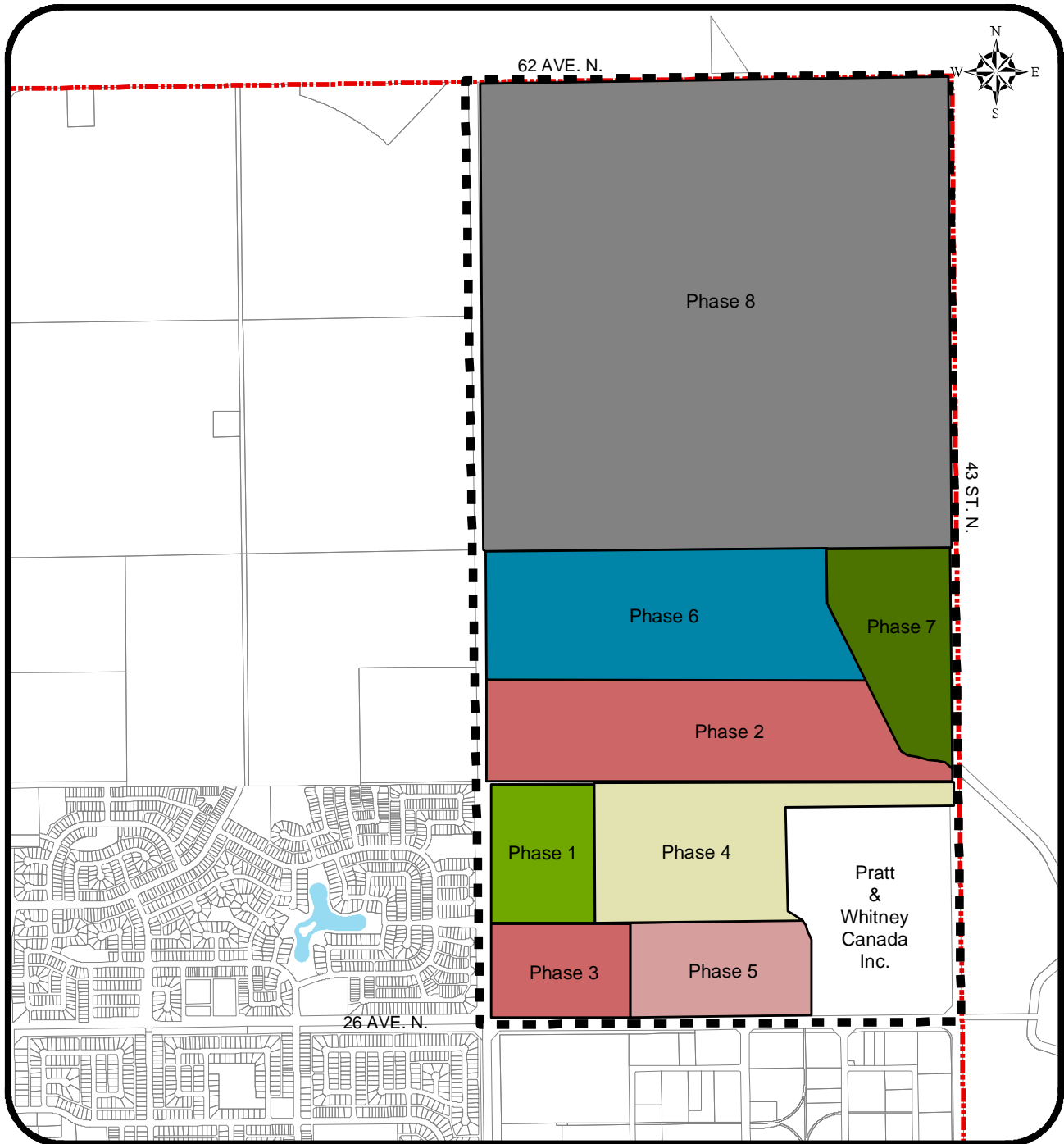
-  MUNICIPAL BOUNDARY
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-  SANITARY
-  WATER
-  TREATED WASTE WATER
-  CONNECTION TO EXISTING





City of Lethbridge  
 Sherring Business & Industrial Area Structure Plan

**Servicing Concept**

Figure 3



**LEGEND**

-  MUNICIPAL BOUNDARY
-  PLAN BOUNDARY



City of Lethbridge  
 Sherring Business & Industrial Area Structure Plan  
 Phasing Plan

Figure 4

## **1.0 INTRODUCTION**

### **1.1 Purpose**

The purpose of this area structure plan (ASP) is to facilitate and direct the long-term development of lands in the Sherring area, and to support the *City of Lethbridge Municipal Development Plan*, which designates this area of the city for future commercial and industrial development. This ASP is also intended to facilitate the orderly transition between adjacent land uses. Accordingly, this ASP outlines, in general terms, the future pattern of subdivision by defining:

- the conceptual land use patterns;
- the provision of measures to reduce conflicts between adjacent land uses;
- the circulation network;
- the scheduling of municipal services;
- the provision of development phasing and implementation programs; and
- other planning issues specific to the Sherring area.

This ASP also encourages businesses and industry to operate in an environmentally and economically sound manner through the use of the principles and practices of industrial ecology.

### **1.2 Plan Interpretation**

This area structure plan is conceptual in nature. Therefore, the contents of this document are subject to refinement through the review of individual redistricting and subdivision applications. The boundaries or locations of any symbols or areas shown on a figure in this ASP are also conceptual and general and are not intended to define exacted locations.

Throughout this ASP “shall” means mandatory compliance with a guideline or statement. “Should” means that it is strongly advised that the action be taken, subject to the discretion of the approval authority where compliance is impractical or undesirable because of circumstances unique to a specific application or development proposal. “May” means a choice is available with no particular direction or guidance intended in the statement.

### **1.3 Organization of the Plan**

Sections 2 through 5 of this ASP outline guidelines for developing and servicing the Sherring area. These sections establish the planning context for future redistricting, subdivision and development applications that will define the specifics of development on individual land parcels. Appendix A contains background information in the form of an overview of the City's land use planning objectives and policies, a site analysis, and a review of industrial land absorption rates. This information provided guidance and direction in the preparation of this ASP.

### **1.4 Location and Area**

The ASP area comprises some 513 hectares of land and includes Sections 16 and 21 of Township 9, Range 21, West of the 4<sup>th</sup> Meridian. The ASP area is located in Northeast Lethbridge and abuts the County of Lethbridge to the north and east (Figure 1). The ASP area is bound by:

- 26<sup>th</sup> Avenue N. to the south,
- 28<sup>th</sup> Street N. to the west,
- 62<sup>nd</sup> Avenue N. to the north, and
- 43<sup>rd</sup> Street N. to the east.

### **1.5 Background**

The City of Lethbridge is strategically located about 100 kilometers from the US border. The city is part of the North-South Trade Highway, which extends from the United States through Lethbridge, Calgary and Edmonton to Grande Prairie in northern Alberta. This provides a unique competitive advantage for Lethbridge as southwestern Alberta's manufacturing, trading and distribution centre. The city's attractive location is further enhanced by the presence of two major agricultural research stations, the University of Lethbridge and Lethbridge Community College.

Lethbridge's industrial sector is diverse. Industries participating in this sector are involved in the manufacturing of farm machinery, furniture, housing, agribusiness, metal fabricating, advanced technologies and food and beverage processing to name a few.

It is an economic development objective of the City to continue to attract and accommodate a broad range of industrial development. However, a shortage of land for heavy industrial uses located elsewhere in the community has encouraged the City to pursue the planned growth and development of industrial activities in the Sherring area. In addition, due to the prevailing southwest winds, the northeast quadrant of the city is considered the most appropriate area to situate heavy industrial activities since the winds will direct any nuisances produced by heavy industrial activities, such as noise, odours and emissions, away from the city's established residential districts.

The siting of heavy industrial development in the ASP area is in compliance with the spirit and intent of the City's Municipal Development Plan, which directs future industrial development to Northeast Lethbridge. To this end, the Sherring area is being planned to accommodate a variety of industrial uses.

## **2.0 LAND USE CONCEPT**

### **2.1 Industrial Objectives**

The land use guidelines and the Land Use Concept outlined in this section are intended to meet the following objectives:

- to encourage a broad range of industrial uses that reflect the City's economic development objectives;
- to meet the future industrial requirements of local industry;
- to establish strategies to facilitate the orderly transition between incompatible land uses;
- to minimize the adverse impacts that heavy industrial activities may have on adjacent residential areas;
- to apply appropriate development standards to ensure that the ASP area becomes an attractive setting for industrial activities;
- to provide opportunities for complementary land uses in the ASP area; and
- to ensure that the ASP area is developed to function as an efficient and viable industrial area, responsive to changing market conditions.

### **2.2 Overview**

This ASP addresses future industrial land requirements in the city through the allocation of a variety of industrial uses, specifically for heavy industrial activities. As residential communities have been established to the west of the ASP area, it is recommended that the commercial and sportsfield site and business industrial uses be situated in areas that interface with these communities and that such uses be developed in a sensitive manner, particularly along 28<sup>th</sup> Street N. Furthermore, in order to reduce the adverse impacts that industrial development may have on adjacent land uses, where applicable, appropriate measures to improve the appearance of industrial development and to minimize the impacts of noise, dust, odour and unsightly views on adjacent land uses should include:

- screening,
- land use separations and transitions, and
- development standards for industrial uses.

## **2.3 Land Use Patterns**

In order to facilitate an orderly and compatible transition between land uses, and to minimize potentially undesirable impacts of heavy industrial development on existing and future neighbourhoods, the ASP area comprises three industrial zones. These include:

- a Business Industrial zone;
- a General Industrial zone; and
- a Heavy Industrial zone.

The Business Industrial and the General Industrial zones will serve as “buffer” or “transition areas” between residential development and heavy industrial development. Heavy industrial development will be situated in the interior of the Sherring area. In this way heavy industrial activities will be less likely to interfere with the safety, use, amenity, or enjoyment of any adjacent land uses. These industrial zones are described in greater detail below, as are the Regional Commercial site, a Special Policy zone and a Sports Fields site. A statistical summary of land use allocations for the Sherring area is provided in Appendix B.

## **2.4 Business Industrial Zone**

The Business Industrial zone will provide opportunities for a range of businesses and industries that are compatible with each other and do not adversely impact surrounding non-industrial uses. This zone will accommodate industrial activities that are primarily carried out within an enclosed building and no significant nuisance factor is created or apparent outside the enclosed building that may interfere with the amenity of adjacent or nearby land uses.

Activities considered appropriate for this zone include business support services, specialty manufacturing, hardware and building supply services, household repair services, vehicle rental, storage and other related activities.

Business industrial uses will serve as a transitional land use between neighbourhoods and heavy industrial development.

### **2.4.1 Guidelines**

#### ***Location of the Business Industrial Zone***

- (a) The location of business industrial activities in the Sherring area should generally conform to the appropriate areas identified on the Land Use Concept (Figure 2).

#### ***Land Use Composition of the Business Industrial Zone***

- (a) Business industrial development in the Sherring area should generally be consistent with the Business Industrial District (I-B) rules contained in the *City of Lethbridge Land Use Bylaw*.
- (b) Commercial activities permitted under other land use districts may be permitted in the Business Industrial zone if the activities are considered to be secondary and complementary to industrial development. Proposals to accommodate these types of commercial activities may be considered provided:
  - (i) the approval authority determines that the proposed commercial activity does not have a significant negative impact on the inventory of lands allocated for business industrial uses;
  - (ii) the impact of the proposed commercial activity will not hinder locating future industrial uses in the general area, or undermine the continued operation of adjacent sites; and
  - (iii) the cumulative impact of commercial development should not hinder the movement of industrial-oriented traffic.

#### ***Land Use Compatibility of the Business Industrial Zone***

- (a) Development in the Business Industrial zone should not have an adverse impact on adjacent neighbourhoods by way of noise, dust, odours, outdoor lighting or other emissions.
- (b) Industrial activities that primarily occur outside of an enclosed structure should not be encouraged to locate in this zone unless it can be demonstrated that the activities will not have an adverse impact on adjacent neighbourhoods.



### ***Development Standards for the Business Industrial Zone***

- (a) A high standard of building design, signage and landscaping that demonstrates regard for adjacent neighbourhoods is encouraged for all development situated in the zone. The Business Industrial zone should:
  - (i) provide for a compatible interface treatment with adjacent neighbourhoods through screening ; and
  - (ii) present an attractive building, fencing and landscaping treatment along public roads and reserve land, and where visible from neighbourhoods.
- (b) All business industrial uses should be screened and buffered from adjacent residential uses. If outdoor storage areas are allowed by the approval authority the storage areas should be screened with fencing and/or vegetation, or some other material that is deemed appropriate by the approval authority.
- (d) In the Business Industrial zone developers should surface parking areas with asphalt, concrete or other dustless materials that provide a hard surface. This will minimize the dust that will be generated by vehicular traffic and improve the appearance of all parking areas.
- (e) The provisions of the Land Use Bylaw regarding off-street loading should apply throughout the Business Industrial zone. In addition, all loading areas located at the side or rear of an industrial site adjacent to or facing an arterial road should be effectively screened.
- (f) The use of signage should follow the provisions outlined in Land Use Bylaw.

## **2.5 General Industrial Zone**

The General Industrial zone should accommodate industrial uses that normally do not create environmental impacts beyond their property boundaries. Industrial uses in this zone should be allowed to develop subject to compatibility with heavy industries and adjacent uses. Activities considered appropriate for this zone include, for example, general manufacturing, processing, distribution, auto body repair, equipment sales, wholesale and warehouse facilities. Other uses should be permitted in this zone if it can be clearly demonstrated that such activities will not undermine the overall intent of this industrial zone.

This zone will serve as a transition area between the Heavy Industrial zone and the Business Industrial, regional commercial and sportsfields areas.

### **2.5.1 Guidelines**

#### ***Location of the General Industrial Zone***

- (a) The location of general industrial activities in the Sherring area should generally conform to the appropriate areas identified on the Land Use Concept (Figure 2).

#### ***Land Use Composition of the General Industrial Zone***

- (a) Industrial development in the General Industrial zone should generally be consistent with the General Industrial (I-G) rules contained in the *City of Lethbridge Land Use Bylaw*.
- (b) The approval authority may consider proposals to re-district land to allow for land uses that do not conform to the rules of the General Industrial (I-G) district. Proposals to accommodate uses that do not conform to the I-G district may be considered provided:
  - (i) the proposed use does not hinder locating future general industrial uses in the general area or undermine the continued operation of adjacent sites.

### ***Land Use Compatibility of the General Industrial Zone***

- (a) Industrial activities situated in the zone should not cause a significant “nuisance” impacts beyond the boundaries of the site.

### ***Development Standards for the General Industrial Zone***

- (a) A high standard of building design, signage and landscaping that demonstrates regard for adjacent uses is encouraged for all development situated in the zone. The General Business zone should:
  - (i) provide for a compatible interface treatment with the adjacent zones through screening; and
  - (ii) present an attractive building, fencing and landscaping treatment along public roads and reserve land.
- (b) All outdoor storage areas should be screened with fencing and/or vegetation, or some other material that is deemed appropriate by the approval authority.
- (c) In the General Industrial zone developers should surface parking areas with asphalt, concrete or other dustless materials that provide a hard surface.
- (d) The provisions of the Land Use Bylaw regarding off-street loading areas should apply throughout the General Industrial zone. In addition, all loading areas located at the side or rear yard of an industrial site adjacent to major roadways and the irrigation canal should be effectively screened.
- (e) The use of signage should follow the provisions outlined in the Land Use Bylaw.

## **2.6 Heavy Industrial Zone**

The Heavy Industrial zone will provide areas for heavy industry. Appropriate activities include intensive manufacturing and similar high impact uses, as well as industries that would support and complement these activities. The latter could include co-generation power facilities or similar uses.

These types of industries may require large parcels and may have “nuisance” impacts on adjacent sites. Potential impacts that may accompany heavy industrial development include: building size,

noise, odour, vibration, emissions (airborne and ground), toxic or noxious uses, fire, explosive hazards or dangerous goods from industry.

The potential impacts that heavy industrial uses may have on adjacent uses shall be reviewed prior to final development approval. A review should also be required of industries applying for development next to high impact industries. This will ensure that industries locating adjacent to each other are environmentally compatible and that the appropriate precautions can be taken to minimize the risk of accidents occurring that will have an undesirable impact on surrounding land uses.

### **2.6.1 Guidelines**

#### ***Location of the Heavy Industrial Zone***

- (a) The location of heavy industrial activities in the Sherring area should generally conform to the appropriate areas identified on the Land Use Concept (Figure 2).

#### ***Land Use Composition of the Heavy Industrial Zone***

- (a) Industrial development in the Heavy Industrial zone should generally be consistent with the Heavy Industrial rules (I-H) contained in the *City of Lethbridge Land Use Bylaw*.
- (b) Proposals to accommodate uses that do not conform to the I-H district will be considered provided:
  - (i) the approval authority determines that the proposed use does not have a significant negative impact on the inventory of land allocated for heavy industrial activities; and
  - (ii) the proposed use does not hinder locating future heavy industrial uses in the general area or undermine the continued operation of adjacent sites.

#### ***Land Use Compatibility of the Heavy Industrial Zone***

- (a) Industries that create environmental impacts such as noise, dust, noxious odours, unsightly views, light pollution or other emissions should be situated in the Heavy Industrial zone.

- (b) Industrial activities shall comply with all municipal, provincial, and federal regulations and approvals. This may include the preparation of environmental impact assessments to identify all potential impacts relative to the use in question on adjacent areas.

***Development Standards for the Heavy Industrial Zone***

- (a) Heavy industrial development is encouraged to be aesthetically pleasing. Industrial development in the Heavy Industrial zone should:
  - (i) provide for a compatible interface treatment with the adjacent General Industrial zone; and
  - (ii) present an attractive building, fencing and landscaping treatment along public roads and reserve land.
- (b) All outdoor storage areas should be screened with fencing and/or vegetation, or some other material that is deemed appropriate by the approval authority.
- (c) In the Heavy Industrial zone developers are encouraged to surface parking areas with asphalt, concrete or other dustless materials that provide a hard surface. This will minimize the dust that will be generated by vehicular traffic and improve the appearance of all parking areas.
- (d) The provisions of the Land Use Bylaw regarding off-street loading areas should apply throughout the Heavy Industrial zone. In addition, all loading areas located at the side or rear yard of an industrial site adjacent to an arterial road or the irrigation canal should be effectively screened.
- (e) The use of signage should follow the provisions outlined in the Land Use Bylaw.

**2.7 Regional Commercial Site**

The 14 hectare regional commercial site is located in the SW corner of Sherring. It will contain a mix of big-box and smaller retail stores and services. Located on two arterial roadways (26<sup>th</sup> Avenue and 28<sup>th</sup> Street), close to 43<sup>rd</sup> Street and Highway 3, it is easily accessible for City residents and people coming from outside the city.

### **2.7.1 Guidelines**

#### *Development Standards for the Regional Commercial Site*

- (a) Commercial activities should not have an adverse impact on adjacent neighbourhoods and sites by way of noise or lighting.
- (b) A high standard of building design, signage and landscaping that demonstrates regard for adjacent neighbourhoods is encouraged for all commercial development. In developing the Regional Commercial site consideration should be given to:
  - (i) providing a compatible interface treatment with adjacent neighbourhoods; and
  - (ii) developing a compatible architectural character.
- (c) The commercial site should connect to the internal and regional pathways.
- (d) Throughout the commercial site, developers should surface parking areas with asphalt, concrete or other dustless materials that provide a hard surface.
- (e) The provisions of the Land Use Bylaw regarding off-street parking should apply throughout the Regional Commercial site. In addition, all loading areas located at the side or rear of a commercial property adjacent to or facing an arterial road should be effectively screened.
- (f) The use of signage should follow the provisions outlined in the Land Use Bylaw.

### **2.8 Sports Fields**

The Sports Fields site will accommodate team sports such as soccer and rugby. When located at the center of a neighbourhood, large sports fields have often produced problems due to large crowds, noise, parking and the traffic generated by these types of facilities. Situating large sports fields in industrial areas can minimize the adverse impacts that often accompany these uses.

### **2.8.1 Guidelines**

#### ***Location of the Sports Fields***

- (a) Sports fields may be located in the Sherring area with suitable road connections provided to the site.

#### ***Land Use Composition of the Sports Fields***

- (a) If the area designated for sports fields on Figure 2 is not developed for this or similar recreational uses the land area may be developed for industrial uses provided:
  - (i) any proposed industrial development follows the guidelines established for the business industrial zone.

#### ***Development Standards for the Sports Fields***

- (a) Any recreational complexes should present an attractive building design, signage and appropriate landscaping treatment.
- (b) Parking facilities should be surfaced with asphalt, concrete or other dustless materials that provide a hard surface. This will minimize the dust that will be generated by vehicular traffic and improve the appearance of all parking areas.
- (c) The use of signage should follow the provisions of the Land Use Bylaw.
- (d) Connections with other recreational amenities in the general area should be achieved through the development of an integrated pathway network.

### **2.9 Special Policy Zone**

Development of the north half of the ASP area is not likely to occur until much of the south half has been developed. As this is likely many years away, the north half has been designated as a “special policy” zone (Figure 2). The planning for this zone will be done in future, and should reflect existing and projected market conditions at the time. Demand for the various types of industrial land should be identified in a land use allocation study before a concept plan is prepared.

It appears that the Special Policy zone may be close to the future North-South Trade Highway

(“CANAMEX”). Planning for the Special Policy zone should take into account the industrial development opportunities that may be created by this proximity, and ensure good road connections between Sherring and the highway.

Amendments to the ASP shall be required once the concept plan and infrastructure planning are completed for this zone. While development within the Special Policy zone before completion of the concept planning will not be encouraged, proposals for development that may be well suited to this location will be considered on a case-by-case basis. Approval of any such development proposal shall require an amendment to this ASP.

## **2.10 Buffering, Landscaping and Noise Attenuation**

Focus should be placed on minimizing the impacts of noise, dust and unsightly views on adjacent neighbourhoods. In order to reduce visual nuisance, screening should be required in areas where residential uses are adjacent to industrial uses.

Where residences are to be located adjacent to industrial activities, noise attenuation should be incorporated into the design of the Sherring area through screening and setbacks.

### **2.10.1 Guidelines**

#### ***Buffering and Landscaping***

- (a) All industrial development adjacent to neighbourhoods should require some mitigating measure such as screening or setbacks in order to improve the compatibility between these adjacent land uses.
- (b) Landscaping of the site is required using proper horticultural practices. The landscaping should visually enhance the industrial area and, where applicable, provide a visual screen from arterial roads.
- (c) In order to enhance the aesthetic character of the industrial area, landscaping treatment should be required at each point of access into the Sherring area.



- (d) A landscaping plan should be required as part of outline plan submissions.

### ***Noise Attenuation***

- (a) Noise attenuation should be incorporated into the design of the Sherring area at the outline plan stage where industrial activities are adjacent to residential areas.
- (b) Noise attenuation for individual buildings should conform to Alberta Building Code requirements and standards.

## **2.11 Municipal Reserve Dedication**

Under the *Municipal Government Act* municipal reserve lands are dedicated at the time of subdivision for the purpose of a public park, public recreation area, school or separation of different land uses.

### **2.11.1 Guidelines**

- (a) Buffer strips adjacent to major roadway may be dedicated as creditable reserve land.
- (a) The location and distribution of any municipal reserve land will be determined at the outline plan stage.
- (b) Where municipal reserve dedication is not practical the City of Lethbridge may require money-in-lieu up to 5 percent of reserved dedication.

## **2.12 North Lateral Irrigation Canal**

Special attention should be given to industrial activities situated adjacent to the irrigation canal with respect to any potential impacts that may accompany industrial uses on canal waters. To ensure that the potential impacts of industry on the canal have been properly evaluated the appropriate authorizes and organizations should be informed of all industries making development applications adjacent to the irrigation canal.

### **2.12.1 Guidelines**

- (a) The approval authority in consultation with the St. Mary River Irrigation District should establish an acceptable industrial development setback line from the canal right-of-way for all industrial development adjacent to canal waters.

## **3.0 TRANSPORTATION AND CIRCULATION**

### **3.1 Transportation and Circulation Objectives**

The transportation and circulation objectives to guide the development of the Sherring area include the following:

- to provide for the safe and convenient movement of traffic through the Sherring area;
- to enhance access to the Sherring area in a safe manner;
- to develop a cost effective internal road network that promotes the orderly and efficient use of land;
- to provide opportunities for rail connections to serve industrial development in the Sherring area;
- to discourage heavy truck traffic from entering adjacent neighbourhoods;
- to develop an integrated pathway network in order to accommodate alternative modes of transportation; and
- to provide opportunities to extend public transit services in the Sherring area.

### **3.2 Roadway Network**

The proposed road network (see Figure 2) encourages safe and efficient traffic flows through the Sherring area. It also tries to minimize industrial traffic in the adjacent neighbourhoods by limiting access points and providing alternative routes away from residential areas.

Primary access to the ASP area will be via 26th Avenue N., 28th Street N., 43rd Street N. and the future 62nd Avenue N. The major north-south industrial collector will be the extension of 36th Street N. into the ASP area. An intersection will therefore be required at 26th Avenue N. and 36th Street N. 44th Avenue N. will connect 43rd Street N. with 28th Street N. Because 44th Avenue N. will eventually connect to North Scenic Drive it will likely carry a mix of commuter and truck traffic. As a result, 44th Avenue N. will require a right-of-way sufficient to ensure noise attenuation.

30th Avenue will be a major east-west collector. It will separate the regional commercial and sportsfields sites and connect 28<sup>th</sup> Street to 36<sup>th</sup> Street.

### **3.2.1 Guidelines**

#### **Design Standards**

- (a) All roads shall be built to the City's industrial road standards. The spacing of all access points shall comply with the guidelines of the Transportation Association of Canada (TAC) and City engineering standards.
- (b) Actual road alignments and the configuration of internal roads shall be determined at the outline plan stage.
- (c) The internal road network shall allow for effective transit service throughout the area.
- (d) Cul-de-sacs should be avoided as they impede truck traffic flow.

#### **Traffic Impact Assessment**

- (a) Proposed developments with greater than 50 trips in the PM peak hour shall require a traffic impact assessment.

### **3.3 Dangerous Goods and Truck Routes**

The movement of dangerous goods is controlled by the Transportation of Dangerous Goods Act. In the City of Lethbridge dangerous goods routes include 43rd Street (North and South), Crownsnest Trail, Highways 4 and 5, Bridge Drive, and University Drive.

In addition to 43rd Street, designated truck routes in the area include 28th Street N., 26th Avenue N., and 36th Street N. The Sherring area is thus easily accessible to both truck and dangerous goods-oriented traffic.

### **3.4 Rail Spur**

Rail service is an important feature for many industries. A rail spur which currently ends south of 26th Avenue N. may be extended into the Sherring area. The alignment of the spur through the Sherring area should be determined at the outline plan stage.

#### **Guidelines**

- (a) The extension of the rail spur line into the ASP area should be defined at the outline plan stage.
- (b) The extension of the rail spur into the Sherring area shall be subject to City of Lethbridge approvals.

### **3.5 Pathway Network**

A regional and internal pathway network will provide opportunities for alternative modes of transportation. Currently, the regional trail system ends at 28th Street N. and 26th Avenue N. It could however be extended northward along 28th Street N.

The pathway network is shown conceptually on Figure 2.

#### **3.5.1 Guidelines**

- (a) The pathway network in the Sherring area should be designed to connect with the regional trail system. Regional trails are normally located in arterial road rights-of-ways.
- (b) A pathway network should be developed to create a continuous system of pedestrian and cycling trails that connect sports fields, open spaces, parks and environmentally sensitive areas in and around the ASP area.
- (c) The alignment of internal paths and connections to regional trails should be determined at the outline plan stage to ensure integrated pathways and a variety of user experiences.

### **3.6 Public Transit**

The road network should allow for an efficient extension of transit service into the ASP area.

#### **3.6.1 Guidelines**

- (a) Appropriate transit routes for the Sherring area should be determined by LA Transit at the outline plan stage.
- (b) Areas with high concentrations of industrial employees should be serviced with conveniently located transit stops.

## **4.0 MUNICIPAL SERVICING**

### **4.1 MUNICIPAL SERVICING OBJECTIVES**

The municipal servicing objectives to guide the development of the Sherring area include the following:

- to ensure that all underground infrastructure and shallow utilities are provided in a safe, logical and efficient manner;
- to ensure that underground infrastructure systems are upgraded and expanded in a fiscally responsible manner to coincide with industrial development;
- to provide opportunities for the delivery of innovative and environmentally sound municipal servicing systems that will attract and accommodate a broad range of industrial activities; and
- to enable energy generation to connect to the electrical grid.

### **4.2 MUNICIPAL SERVICING OVERVIEW**

In order to facilitate the growth and development of North Lethbridge in the early 1980s, the City of Lethbridge installed sanitary trunk sewers, storm drainage trunks, water supply main and the Uplands Water Storage Reservoir. This major underground servicing infrastructure was designed to provide servicing capacity to North Lethbridge including the Sherring area. The extent of servicing at this time is identified in the *North Lethbridge Master Servicing Plan* prepared by Stanley Associates Engineering Ltd. in the early 1980s.

In 2000, the City of Lethbridge completed the *Underground Infrastructure Master Plan* (UIMP). The UIMP reviewed the servicing in North Lethbridge and determined that sufficient capacity exists to service the Sherring area as well as areas beyond. A description of the servicing systems is provided in the following sections. In addition, the servicing system is graphically depicted as Figure 3.

### **4.3 Sanitary Sewer Collection System**

The sanitary sewage generated in North Lethbridge is conveyed to the City of Lethbridge Wastewater Treatment Plant. The treatment plant is situated in the Oldman River Valley north of the Highway 3 river crossing.

In order to service the ASP area, the sanitary sewer trunk line will need to be extended from the existing sanitary trunk from Uplands Boulevard and the Water Storage Reservoir location north and then east along the north boundary of the Uplands subdivision to the Sherring area (Figure 3).

Portions of the ASP area will drain by gravity with the exception of the area east of the North Lateral Irrigation Canal. When developed, this area will require a lift station and force main discharging back into the gravity sanitary trunk line to the west.

### **4.4 Potable Water Supply and Distribution**

The City of Lethbridge Water Treatment Plant supplies potable water for North Lethbridge. The Water Treatment Plant is situated in the Oldman River Valley. A dedicated water supply line extends from the Water Treatment Plant to a water storage reservoir situated in the Uplands subdivision. From the reservoir, potable water is then pumped into the water distribution piping system. Connections to the existing water distribution system are shown on Figure 3.

### **4.5 Treated Wastewater Supply and Distribution**

Increasingly, industrial firms and organizations are in search of opportunities to use resources in an environmentally sound and economically efficient manner. The Sherring area's municipal servicing strategy has been planned to accommodate such activities. One such method is to provide opportunities for the re-use of treated wastewater.

As previously noted, the City of Lethbridge's Wastewater Treatment Plant is situated in the Oldman



River Valley north of the Highway 3 River Crossing. If treated wastewater is required by future industrial activities, one option is to extend a trunk line from the Wastewater Treatment Plant north towards the Gun Club Coulee road then east along the existing storm sewer right-of-way to the plateau. The trunk line would then follow the south boundary of the former North Lethbridge Landfill site onto 26<sup>th</sup> Avenue N. and then east along 26<sup>th</sup> Avenue N. to the Sherring area (Figure 3).

## **4.6 Storm Water Management System**

### **4.6.1 Minor Storm Drainage System**

The minor storm drainage system consists of the piped network elements of the storm drainage system, providing for the safe collection and disposal of 1 in 5 year design storm.

The 1981 *North Lethbridge Master Service Plan* envisioned that the Uplands trunk sewer and a storm trunk sewer along the north city limits would service the ASP area. The existing Uplands storm trunk sewer will need to be extended from its current termination (near the Uplands water reservoir) north and east along the north boundary of the Uplands subdivision to 28<sup>th</sup> Street N. Construction of a storm trunk sewer along the north city boundary will also be required prior to build out of the ASP area.

The Sherring area will require a piped minor gravity system discharging into storage facilities located in the ASP area.

### **4.6.2 Major Storm Drainage System**

The function of the major storm drainage system is to collect, store and safely convey storm drainage that exceeds the capacity of the minor storm drainage system. The major storm drainage system functions by default once the capacity of the minor storm drainage system is exceeded. To reduce flood damage, present City of Lethbridge standards and Alberta Environmental Protection standards and guidelines require storm drainage systems to safely accommodate a 1 in 100 year design storm.

### **4.6.3 Storm Water Management Strategy**

In the Sherring area the management of storm water may consist of two integrated strategies. First, a centralized storm water management pond and lift station may be used to store and treat storm water. This centralized pond would serve the following functions:

- provide storm water treatment and storage for small parcels, and
- provide a centralized storm water collection point and single lift station to allow storm water to be discharged into to the Uplands Trunk Sewer.

Construction of the centralized storm water management pond would be staged with the build out of the Sherring area.

The second strategy would require that large parcels provide their own, site specific, storm water management plan. Owners of large industrial parcels should be responsible for major system runoff and detention of 1 in 100 year design storms. Storage requirements are currently estimated at 675 m<sup>3</sup>/ha, however, but the exact figure will need to be determined by individual parcel owners as part of the development approvals process.

For the Sherring area as a whole, storm water release rates cannot exceed the available downstream capacity. Based on the 1981 *North Lethbridge Master Service Plan*, this is 0.308 m<sup>3</sup>/s for the Uplands storm trunk (1350 dia.) and 4.76 m<sup>3</sup>/s for the north city boundary trunk (1800 dia.).

## **4.7 Overhead Power Line**

As previously noted, a 138 kV transmission line bisects the western half of Section 16 running in a north-south orientation. Restrictions may, therefore, apply to any roads, pathways, light standards, or landscaping that may occur on or near the right-of-way. These conditions will be addressed on a case-by-case basis, and subject to the approval of the appropriate regulatory authorities.

In addition, if required by specific industries, opportunities should be provided to extend a 240 kV

transmission line into the ASP area. The 240 kV transmission line right-of-way would tie into the electrical substations situated on the tablelands adjacent to the Oldman River Valley west of the Uplands subdivision. To tie into the electrical substations, there are opportunities to extend the 240 kV transmission line right-of-way west adjacent to 44<sup>th</sup> Avenue N. to the existing transmission line right-of-way that bisects Sections 18 and 19. Alternatively, the transmission line right-of-way could be extended north along 43<sup>rd</sup> to 62<sup>nd</sup> Avenue N. where it would head west eventually tying into the existing transmission line right-of-way noted above.

#### **4.8 High Pressure Gas Line**

A 273 mm diameter high pressure gas pipeline known as the Lethbridge East No. 1 Branch Line runs parallel to 43<sup>rd</sup> Street N. This high pressure line is currently licensed to operate at 300 psi, with a current right-of-way width of 5 meters. If required by specific industrial activities, there may be opportunities to increase pressure in the line to 450 psi. This increase in pressure may require additional right-of-way and would be subject to the approval of Atco Gas Pipeline and other appropriate regulatory authorities.

#### **4.9 Shallow Utilities**

In consultation with the respective utility companies, shallow utilities, including electrical services, telephone and cable required to service industrial development, will be extended into the ASP area from the existing infrastructure.

## **5.0 DEVELOPMENT PHASING AND IMPLEMENTATION**

The objectives of the phasing and implementation programs are to ensure that the implementation of this ASP proceeds in a coordinated and cost-effective manner, and that this ASP remains current through active monitoring, reviewing and updating. This will help to ensure that future growth and land use decisions will reflect the needs and aspirations of residents, businesses and industry.

### **5.1 Development Phasing**

Figure 4 shows a development phasing strategy that is intended to ensure that development proceeds in an orderly manner in conjunction with the cost-effective extension of municipal services. It is, however, recognized that market and other conditions may change in the future and therefore some flexibility must be maintained in the phasing of development. Land sales and economic development initiatives in addition to economical servicing will ultimately influence how development will proceed. Therefore, the Phasing Plan has been developed as a general guide. The Phasing Plan can be modified without an amendment to this ASP.

### **5.2 Implementation**

The implementation program identifies specific actions required to ensure that the objectives of this ASP are achieved. This ASP will be implemented through a range of regulatory mechanisms available to the municipality and through the respective statutory and regulatory instruments of senior levels of government. At the municipal level, implementation will primarily occur through the administration of the Land Use Bylaw and outline plan approvals. Additional implementation mechanisms include the subdivision process and service agreements. Decisions with respect to outline plan preparation, re-districting, service agreements and subdivision applications must conform to the guidelines contained in the *Sherring Business and Industrial Area Structure Plan* and be consistent with the *City of Lethbridge Municipal Development Plan*. In addition, as implementation proceeds within the ASP area businesses and industry are encouraged to operate in environmentally sound and economically efficient manner by following the principles of industrial ecology. The

mechanisms for implementing this ASP are elaborated on below.

### **5.2.1 Outline Plans and Supporting Information**

An outline plan will be required for each quarter section area, or other such area as is mutually agreeable to the developer and the approval authority. Outline plans are intended to address land use and servicing issues at a greater level of detail than an area structure plan. The process for preparing an outline plan is contained in the *City of Lethbridge Design Standards*. At the discretion of the approval authority, the outline plan process and submission requirements may be relaxed or modified as determined necessary in response to a specific proposal.

### **5.2.2 Land Use Bylaw**

The Land Use Bylaw is the primary tool available for the implementation of statutory plan policy. Successive stages of development in the Sherring area shall be re-districted to the appropriate land use district at the time of subdivision. Currently, three land use districts regulate industrial development. In addition, the Direct Control land use district may be used in the Sherring area. These land use districts are described below as is the Highway Commercial land use district:

- **I-B - Business Industrial:** The purpose of this district is to provide for the development of light industrial, warehousing and limited commercial uses which are compatible with one another and adjacent land use districts.
- **I-G - General Industrial:** This district is intended to provide for the development of manufacturing, processing, distribution and storage uses as well as complementary service industries.
- **I-H - Heavy Industrial:** The purpose of this district is mainly for the development of intensive manufacturing uses and uses with potentially high impacts.
- **DC - Direct Control:** This district is intended for the development of uses that have innovative characteristics or particular circumstances that require specific rules that are not regulated by other land use districts.

- **C-H – Highway Commercial:** The purpose of this district is to provide for the development of commercial and related uses requiring high visibility and direct accessibility to vehicle traffic on major entrance roadways within the City.

### **5.2.3 Subdivision/Tentative Plan Process**

This is the legal process involving the creation of individual titled lots from large parcels of land. The *Municipal Government Act* and the *Subdivision and Development Regulation* provide legislative authority for subdivision approval. Subdivision will not proceed in the Sherring area unless the proposal conforms to the *Municipal Government Act*, *Subdivision and Development Regulation*, the Land Use Bylaw, the MDP and this ASP.

The application for subdivision will require, among other things, a tentative plan covering the particular title that is being subdivided. The tentative plan will identify lot dimensions, development setbacks, registered right-of-ways and easements as well as any other requirements deemed appropriate by the approval authority.

### **5.2.4 Service Agreements**

This is a contractual agreement entered into between the City and the developer to ensure that the infrastructure installed to serve a proposed development is constructed to municipal standards. Service agreements require that on-site and off-site costs associated with servicing new developments with roadways and infrastructure to be borne by the developer through development charges and levies in accordance with specific service agreements. These agreements are required as a condition of most subdivision approvals in accordance with Section 655 of the *Municipal Government Act*.

### **5.2.5 Industrial Ecology – Planning Principles**

Business and industrial development within the ASP area will be encouraged to follow the planning principles of industrial ecology. Industrial ecology can be characterized as manufacturing and

servicing industries collaborating to improve environmental and economic performance by collectively managing resources. The core planning principles of industrial ecology are based on a “systems” approach to industrial activities. This is achieved by ensuring that individual firms are connected into the industrial ecosystem by:

- Considering materials flows and the management of “wastes” within the entire Sherring area:
  - ensure optimum re-use and recycling
  - minimize waste generation
  - use alternative technologies and materials
  - align environmental policy with long-range planning
- Integrate the Sherring area with natural systems:
  - design with the characteristics and constraints of the regional ecosystem
  - emphasize pollution prevention
  - minimize the need to transport toxic materials

Other ecological planning principles that may be considered by businesses and industry planning to locate within the Sherring area include the following:

- Buildings and other structures are encouraged to be constructed to optimize heat and water conservation.
- Building landscaping is encouraged to be designed to assist in the “energy efficiency” of the building.
- Xeriscaping or drought tolerant landscaping materials are encouraged to be used on industrial parcels.
- Businesses that are not only involved in manufacturing, but also involved in recycling and reuse are encouraged to locate in the ASP area.
- The compatibility for symbiosis in the selection of industries and businesses, and the potential to integrate industrial and other appropriate land uses may be considered.
- Infrastructure should be constructed, operated and maintained in an environmentally sound manner.

- The ecological carrying capacity of the air, water and soil to absorb emissions ought to be considered by industry.
- Storm water management facilities are encouraged to be designed to treat storm water run-off and lightly contaminated process water from industrial users onsite.

### **5.2.6 Need for Further Studies**

To assist with the implementation of the *Sherring Business and Industrial Area Structure Plan* it is recommended that the City of Lethbridge undertake the following studies:

- a land use allocation study should be prepared for the Special Policy zone before concept and infrastructure planning are undertaken;
- a development set back line could be established for industrial development adjacent to the North Lateral Irrigation Canal; and
- a transportation planning study could be undertaken to address the particular transportation challenges associated with developing the Sherring area. These challenges include, but are not limited to, the following:
  - determining industrial-related traffic patterns throughout the city
  - consideration of the regional implications that industrial-oriented traffic may have on the County of Lethbridge's roadway network
  - ensuring that the ASP area has convenient and efficient access to the North-South Trade Highway, national highway system, and the potential ring road.
- a study to develop a framework for implementing industrial ecology is encouraged to be undertaken. Such a study could provide an educational and practical link between the “encouragement” of the use of industrial ecology principles and their on-the-ground application.

Detailed terms of reference need to be developed to more specifically define the scope of these studies.

### **5.3 Senior Government Approvals**

In the Sherring area individual development proposals may be subject to the planning and



development regulations of senior government agencies. Primary authority for the approval of proposed site-specific industrial developments in the Sherring area may fall under the jurisdiction of provincial agencies such as the Alberta Energy and Utilities Board and Alberta Environment, and in some instances federal agencies such as the National Energy Board. These agencies are responsible for assessing the potential impacts that proposed intensive industrial activities might have on the local and regional environment and the community as a whole.

It is, however, important that the City of Lethbridge provides input and works closely with these regulatory agencies during site-specific development approval processes. This is particularly important when balancing the industrial development objectives outlined in this ASP with the potential concerns of area residents and other interested parties regarding proposed industrial activities. The resolution of such concerns, however, should rest with the industrial proponent. The proponent shall therefore be required to follow the approval processes and hazard and nuisance assessment procedures and standards of all regulatory agencies with approval jurisdiction. This should be done in consultation with the City of Lethbridge and other stakeholders.

Any adverse impacts associated with a proposed industrial use, such as noise, light, odour or other nuisance factors should be assessed and mitigated to a level and standard, which in the opinion of the regulatory authority, with jurisdiction, does not present a significant impediment to adjacent residential uses. Any proposed industrial use that may present a risk to adjacent neighbourhoods should be assessed and mitigated to reduce the cumulative risk to an acceptable level, as determined by the regulatory authority with jurisdiction. Therefore, in the Sherring area all industrial development proposals shall be in compliance with the approval processes and regulations of senior levels of government.

#### **5.4 Intermunicipal Cooperation**

The *Municipal Government Act* encourages intermunicipal planning efforts to address common planning issues where land use issues and transportation networks transcend municipal boundaries. As the Sherring area falls within the intermunicipal planning boundaries outlined in the *County of*

*Lethbridge and City of Lethbridge Intermunicipal Development Plan (IDP)*, a cooperative implementation process between the two municipalities will be required. As noted in the IDP, the City of Lethbridge will be required to circulate to the County of Lethbridge for comment the following:

- the proposed *Sherring Business and Industrial Area Structure Plan*;
- any proposed amendments to the *Sherring Business and Industrial Area Structure Plan*;
- any proposed amendments to the land use bylaw in the Sherring area; and
- any other decisions for the Sherring area that would have an effect on the County of Lethbridge.

In order to resolve any disputes that may arise, open lines of communication will be required between the two municipalities. Any disputes relating to the Sherring area should be resolved through the dispute settlement program contained in the IDP.

## **5.5 Plan Amendments**

To respond appropriately to change and unforeseen circumstances amendments to this ASP may be required from time-to-time, such as for the Special Policy zone. In considering amendments to this ASP, due regard should be given to the proposed use, considering:

- consistency of the proposal to the objectives and vision established for the Sherring area through the *Sherring Business and Industrial Area Structure Plan*;
- the cumulative effects the proposed amendment will have on the inventory of serviced or serviceable industrial land;
- the cumulative effects the proposed amendment and subsequent development will have on adjacent land uses; and
- the potential impact on neighbouring municipalities.

## **5.6 Plan Monitoring**

The *Sherring Business and Industrial Area Structure Plan* should periodically be monitored and updated with respect to all of the guidelines and implementation mechanisms outlined in the ASP.

Monitoring should give consideration to demand for industrial development, roadway and infrastructure improvements, and City and regional economic development initiatives.

## GLOSSARY OF TERMS

**Act, or Municipal Government Act** Provincial legislation that outlines the power and obligations of a municipality. Part 17 of the Act provides the means by which plans and bylaws may be adopted to guide development and the use of land and buildings.

**Approval Authority** Means the City of Lethbridge Development Officer, the Municipal Planning Commission, respective City departments, or City Council as the context requires.

**Berm** Means a dike-like form used to separate areas or functions, or constructed to protect a site or district from a nuisance.

**Buffer** Means a parcel of land, vegetation, or berming located between two land uses. The buffer should be designed to effectively separate or protect one type of land use or development from another.

**Development** As defined by the Municipal Government Act specifically means:

- a. an excavation or stockpile and the creation of either of them;
- b. a building or an addition to or replacement or repair of a building and the construction or placing of any of them in, on, over, or under land;
- c. a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in use of the land or building; or
- d. a change in the intensity of use of land or a building or an act done in relation to land or a building that changes or is likely to change the intensity of use of the land or building.

**Development Standards** Means design guidelines intended to provide direction with respect to the form and character of a new development.

**Easement** Means a right to use land, generally for access to other property or a right-of-way for a public utility.

**Environmental Impact Assessment** An evaluation designed to identify and predict the impact of an action or land use on the environment and human health and well being. The evaluation may include a

risk assessment as a component along with economic and land use assessments.

**Guideline** Means a statement identifying a specific course of action for achieving objectives.

**Interface** Means the area or boundary between contiguous land uses.

**Landscaping** Means lawns, trees, shrubs, ornamental planting, fencing, walks or other similar structures or materials to be used for the enhancement of outdoor areas.

**Land Use Bylaw** Means the bylaw that divides the municipality into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land can be used and developed and includes a land use district map.

**Land Use District** Means an area designated for a particular type of use as designated in the Land Use Bylaw.

**Municipal Reserve** Means land required to be dedicated at the time of subdivision for public parks, public recreation areas, schools or for the separation of different land uses in accordance with the provisions of the Municipal Government Act.

**Nuisance** Means any use or activity which, at the discretion of the approval authority, causes undue auditory, visual or olfactory disturbance and which, by virtue of that disturbance, reduces or interferes with the normal enjoyment of land, building or structure.

**Screening** Means a fence, earth berm, or landscaping used to visually and/or physically separate areas or functions.

**Setback** Means the perpendicular distance as measured between that part of a building nearest to the front, side or rear property line of the building site.

**Transition Area/Transitional Land Use** Means a land area where compatible land uses buffer intensive industrial development from other land uses, such as residential development.

## **APPENDIX “A”**

### *Background Information*

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## **1.0 Planning Area**

### **1.1 Location**

The Sherring area comprises some 513 hectares of land located in the northeast corner of the city. The area is situated north of the Churchill industrial area, east of the Uplands subdivision, and west and south of the County of Lethbridge.

### **1.2 Planning and Policy Framework**

Several municipal documents provide important direction and policy context for future industrial development in Lethbridge, and include the *City of Lethbridge Municipal Development Plan*, *County of Lethbridge and City of Lethbridge Intermunicipal Development Plan*, *North Lethbridge Urbanization Report*, *Hardieville/ Legacy Ridge/ Uplands Area Structure Plan*, *City of Lethbridge Land Use Bylaw*, and the *City of Lethbridge Annexation Proposal*. These documents also provide guidance to the future land use patterns of the Sherring area. These documents are summarized below.

#### ***City of Lethbridge Municipal Development Plan***

A Municipal Development Plan (MDP) is a general statement of a municipality's broad objectives respecting the form and character of existing and proposed land use and servicing requirements. The City of Lethbridge's MDP, Bylaw No. 5205, as amended, designates the Sherring area for future industrial uses. It is noted in the MDP that heavy industrial activities with environmental impacts should be directed to this area.

#### ***County of Lethbridge and City of Lethbridge Intermunicipal Development Plan***

The Intermunicipal Development Plan (IDP) for the County of Lethbridge and the City of Lethbridge addresses planning issues that transcend municipal boundaries. The IDP applies to a "fringe area" covering about a 3-mile area around the city. Land use policies identified in the IDP which apply to the ASP area include:

- an area structure plan should be prepared for the Sherring area before any further industrial development is undertaken;



- both municipalities should resist pressure to re-designate agricultural lands to other uses unless the lands are part of an adopted plan; and
- area structure plans should limit the number of entry points onto roads that are either under County jurisdiction or directly link to the County’s road network.

### ***City of Lethbridge Annexation Proposal***

The *City of Lethbridge Annexation Proposal* was completed in 1983. The Proposal provides the rationale for a comprehensive annexation of County of Lethbridge lands to the north, west and south of the city. In establishing the rationale for annexing lands to the north, the Sherring area is identified as a logical extension of the City’s existing industrial development.

### ***North Lethbridge Urbanization Report***

The *North Lethbridge Urbanization Report* was prepared in 1980. This report established a long-term vision for development of the lands north of 26<sup>th</sup> Avenue N. and generally west of 28<sup>th</sup> Street N. The report generally allocates these lands for future residential development. In addition, the lands in Section 20, north of 44 Avenue N. and west of 28<sup>th</sup> Street N. are identified as a “Residential Expansion” area.

### ***Hardieville/Legacy Ridge/Uplands Area Structure Plan***

The *Hardieville/Legacy Ridge/Uplands Area Structure Plan* (ASP), Bylaw 5164, as amended, applies to the lands immediately west of the Sherring area, between 26<sup>th</sup> Avenue N. and 44<sup>th</sup> Avenue N. The plan designates the area west of 28<sup>th</sup> Street N. and south of 44<sup>th</sup> Avenue N. for future residential development. In addition, 44<sup>th</sup> Avenue N. is identified as a future major roadway, which connects to 28<sup>th</sup> Street N.

### ***City of Lethbridge Land Use Bylaw***

The City’s Land Use Bylaw, Bylaw No. 4100, as amended, controls the development of the city. In the Sherring area a 40.5 hectare (100 acre) parcel of land is districted I-H – Heavy Industrial. Pratt and Whitney Canada Inc occupy this parcel. A portion of the northeast quarter of Section 21, and portions

of the north and south east quarters of Section 16 are districted DC – Direct Control. The balance of the lands are districted UR – Urban Reserve. The purpose of the UR district is to control the development of undeveloped lands until the necessary municipal services are available, at which time more appropriate land use districts are applied.

Successive stages of development in the ASP area will have to be re-districted to the appropriate land use district before subdivision.

## **2.0 Land Form**

### **2.1 Topography and Drainage**

Topographically, the ASP area has level to gently sloping terrain (Figure I). The overall slope is from west to east. The land falls gradually from an elevation of 916 meters above sea level at the southwest quarter of Section 16 to 904 meters in the lowest areas of the northeast quarter of Section 21. The overall elevation difference is 12 meters. Natural drainage for the ASP area is to the east. The nearest surface water is the North Lateral Irrigation Canal, which divides the ASP area into two catchment areas.

### **2.2 Soils**

The soils throughout the ASP area consist primarily of till deposits overlain by localized lacustrine deposits. The vast majority of the soils in the ASP area are classified under the Canada Land Inventory as 2c. Class 2c soils are primarily found west of the North Lateral Irrigation Canal. Those soils found east of the irrigation canal are rated Class 1. Class 1 soils have no significant limitations for crop production. Class 2c soils, however, have moderate limitations for crop production.

### 3.0 Land Ownership

#### 3.1 Ownership Patterns

The land ownership patterns for the ASP area shown as Figure II. The City of Lethbridge is a major property owner, with the control of title to about 66 percent of the land area. Ownership of the balance of the lands is distributed between a few owners as described on the following table.

**Table 1: Landownership**

Owner	Hectares	Acres	Percent of Total
City of Lethbridge	146	361	28%
Pratt and Whitney Canada Inc.	40.5	100	8%
Vaughan S. Giffen Farms Ltd. (City of Lethbridge)	199	492	38.5%
Croatian Canadian Club of Lethbridge	2.5	6	0.5%
Telus Communications Inc.	4	10	1%
Frank and John Malec	94	232	18%
Plant Genetic Systems Ltd.	32	79	6%
<b>Total</b>	<b>518</b>	<b>1280</b>	<b>100%</b>

Note: Land areas are approximate  
 Information derived from Land Titles search in January 2003 (subject to change)

## **4.0 Land Use**

### **4.1 Development Considerations**

There are a number of developed features that influence future land use and development decisions in the ASP area. Key development considerations are shown as Figure III and elaborated on below.

#### **4.1.1 Existing Site Development**

Developed features within the boundaries of the ASP area include the following:

- Pratt and Whitney Canada Inc. occupy a 40.5 hectare parcel situated at the corner of 26<sup>th</sup> Avenue N. and 43<sup>rd</sup> Street N.
- An electrical substation is situated in the northwest quarter of Section 16.
- 138 kV overhead transmission towers and lines bisect the western half of Section 16 in a north-south orientation.
- An irrigation pipeline bisects the ASP area from east to west and then runs parallel to 28<sup>th</sup> Street N. before heading west to Chinook Lake in Uplands.
- A farmstead and accompanying buildings are situated in the northeast quarter of Section 16.
- The North Lateral Irrigation Canal operated by the St. Mary River Irrigation District runs generally in a north-south orientation bisecting the eastern half of Section 21 and the northeast quarter of Section 16.
- A Telus telecommunications building and an accompanying tower are situated in the southwest quarter of Section 21.
- A Croatian Centre is situated in the southeast quarter of Section 21, adjacent to 43<sup>rd</sup> Avenue N.
- An agricultural research facility is situated in the northeast quarter of Section 21, abutting 62 Avenue N.

In the Sherring area consideration will have to be given to the types of uses situated in close proximity to the Telus telecommunications tower, as certain industries may have the potential of disrupting the tower's normal operation. Restrictions may also apply to the types of development that may occur on or

in proximity to the 138 kV transmission line right-of-way.

#### **4.1.2 Adjacent Uses**

The ASP area is bordered by agricultural land to the west. The *Hardieville/Legacy Ridge/Uplands Area Structure Plan* and the *North Lethbridge Urbanization Report* both designate this area for future residential development. This would include a continuation east, to 28<sup>th</sup> Street N., of the developing subdivision of Uplands. Currently, a 198 m high FM/TV antenna operated by the Canadian Broadcasting Corporation Ltd. is situated on a 16 hectare (40 acre) parcel south of 44<sup>th</sup> Avenue N. Existing and future residential development adjacent to the Sherring area present restrictions to the location and type of acceptable industrial activities that about 28<sup>th</sup> Street N. In order to improve the compatibility between residential and industrial development special consideration will need to be given to the interface between these adjacent land uses.

The Churchill Industrial area is located south of the ASP area. Industrial activities situated directly south of the ASP area include Alpha and Hostess/Frito-Lay. The uses are districted I-G - General Industrial in the Land Use Bylaw. An existing rail spur is in operation in the Churchill Industrial area.

The County of Lethbridge borders the ASP area to the north and east. Agricultural land, a cluster of farmsteads and several country residential estates are situated to the north. To the east of the ASP area, a number of farmsteads and several country residential estates about 43<sup>rd</sup> Street N. with the balance of the area comprising agricultural holdings. As development proceeds intermunicipal cooperation will therefore be required in order to minimize conflicts between land uses on either side of the municipal boundary. Finally, a high pressure gas line runs parallel to 43<sup>rd</sup> Street N.

## **4.2 Opportunities for Industrial Development**

A number of the above noted considerations provide opportunities for industrial activities in the ASP area. Opportunities include, but are not limited to, the following:

- the orderly extension of existing industrial development from the Churchill Industrial area north;
- the opportunity for industrial development to connect to the high pressure gas line;

- the opportunity to provide a rail spur connection to service industrial activities;
- the opportunity to access irrigation water;
- the opportunity for certain industrial uses to take advantage of the electrical substation and overhead transmission lines; and
- the opportunity to situate heavy industrial uses away from existing residential areas.

## **5.0 INDUSTRIAL REQUIREMENTS**

The City of Lethbridge maintains a supply of land for development and resale as industrial parcels. This is to ensure that there is an adequate supply of serviced and serviceable land for industrial development, thus ensuring the economic and orderly development of the city. In 2001 the entire inventory of serviced lots available for sale in the North Lethbridge Industrial area was some 27 hectares (65.5 acres). At that time the inventory had a shortage of parcel sizes in the 0.8 – 1.2 hectares (2.0 – 2.99 acres) and 2 - 2.4 hectares (5.0 – 5.99 acres) range as well as parcels of 2.4 hectares (6.0 acres) or more in size. In addition, there is an inventory shortage of large parcels of land between 10 and 40.5 hectares (25.0 and 100 acres) that are required by heavy industrial users from time-to-time. The limited quantity of serviced lots available to the market and the size of the available parcels reveal a number of important issues with respect to the City's industrial land inventory:

- there is a limited long-term supply of gross serviced industrial land in the city;
- there is a shortage of parcels between 0.8 and 2.4 hectares (2.0 and 6.0 acres) available for sale; and
- there is a shortage of large parcels between 10 to 40.5 hectares (25.0 to 100 acres) available for immediate sale.

### **5.1 Industrial Land Absorption**

The amount of land that has been absorbed into the marketplace on an annual basis between 1992 and 2001, for new industrial facilities, has been summarized on the following table.



**Table 2: Annual Industrial Land Absorption – 1992 through 2001**

<b>Year</b>	<b>Hectares</b>	<b>Acres</b>
1992	3.95	9.77
1993	1.17	2.89
1994	1.91	4.72
1995	2.09	5.17
1996	0.72	1.77
1997	4.93	12.18
1998	8.07	19.93
1999	9.49	23.44
2000	3.03	7.49
2001	6.43	15.90
<b>Total</b>	<b>41.79</b>	<b>103.26</b>

Source: City of Lethbridge Real Estate and Land Development

As shown on Table 2, over a ten-year period there has been a significant variation in the amount of industrial land absorbed from year-to-year, ranging from 0.72 hectares (1.77 acres) in 1996 to 9.49 hectares (23.44 acres) in 1999. The annual absorption rate over this ten-year period has averaged 4.17 hectares (10.3 acres). However, between 1997 and 2001 the average absorption rate increased to 6.39 hectares (15.78 acres) per year.

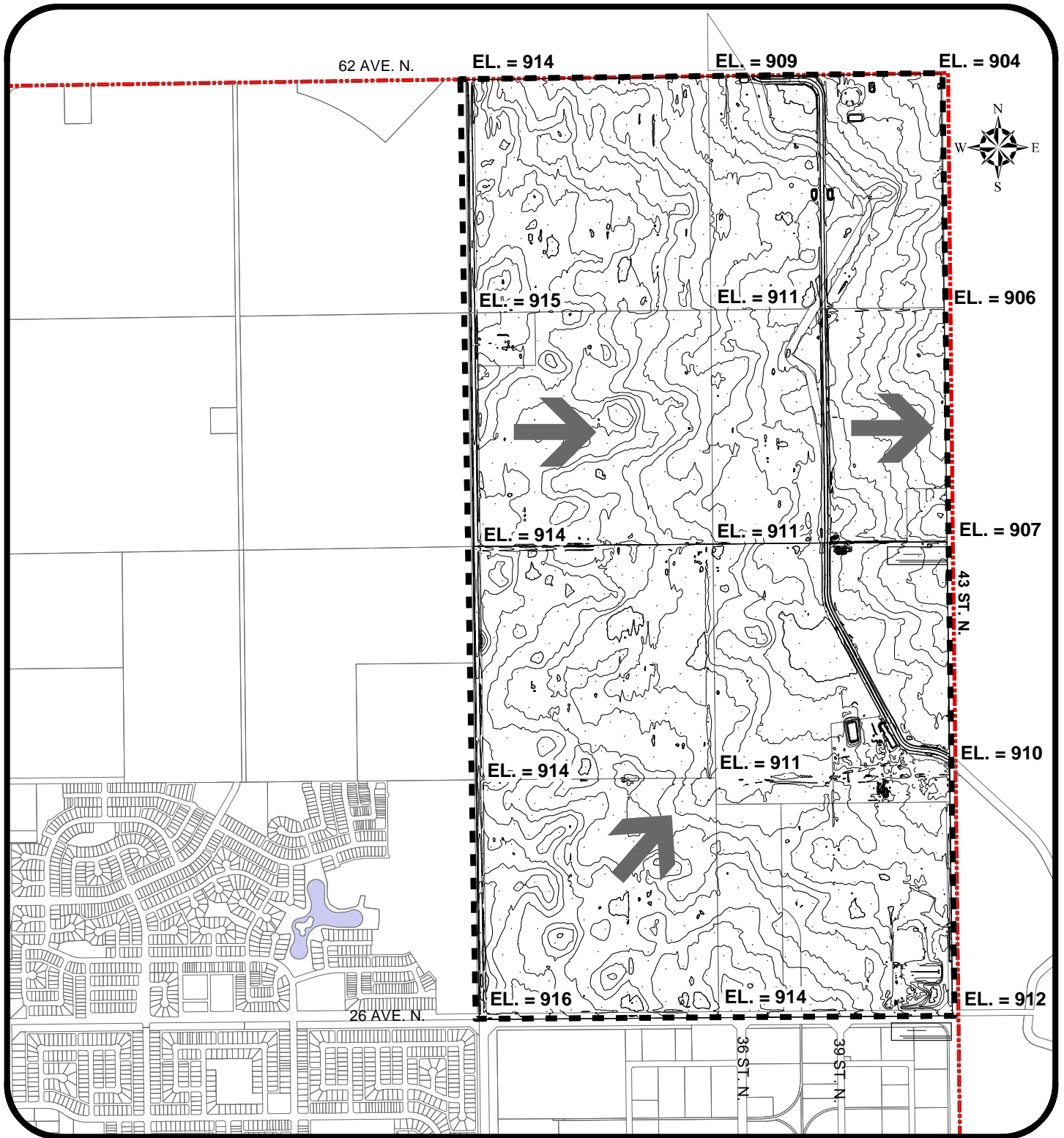
Though annual adsorption rates fluctuate, a primary reason for keeping an inventory of industrial land is to ensure that there is a sufficient supply of land to meet any unexpected increase in demand. In addition, industries periodically require large parcels of industrial land.

## 5.2 Industrial Land Demand Outlook





The fluctuating rate of adsorption for industrial land makes it difficult to project future industrial requirements. However, if the City is to attempt to actively encourage the growth of the industrial sector, it is important that a supply of serviced and serviceable industrial sites of varying sizes be available at all times. As previously noted there is a shortage of various parcel sizes as well as a shortage of land designated for future heavy industrial activities. The Sherring area provides an opportunity to satisfy the needs of a variety of industrial users. This would be achieved by:

- supplying large tracts of land for heavy industrial uses; and
- providing opportunities for a variety of parcel sizes to support a diverse range of industrial activities.

These points necessitate the need for the orderly and planned development of the Sherring area.



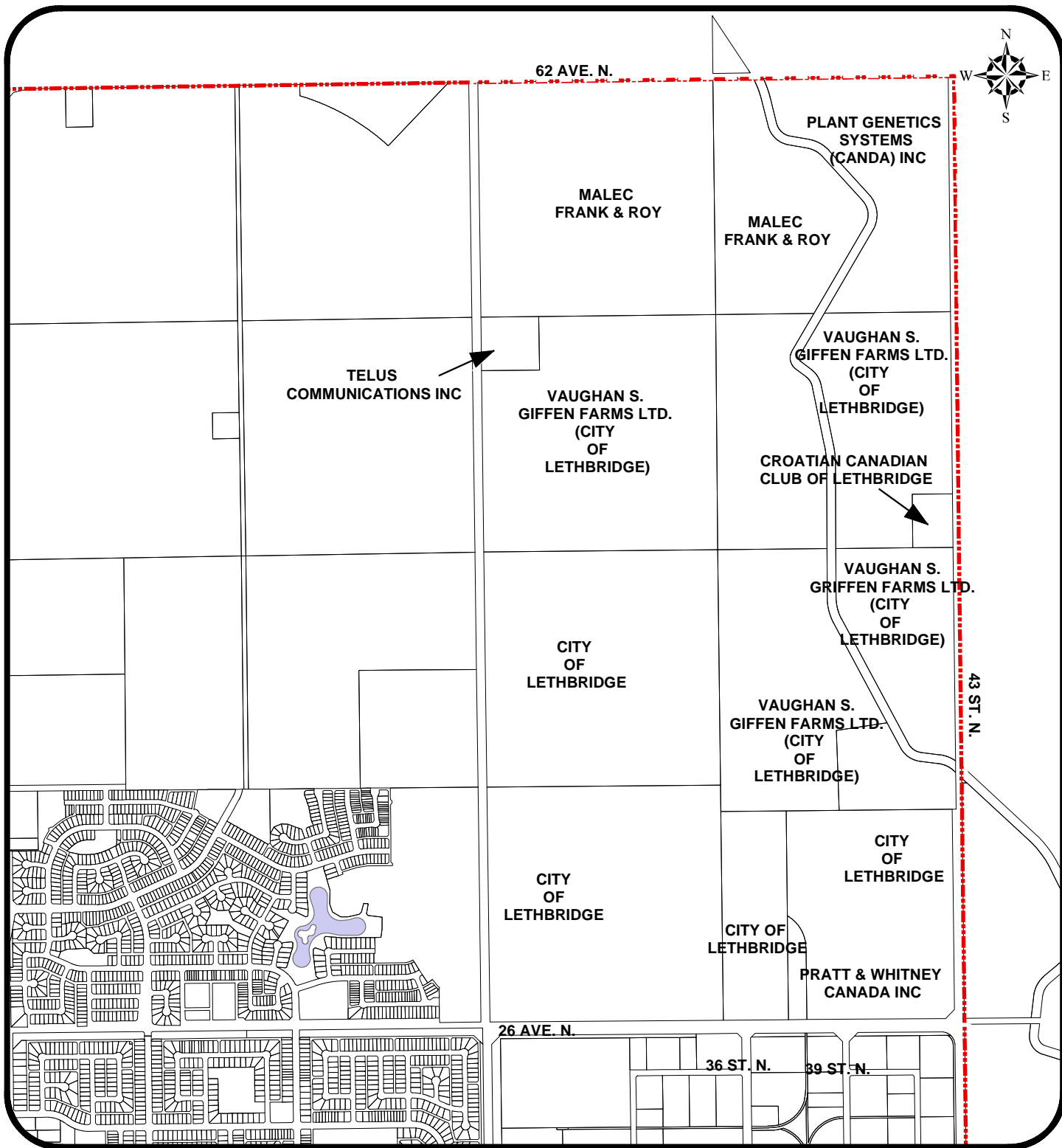
**LEGEND**

-  MUNICIPAL BOUNDARY
-  PLAN BOUNDARY
-  DIRECTION OF DRAINAGE
-  CONTOUR LINE



City of Lethbridge  
**Sherring Business & Industrial Area Structure Plan**  
**Topography and Drainage**

Figure I



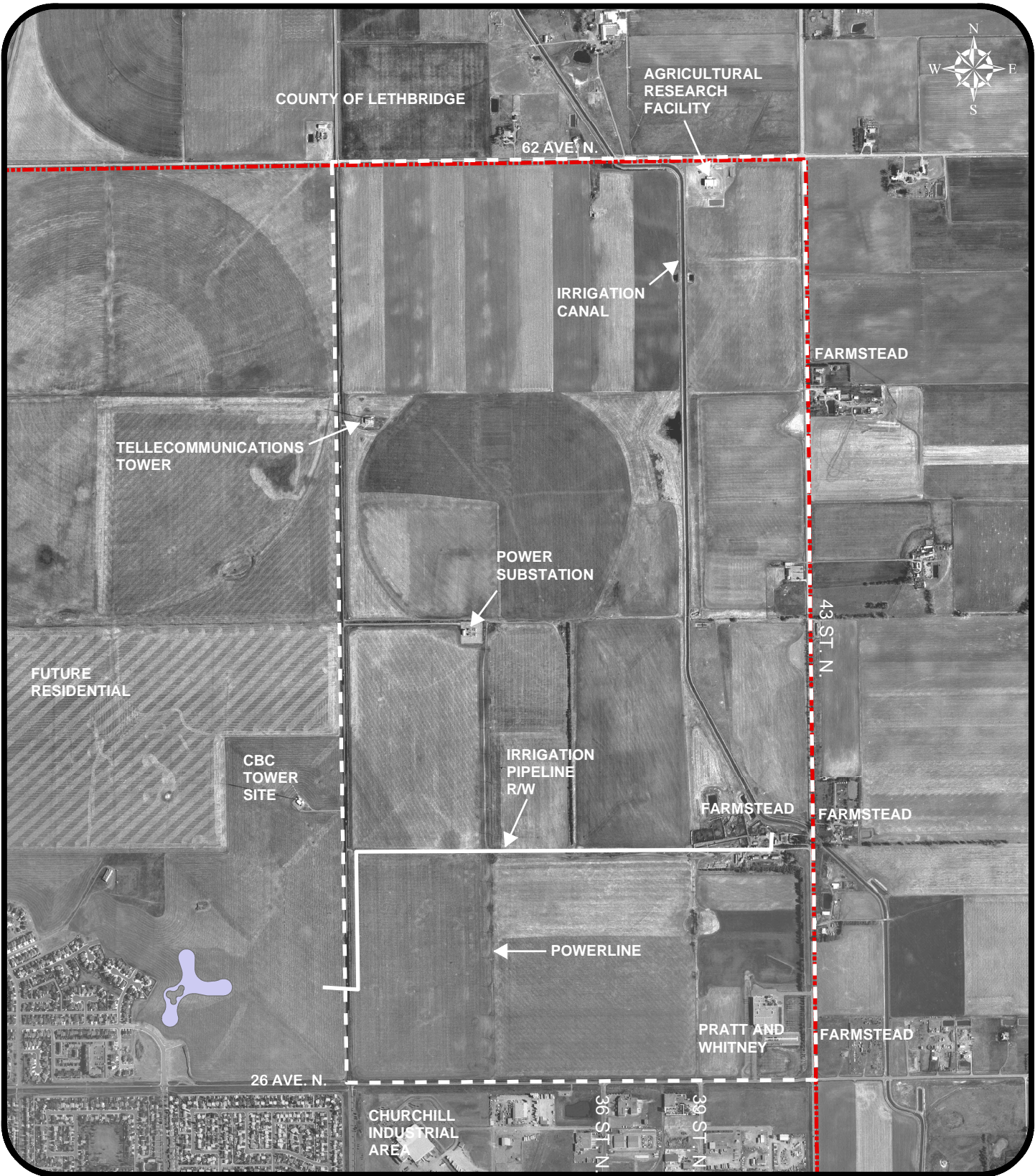
**LEGEND**

- - - - - MUNICIPAL BOUNDARY
- PLAN BOUNDARY



City of Lethbridge  
**Sherring Business & Industrial Area Structure Plan**  
**Land Ownership**

Figure II



**LEGEND**

- - - - - MUNICIPAL BOUNDARY
- PLAN BOUNDARY



City of Lethbridge  
**Sherring Business & Industrial Area Structure Plan**  
**Opportunities and Constraints**

Figure III

## **APPENDIX “B”**

### *Potential Land Use Allocations*

# Potential Land Use Allocations

	Approx. Area (ha)
<b>Gross Area</b>	513
Existing Heavy Industrial	16
Electrical Substation and Power Line R/W	4.5
Irrigation Canal R/W	6
Roadways	29
Storm Water Management	21.5
<b>Gross Developable Area</b>	<b>436</b>
Business Industrial Zone	13.5
Business Industrial / General Industrial Zone	43
Heavy Industrial Zone	56.5
General Industrial / Heavy Industrial Zone	163
Regional Commercial Site	14
Sports Fields	16
Special Policy Zone	130

- Note: 1) Land areas are approximate and subject to change through ASP implementation.  
 2) Municipal Reserve remains in developable lands  
 3) Amended from original – October 6, 2016 & September 9, 2019