

**BY-LAW 4926**  
**BEING A BY-LAW OF THE CITY OF LETHBRIDGE**  
**TO ADOPT AN AREA STRUCTURE PLAN FOR**  
**LANDS IN THE CITY OF LETHBRIDGE FOR THE**  
**HILL PROPERTIES AREA STRUCTURE PLAN**

\*\*\*\*\*

WHEREAS Section 633 of the Municipal Government Act permits Council to adopt by By-law, area structure plans;

AND WHEREAS the Hill Properties and Vicinity Area Structure Plan was adopted by Resolution in 1981 and requires updating;

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

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

That portion of Section 33, Township 8, Range 21, West of the Fourth Meridian lying South of 1<sup>st</sup> Avenue South, West of 43<sup>rd</sup> Street South and North and East of the Canadian Pacific Railway Right-of-Way RY 23 all as shown on the attached Appendix "B"

and shall be known as the Hill Properties Area Structure Plan.

2. The Resolution of City Council pertaining to the Hill Properties and Vicinity Area Structure Plan dated September 14<sup>th</sup>, 1981 is hereby rescinded.
3. This By-law shall come into force on the date of final passing thereof.

READ A FIRST TIME THIS 02 day of November, A.D., 1998

[Signature]  
MAYOR

[Signature]  
CITY CLERK

READ A SECOND TIME THIS 30 day of November, AD, 1998

[Signature]  
MAYOR

[Signature]  
CITY CLERK

READ A THIRD TIME THIS 30 day of November, AD, 1998

[Signature]  
MAYOR

[Signature]  
CITY CLERK

**APPENDIX "A"**  
**HILL PROPERTIES AREA STRUCTURE PLAN**

**1. Introduction**

**(a) Purpose of Plan**

This plan is intended to:

- (i) Replace the original Hill Properties and Vicinity Area Structure Plan. The original plan was last revised in 1989 to reflect changes that had occurred since its inception in 1981. However, numerous other changes have occurred since then among the most significant of which are those related to the improvements made to the transportation and servicing infrastructure in and around the plan area. Appendix 1 contains a copy of the previous plan.
- (ii) Provide a framework for subdivision and development of the Hill Properties.

**(b) Municipal Government Act**

Provincial legislative enactment provisions have also changed since the original Area Structure Plan was adopted. This new plan is drafted according to these new requirements (refer to Appendix 2).

**(c) Municipal Development Plan**

The Municipal Development Plan identifies this area as future Highway Commercial area. (refer to Appendix 3).

**2. Location**

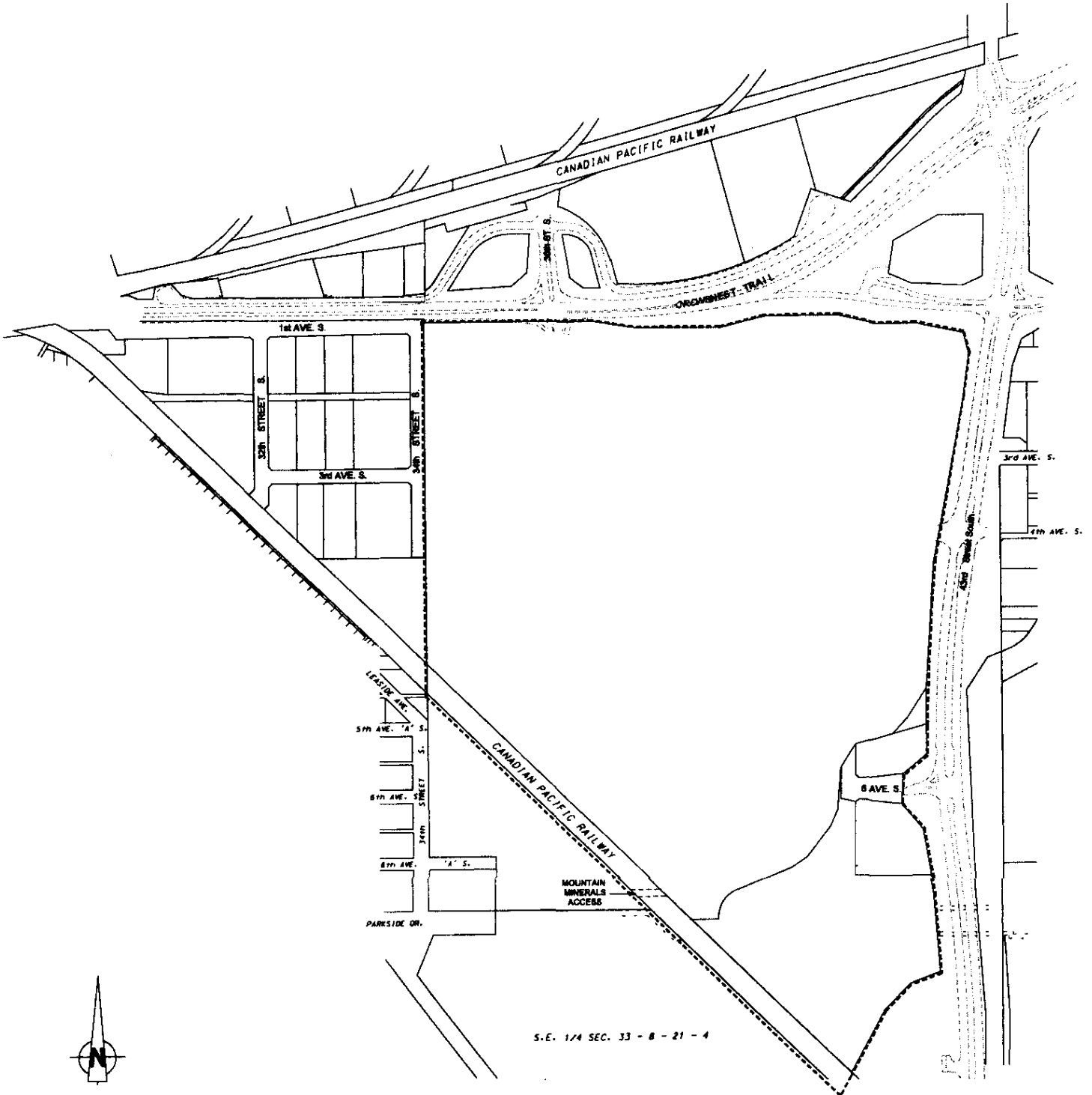
**(a) Included Lands**

Lands which comprise the plan area are illustrated on Map no.1. These lands, known as the Hill Properties, contain approximately 129 acres (52.2 hectares) of land. Of this, approximately 35 acres (14.17 hectares) have recently been sold and are currently being developed. The City of Lethbridge owns the balance of the area, approximately 16.5 acres (6.7 hectares), south of the Hill properties.

**(b) Excluded Lands**

The remaining lands within the previous plan area are already largely developed. Thus this property is not included within the scope of this plan, however, development within the Hill Properties is consistent with the previous plan and compatible with the adjacent land uses.

# Map 1. Plan Area



### **3. Access**

#### **(a) Crowsnest Trail**

Access is via the developed roads west of the plan area (30<sup>th</sup> Street and 34<sup>th</sup> Street). The original area structure plan called for the closing of the 34<sup>th</sup> Street access, and replacing it with access at 36<sup>th</sup> Street. This access is intended to extend north of the CPR tracks into the northeast industrial area should an additional railway crossing ever be permitted.

The 36<sup>th</sup> Street intersection on the south side of the Crowsnest Trail is being constructed in 1998 to access the first phase of development of the Hill Properties. The 34<sup>th</sup> Street intersection is being closed in 1998.

#### **(b) 43<sup>rd</sup> Street**

Access is via an intersection at 6<sup>th</sup> Avenue. This access serves two mobile home sales businesses and Mountain Minerals.

In order to improve the access to existing and future businesses, one additional full turns intersection will be constructed at 43<sup>rd</sup> Street and 4<sup>th</sup> Avenue.

#### **(c) Service Roads**

The 1<sup>st</sup> Avenue service road will not extend east of 34<sup>th</sup> Street. Connection to the Crowsnest Trail will be via 30<sup>th</sup> Street or via 2<sup>nd</sup> Avenue and 36<sup>th</sup> Street. There will be no service roads constructed within the Hill Properties.

#### **(d) Internal Road System**

The internal road system will generally be in accordance with Map 2.

### **4. Sequence of Development**

There are wastewater servicing constraints affecting the Hill Properties. Initial subdivision and development will be confined to the northwest corner of the plan area, to the extent that servicing is available, as well as the non-serviced mobile home sales businesses clustered at 6<sup>th</sup> Avenue and 43<sup>rd</sup> Street. Subsequent subdivision and development will depend on the availability of wastewater services.

### **5. Land Use and Land Use Bylaw Classification**

Land use within this Area Structure Plan is intended to be a combination of highway commercial, light industrial, warehousing and storage and uses requiring rail access but limited water and wastewater service.

# Map 2. Potential Roadway Pattern



**(a) Highway Commercial**

Highway commercial uses are most appropriately situated in development nodes at the primary access points and along the highway frontages of the development area, as indicated on Map 3.

Land at the 6<sup>th</sup> Avenue development node has already been developed for mobile home sales and service which is considered to be a highway commercial use. This development proceeded according to Direct Control (DC) District bylaw no. 4723.

Bylaw no. 4723 will need to be amended in accordance with this Area Structure Plan before further subdivision and/or development commences in this area.

**(b) Light Industrial Uses**

Light industrial uses are intended to occupy the majority of land on sites within the interior of the plan area. Minimum site area will be ½ acre (0.2 hectares) and larger sites may generally be assembled modules of ½ acre as indicated on Map 3.

**(c) Warehousing and Storage Uses**

Sites for this type of use are situated along the CPR line to take advantage of the proximity of the rail line. The Industrial Business District land use classification is intended to facilitate the accomplishment of this type of development within the plan area as indicated on Map 3.

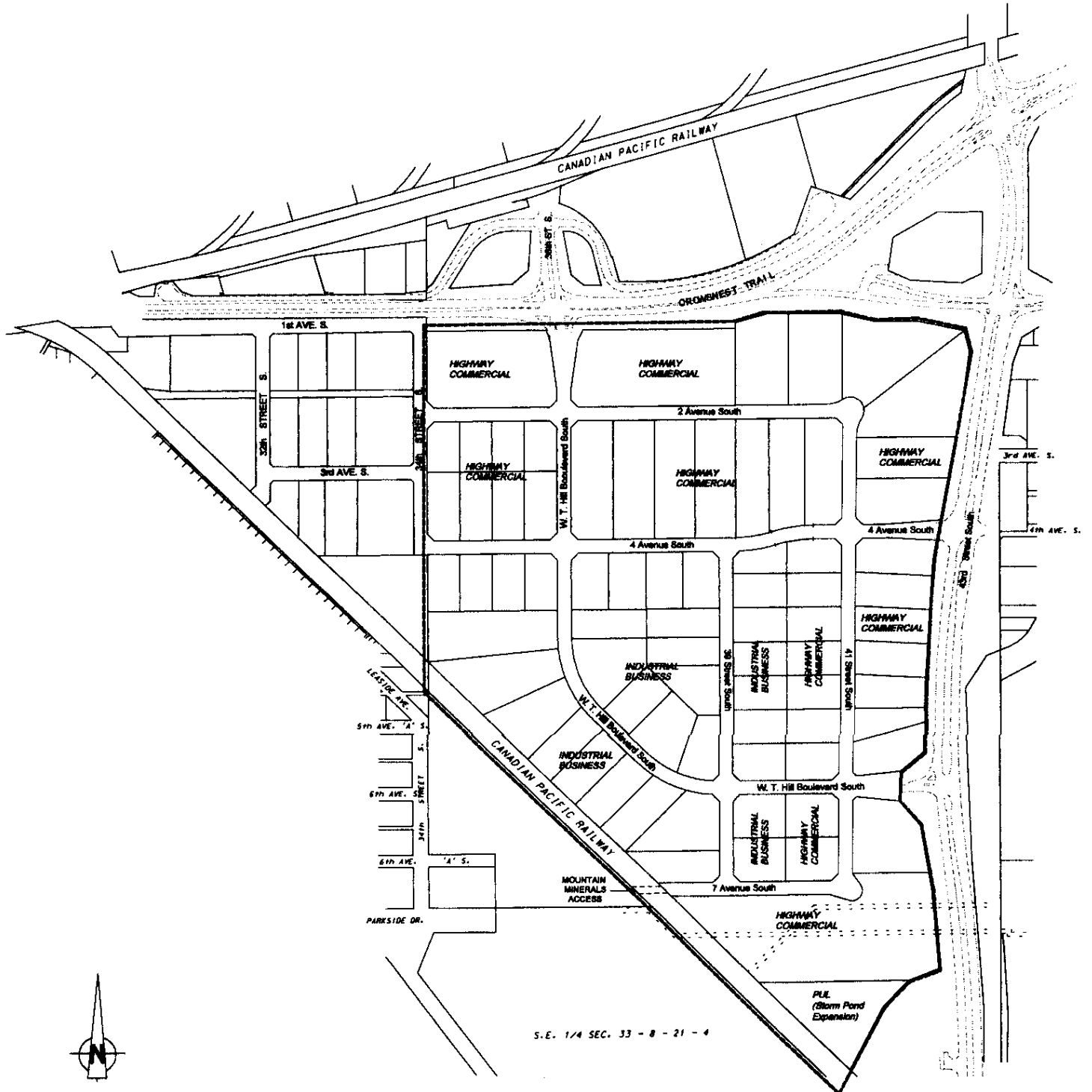
**(d) Storm Water Pond**

The southerly tip of the plan area, as indicated on Map 3, functions as a storm water pond which may be expanded in the future. This property is currently classified as Urban Reserve U-R and will not require re-classification.

**(e) Municipal Reserve Lands**

The intersection of Highway 3 and 43<sup>rd</sup> Street represents the major entrance to the City of Lethbridge from the east. There is an opportunity for both the City of Lethbridge and the developers of the Hill Properties to create a special visual impression at locations paralleling these transportation arteries as they enter the City. Thus subdivision and development approvals should address the provision and improvement of these lands for this purpose.

# Map 3. Future Land Use



## 6. Implementation

Consistent with the purpose of this Area Structure Plan, the subdivision and development authorities will be able to consider applications with the knowledge that existing development and future proposals will be coordinated. The subdivision authority is authorized to approve outline plans and/or subdivision applications that are, in the opinion of the authority, consistent with this area structure plan.



## Appendix 1

**AREA STRUCTURE PLAN**

**HILL PROPERTIES AND VICINITY**



**City of Lethbridge  
Planning and Development  
Department  
May 1981**

**Approved by City Council  
September 14, 1981  
Ammended to October 17, 1989**

HILL PROPERTIES AND VICINITY  
AREA STRUCTURE PLAN

City of Lethbridge  
Planning and Development  
Department  
May 1981

Approved by City Council  
September 14, 1981

## 1.0 INTRODUCTION

The Hill Properties area has been considered and proposed for light-industrial and related uses for a number of years. Most recently the General Municipal directed that an Area Structure Plan be prepared for this part of the City. The purpose of this Plan is to provide guidance for a future land use pattern that is consistent with the City's long term plans for the development of this area.

Section 62 of the Planning Act 1977 sets out the details of Area Structure Plans:

- "(1) For the purpose of providing a framework for subsequent subdivision and development of an area of land in a municipality, a council may, by by-law passed in accordance with Part 6, adopt a plan to be known as the "(name) Area Structure Plan."*
- (2) An area structure plan shall*
- a) conform to any general municipal plan in existence and affecting the area that is the subject of the area structure plan;*
  - b) describe*
    - i) the sequence of development proposed for the area*
    - ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,*
    - iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and*
    - iv) the general location of major transportation routes and public utilities;*
  - c) contain such other matters as council considers necessary."*

## 2.0 LOCATION

Although the Plan applies primarily to the Hill property since it represents the largest of the sites, the study area covers all

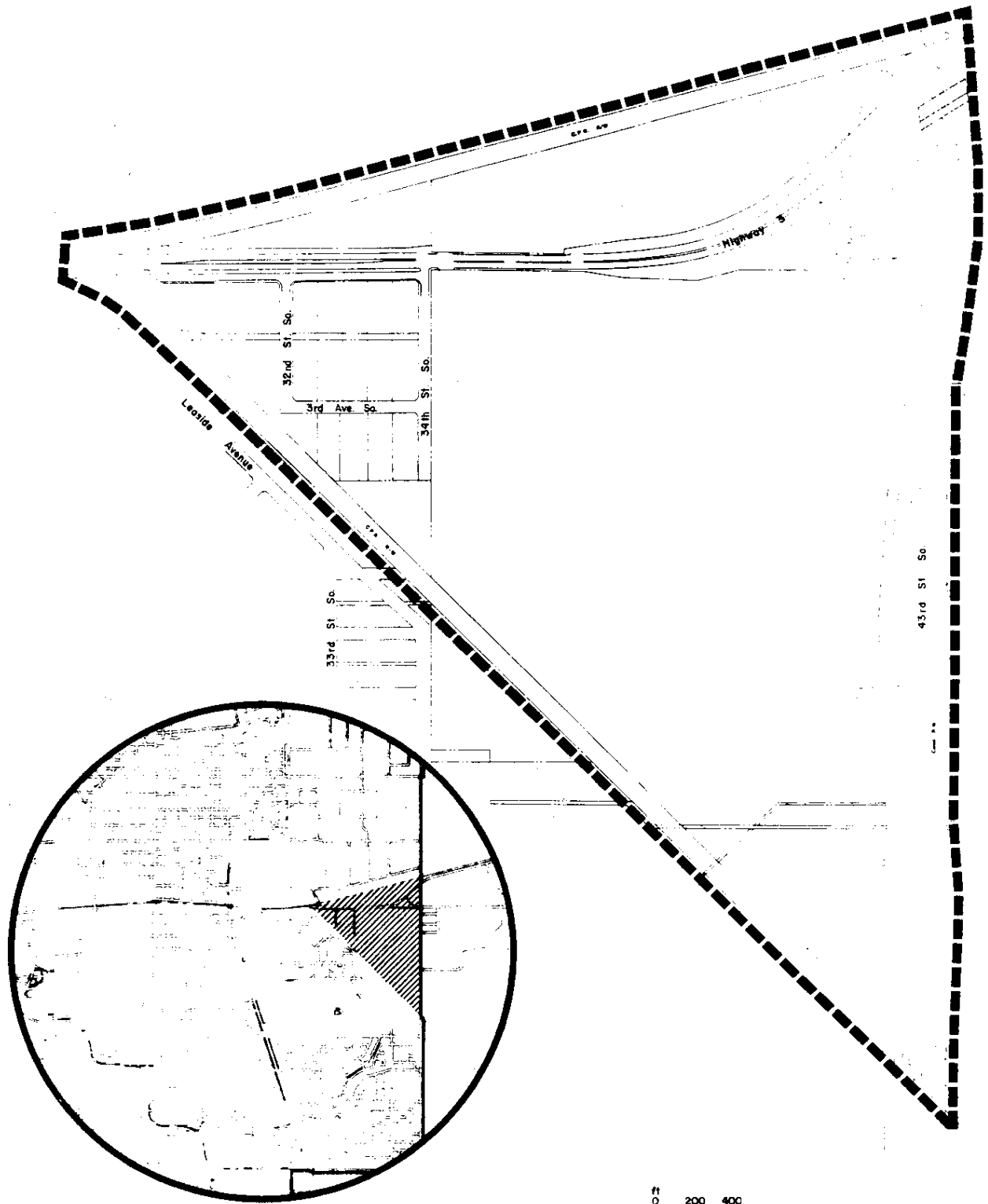
the land within the triangle formed by the C.P.R. right-of-way on the north and southwest, and 43 St. on the east. The total study area comprises approximately 121 hectares (Figure 1).

### 3.0 HISTORICAL PERSPECTIVE

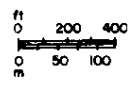
Various concepts to develop the Hill property itself as a 'light industrial park' have been reviewed and discussed over the past five years. In February 1977, an outline plan was approved by the Oldman River Regional Planning Commission (O.R.R.P.C.). However no additional action was taken on it. (A copy of the approval is attached in the Appendix). In August 1977, the O.R.R.P.C. approved an 8-lot industrial subdivision application comprising approximately 30 acres and located adjacent to the C.P.R. track. Since that time no further action has been taken to meet the conditions and proceed to register a linen plan within the time prescribed by the Planning Act. Consequently the subdivision approval has become null and void.

Development of a number of industrial and industrial related parcels has occurred west of the Hill property (i.e. west of 34 St. S.) over the past few years (Figure 2). Additionally an application to rezone 2 parcels adjacent to 32 St. and 1st Ave. S. (Joe's Mobile Homes) from a light industrial and commercial warehouse category to highway commercial, was approved recently by City Council. The intent of the re-zoning was to permit utilization of the land for a hotel. A development permit has now been approved and is currently valid though a number of outstanding conditions remain.

Figure 1. Study Area

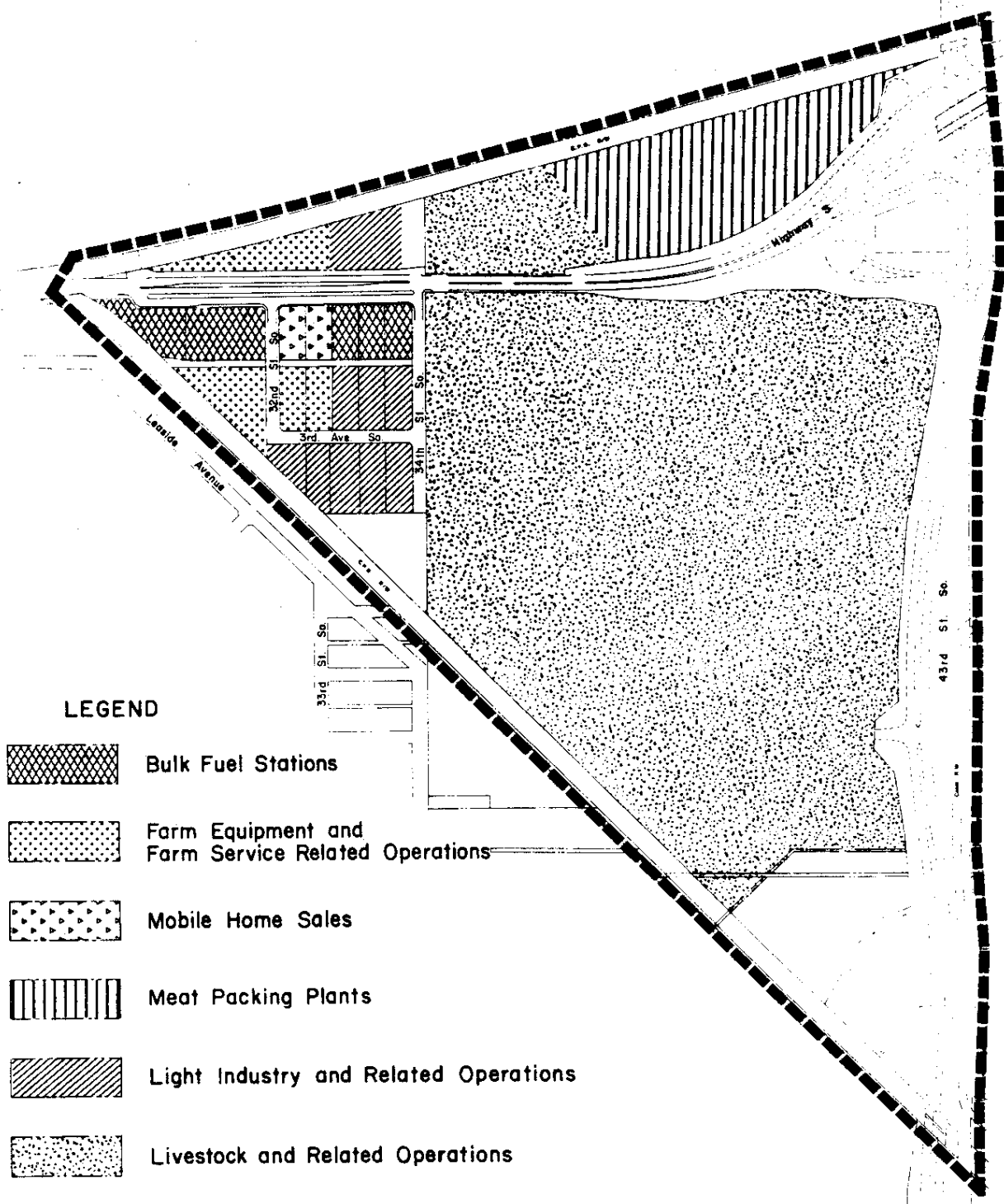


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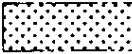


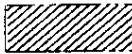

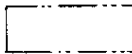


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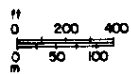
Figure 2. Generalized Land Uses



LEGEND

-  Bulk Fuel Stations
-  Farm Equipment and Farm Service Related Operations
-  Mobile Home Sales
-  Meat Packing Plants
-  Light Industry and Related Operations
-  Livestock and Related Operations
-  Other Uses or Vacant

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3.1 General Municipal Plan: The General Municipal Plan Background report prepared in 1980 re-iterated the special opportunities offered by the Hill property as a location with "excellent potential for a mixed-use industrial area, incorporating highway commercial and other uses requiring conspicuous locations along major roadways, as well as industries which may require rail access or which could potentially affect air quality."\* The Background Report concluded that the "W. T. Hill property be encouraged to develop as a privately-developed mixed use industrial area during the period covered by the Plan."

The General Municipal Plan also stipulated the preparation of an Area Structure Plan for the Hill property.

3.2 Recent Actions to Initiate Development: Since the approval of the subdivision plan lapsed in 1977, renewed interest in developing the Hill property has occurred. The proponent of such development has indicated a wish to utilize a portion of the property for such commercial uses as a hotel and car dealerships. Although generally in keeping with the recommendations of the General Municipal Plan to allow such uses, the consequence of commercial development of this type would be two-fold: i) generating higher traffic volumes to the area and ii) placing a higher demand on the sanitary sewer system, particularly in the case of the hotel (see below). Additionally, consideration of this use would need to take cognizance of the negative effect of the adjacent meat packing plants (see 4.0 below). Actions and events since the renewed initiative has occurred have centered on resolving these issues, as well as attempting to finalize a zoning and traffic plan that would satisfy the potential clients of the developer as well as the greater interests of the other land owners affected by the plan, the City and the provincial Dept. of Transportation.

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\*The policy objective and the implementation technique set out in the General Municipal Plan direct the development of the Hill property.

"Policy Objective

*To take advantage of the location of and access to the industrially-zoned Hill Property, and to provide lightly-serviced industrial and highway commercial land within the existing City boundaries.*

Implementation Techniques

*P36 That development of the Hill property as a privately-developed mixed-use industrial area during the Plan period be encouraged." General Municipal Plan PP.27-28"*



#### 4.0 TRANSPORTATION AND SERVICING ASPECTS

4.1 Servicing: The major constraint to development within the study area has been the capacity of the sanitary sewer system. The "light industrial" use originally envisaged for the area by the 1977 Outline Plan and subdivision was capable of being realized with no modifications to the system. However, any decision to look favourably on highway commercial and other mixed commercial/industrial uses in the area would necessitate a commitment to upgrade the sanitary sewage system. The need was hastened by a decision to rezone two lots to a highway commercial category (C-8) in order to permit development of a hotel (See HISTORICAL PERSPECTIVE above).

In October 1980 City Council approved the construction of a lift station and required force main to pump the sanitary sewage from the Hill Property area north to the sanitary trunk on 2nd Avenue North. This action has now given the study area a wider range of land use options.

4.2 Transportation: The City of Lethbridge, together with consultants and representatives of Alberta Transportation, is presently reviewing the functional plan of Highway 3 in compliance with the provincial government's Major Continuous Corridors Program. The establishment of appropriate access points onto the Highway constitutes one of this group's principal responsibilities. In addition, since the study area lies adjacent to 43 St., access points onto and uses adjacent to, this major arterial must be considered.

Proper vehicular stacking distances for entrance onto the Highway require particular consideration within the Area Structure Plan given that the potential uses in the area are now likely to generate significantly higher traffic volumes than had been envisaged at the time of the outline plan approval in 1977.

Design of a suitable roadway system within the area covered by the Area Structure Plan requires appropriate consideration to the developments that have occurred and been approved to date. Additionally, a City agreement with Mountain Minerals Limited will necessitate access through the Hill property and integration with the Area Structure Plan's internal roadway system. The purpose of this access is to give truck traffic an alternate route to and from the Mountain Minerals site. The present routing relies on the use of 28 St. and Leaside Avenue, a situation which disrupts the residential neighborhood. The potential for an intensification of the problem exists since Leaside Ave. is being developed for single family purposes at this time. To reduce industrial traffic movements both now and in the future a proper roadway system utilizing an entrance into the study area from Highway 3 or 43 Street, proceeding across the C.P.R. line and into the Mountain Minerals plant and returning via the same system, must be developed. To discourage any possible link-up with 5th Ave. A or 6th Ave., all access to this industrial operation should be in accordance with such a routing arrangement.

#### 5.0 ENVIRONMENTAL CONSIDERATIONS

Alberta Environment has indicated that potential odour problems from a number of adjacent meat-packing plants could affect the uses in the study area. Although installation of odour-control equipment has occurred at Swift's, Canada Packers and Canadian Dressed Meats, it was pointed out that the pollution control equipment can be expected to malfunction some 10 per cent of the time. During such a period, odour levels would be significantly higher and if accompanied by a temperature inversion or a period of calm or contrary winds, objections from the vicinity would be expected to be vigorous.

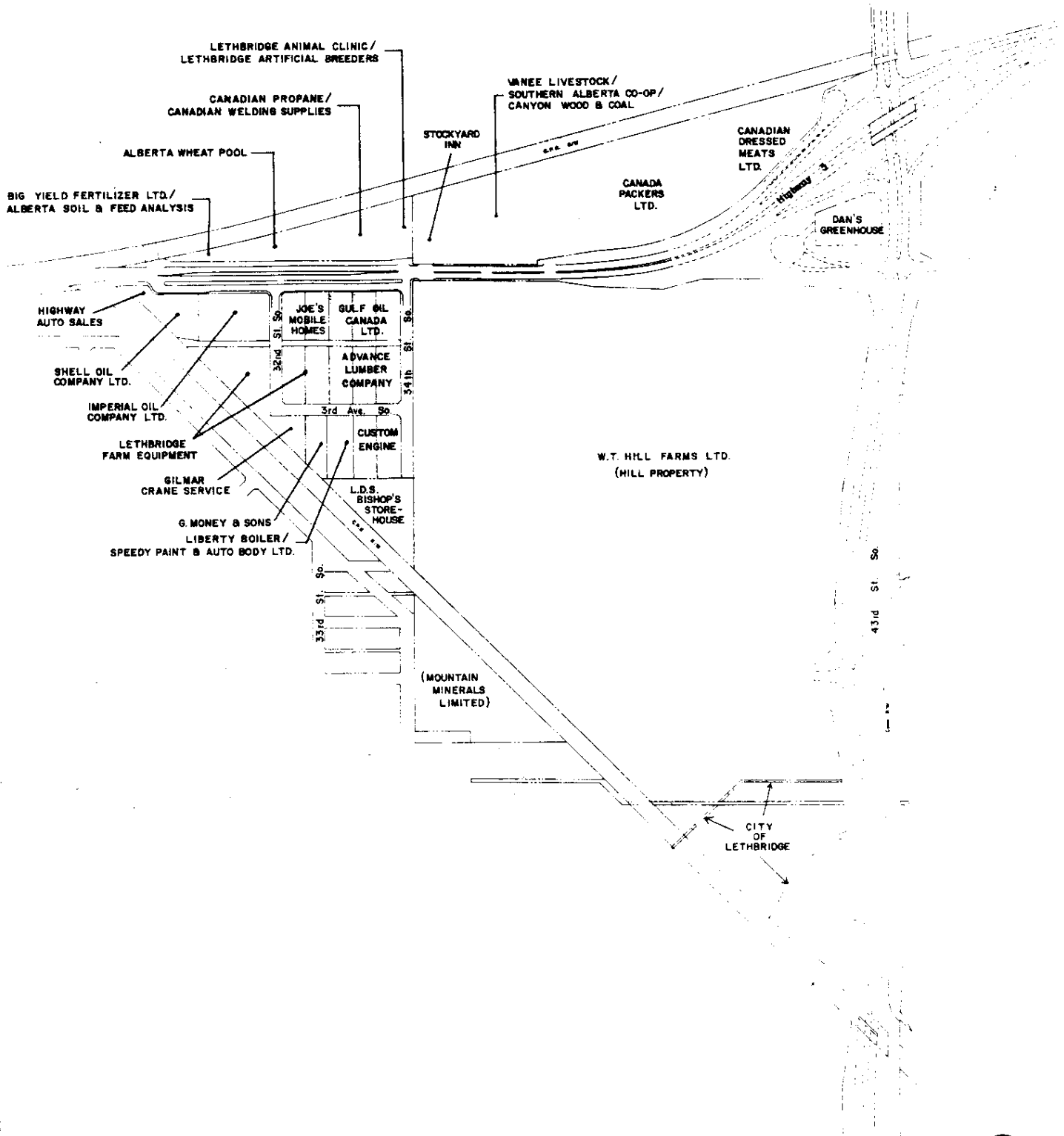
The developer of the Hill property will caveat properties within the proposed subdivision to the effect that odour problems could be experienced by proposed buyers. This will reduce the legitimacy of possible complaints. Notwithstanding such caveats, the odour problems will need to be recognized as a potential negative factor for all odour-sensitive non-industrial developments within the study area. Thus all potential developers within the Study Area should be apprised by the land owner of this possible problem situation.

## 6.0 EXISTING LAND USE/LAND USE BY-LAW CLASSIFICATION

6.1 Land Use: The area north of Highway 3 contains a number of industrial uses. These include the Canada Packers Limited Office and plant, and Canadian Dressed Meats, both of which are classified as 'heavy industries' due to their extensive service requirements. Other uses include a livestock buying and trucking operation, some light industrial uses and an assortment of other uses including a restaurant, animal clinic and grain elevators. The south side of the Highway is characterized by a wider variety of land uses, many of which carry out more of a commercial than an industrial operation. These include Dan's Greenhouse, the W. T. Hill feedlot operation, a number of bulk fuel stations, some farm equipment and machinery dealers, a lumber company and a mobile home sales office. (Figure 3).

6.2 Land Use By-law Classification: The lands north of Highway 3 are designated as I-3 (Heavy Industrial District) (Figure 4). The principal category on the south side of the Highway is the I-R (Industrial Reserve District) category. The latter has been applied to the W. T. Hill property and recognizes that the feedlot uses are transitional until a statutory plan more definitively prescribes the future uses. The M-3 (Urban Reserve District) remains on a portion of the lands used for a greenhouse purpose and a City-owned area in the southeast portion of the study area. The latter has been developed by the City as a storm detention pond. An I-1 District (Light Industrial) is assigned to the uses east of 32nd Street South and the properties fronting on 3rd Avenue South. The Commercial Warehousing District (C-10) is designated on the Lethbridge Farm Equipment Ltd. property and the bulk oil distributors in the area. As noted above, the Highway Commercial classification (C-8) in the area was recently applied to the lands owned by the mobile home dealer in order to accommodate a hotel development.

Figure 3. Principal Occupants or Land Owners



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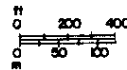
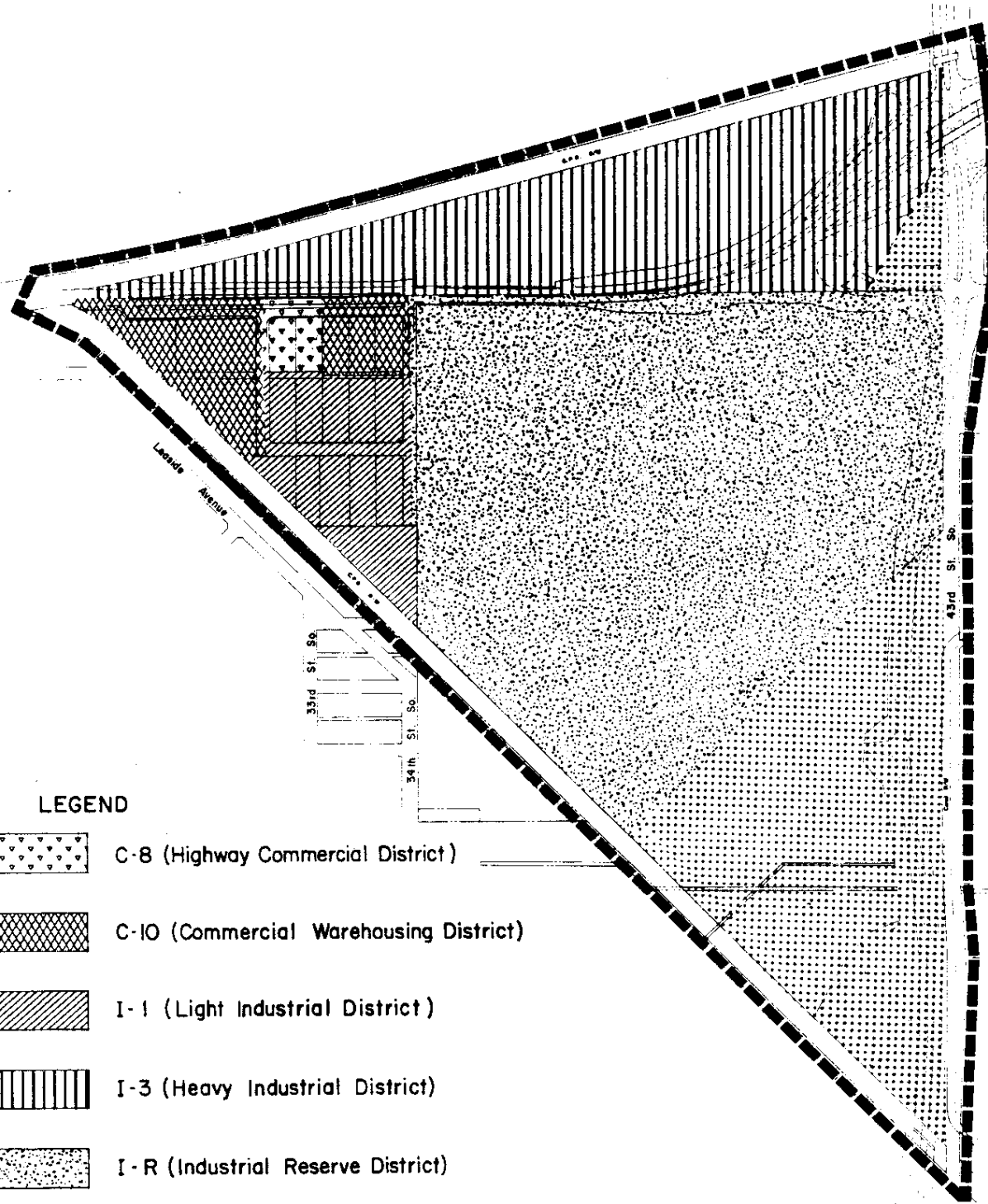


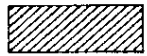





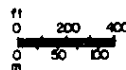
Figure 4. Existing Land Use Districts \*



LEGEND

-  C-8 (Highway Commercial District)
-  C-10 (Commercial Warehousing District)
-  I-1 (Light Industrial District)
-  I-3 (Heavy Industrial District)
-  I-R (Industrial Reserve District)
-  M-3 (Urban Reserve District)

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\* As set out in Land Use By-Law 3574

## 7.0 LAND USE OPPORTUNITIES

7.1 South of Highway 3: As previously noted, the Hill property which forms the principal undeveloped portion of the study area, has been regarded for some time as being suitable for some form of light industrial use. This still represents a reasonable land use given:

- a) the relationship to other uses in the vicinity i.e. industrial to the north and west
  - b) the locational advantage of highway access and rail trackage
  - c) it offers a good alternate to the existing industrial park by making available lands that are not as heavily serviced as those in the present industrial park.
- Suggesting it for this use is consistent with the policy objective and implementation technique set out in the General Municipal Plan for this area.

The Hill property also offers excellent opportunities for highway commercial, and quasi-commercial uses due to the excellent access and visual advantage. The apparent strong demand for highway commercial land in the City has been evidenced by a number of By-law Amendment requests in recent years, e.g. along Mayor Magrath Drive and Third Avenue South. The provision of some highway commercial lands in this area would not only hope to meet some of this demand, but offer additional choice within the City.

Finally, the locational and demand reasons notwithstanding, the provision of increased sanitary service capacity in the area, now makes the commercial opportunity realistic.

The M-3 lands located in the area approximately southeast of the former irrigation canal alignment also have greater opportunity for some form of development. An expanded 43rd Street that has possibilities for at least two access roads to be located between Highway 3 and the intersection of 43rd Street and the Coutts C.P.R. line, together with the realignment of the irrigation canal, parallel and adjacent to the east side of 43rd Street make this a greater possibility.

The properties west of 34th Street South are, for the most part, developed. The lands with Highway 3 frontage should however be reviewed for possible long-term commercial use. Indeed the bulk oil uses may have a negative effect on the highway commercial potential in the area given that their visual impression connotes an industrial area and thus may act to prevent certain types of image conscious commercial operations from locating in this vicinity.

The consideration of certain commercial uses in this area will require not only attention to the existing roadway system (i.e. west of 34th Street South) and the need to integrate same with the undeveloped portion of the east, but also for the design to be commensurate with the higher traffic volumes that will be generated by such uses.

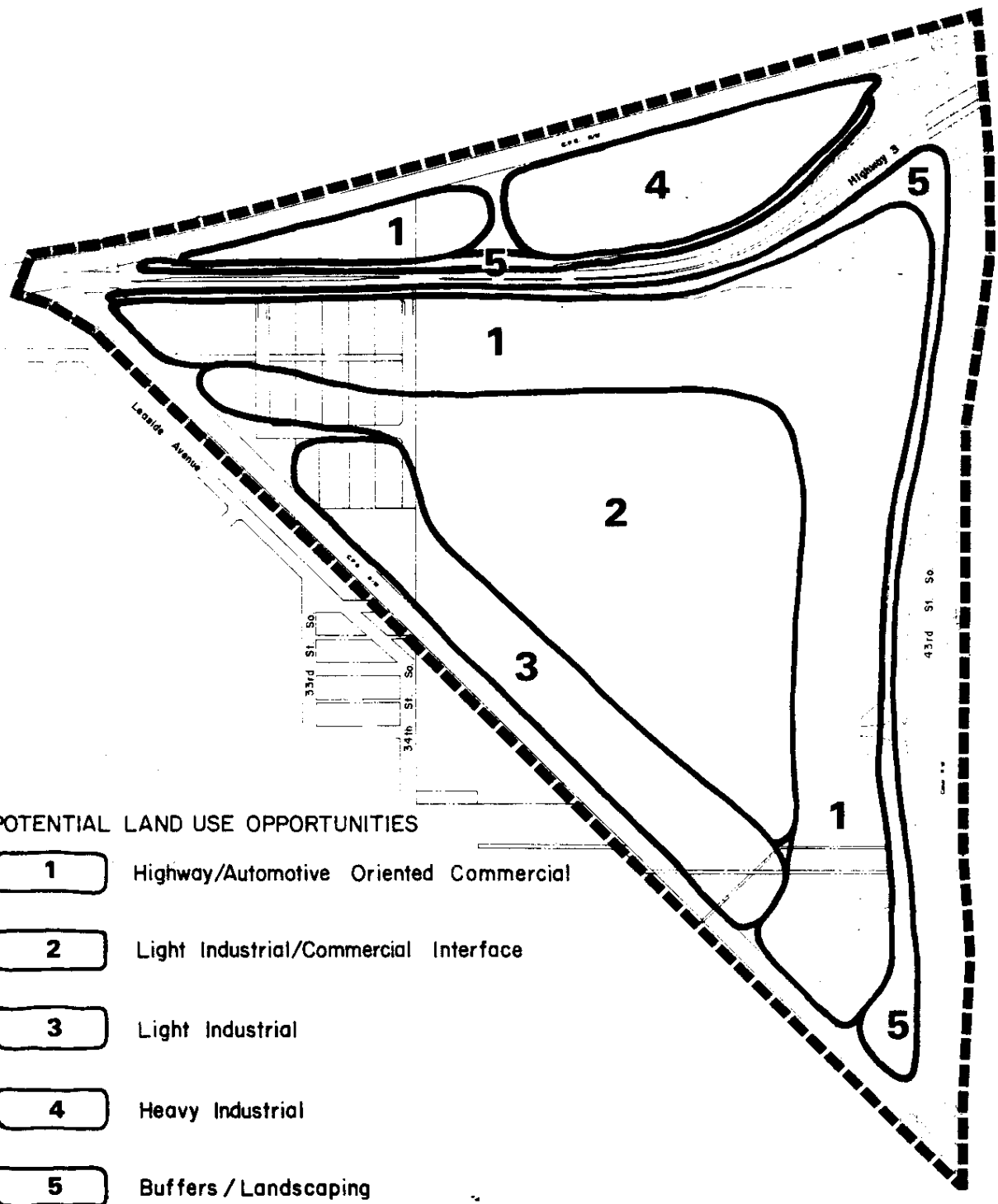
7.2 North of Highway 3: The uses north of Highway 3 are principally industrial. Two of these, Canada Packers and Canada Dressed Meats, have made significant capital investment in their original buildings and have recently undertaken some physical plant expansion. Consequently, their long-term goal is to remain in their present site. Indeed, it is possible further expansions may occur.

The various assortment of land uses west of Canada Packers Ltd. represent uses that may change in the long-term. In the event that these do, it would be judicious to ensure that such change complements the land pattern set out in this Area Structure Plan for the south side of the Highway.

## 8.0 PROPOSED LAND USE DESIGNATIONS

8.1 General: The land use plan proposed in this section is in accordance with the uses recommended by the General Municipal Plan. Figure 5 suggests a land use pattern commensurate with these recommendations.

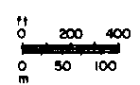
Figure 5. Land Use Opportunity Pattern



POTENTIAL LAND USE OPPORTUNITIES

- 1** Highway/Automotive Oriented Commercial
- 2** Light Industrial/Commercial Interface
- 3** Light Industrial
- 4** Heavy Industrial
- 5** Buffers / Landscaping

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8.1.a Highway Commercial Land Use: The plan proposes a highway commercial designation along the entire major roadway perimeter of the study area i.e. where flankage occurs along Highway 3 and 43 St. N. and where visual exposure is greatest. The Land Use Bylaw district choice for this area should ensure the widest diversity and opportunity for highway commercial uses. Among the uses envisaged in such a category are hotels, motels, eating establishments and automotible oriented uses and services. To ensure visual and use compatibility, a similar designation approximating one lot depth in the interior would be desirable. The exception to the principle of highway commercial use is in the area occupied and controlled by Canada Packers Ltd. and Canada Dressed Meats. The best available information suggests the need to retain these lands for the expansion needs of the plants.

At present some areas are occupied and zoned for uses other than highway commercial, i.e. north of Highway 3 and west of Canada Packers as well as some bulk stations on the south side of Highway 3. These should be considered for highway commercial uses in future, although there is no need for change at this time. Major retail operations such as a major shopping centre complex should not be permitted since a strong commitment for protecting the downtown as the City's main shopping area has been made by City Council.

8.1.b Light Industrial Uses: To ensure that the study area is able to provide opportunities for some industrial and industrial-related uses, land uses with that designation are proposed within the study area. The Hill property for example has, for a number of years, been regarded as a potential "light industrial" area. As noted earlier, this concept has been developed on the basis that industries with lesser servicing requirements would not need to locate in the City's industrial park, and thereby utilize the more-valued, heavily-serviced land. Some amount of "light industrial" use has therefore been suggested for location adjacent to the C.P.R. line. This site offers the advantage of being away from certain less compatible uses such as the ones that might locate in the highway commercial area. At the same time it adjoins a use with which it would be compatible: the Mountain Minerals operation on the southwest side of the C.P.R. track.

8.1.c Commercial/Industrial: To create a sense of compatibility between the highway commercial uses and the light industrial ones, it is proposed that some form of transitional or quasi-industrial uses be developed between these uses. Although this may be difficult to achieve, due to the nature of the existing Land Use Bylaw, the Municipal Planning Commission of the City can apply its development decisions with this principle in mind. Among the uses that could be considered here are storage, warehousing, retail warehousing, and perhaps some office uses. Major retail operations such as a major shopping centre complex should not be permitted since a strong commitment to protecting the downtown as the City's main shopping area has been made by City Council.

8.1.d Other Industrial: As noted earlier the Canadian Dressed Meats and Canada Packers Ltd. operations intend to remain for the long term. Their lands should consequently be earmarked for an appropriate 'heavy industrial' use.

8.1.e Public Reserve Lands: As opportunities become available to acquire reserve lands they should be taken as buffer strips, adjacent to the highway and 43 Street. The highway buffer is of primary importance however, since it represents part of an entranceway into the City. If good visual impressions of the study area (and the City) are to be made they will likely be made here. Since a policy of 'entryway beautification' should apply to lands on both sides of the highway, steps should therefore be taken to achieve this objective through the various mechanisms available to the City e.g. reserve dedications through subdivision, conditions of development permits, discussions with appropriate property owners, sales agreements or development within road rights-of-way.

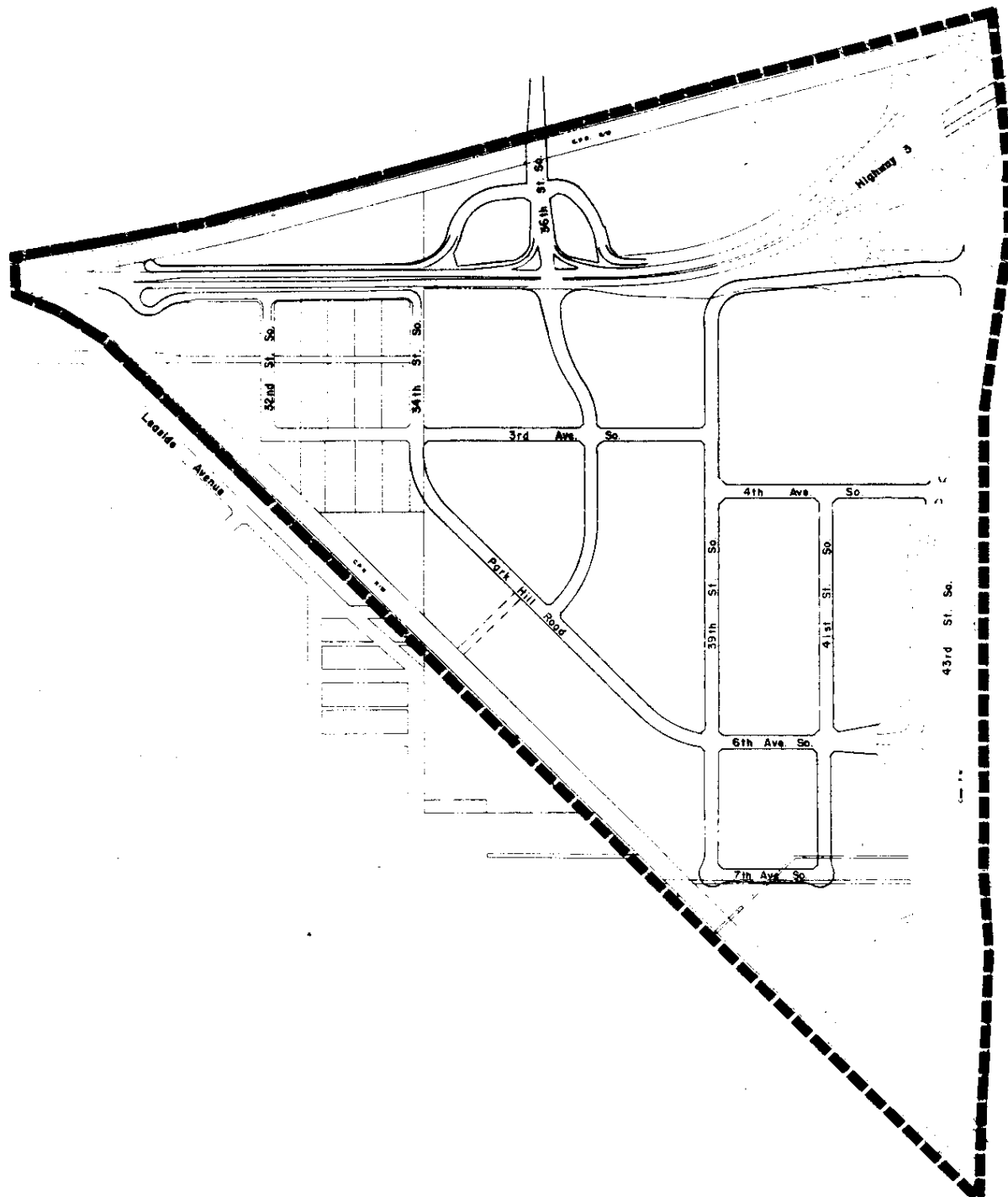
8.2 Roadway Pattern: The roadway pattern should serve the intended land uses without jeopardizing the function of the major boundary roads, i.e. 43 St. and Highway 3. The internal alignment of roadways is based to a large extent on the original outline plan approved for the Hill property in 1977. Much of the remaining roadway pattern has evolved as a result of co-ordination with the functional planning of the First Ave. Expressway (includes that part of Highway 3 between 43 St. and Mayor Magrath Drive).

The roadway system proposes two accesses from 43 Street into that part of the study area that is south of Highway 3 (Figure 6). Two accesses from Highway 3 are also suggested. The Highway 3 intersections are proposed to be located at 30th St. and at 36th Street. The latter will be a major intersection having a connecting service road system developed on the north side of the highway to serve highway commercial uses to the west and the meat packing plants to the east.

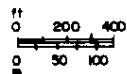
Also shown within the study area is a connection proposed to serve as an ingress and egress route for the truck traffic utilizing the Mountain Minerals Ltd. property.

8.3 Implementation Procedure: It is proposed that this Area Structure Plan be adopted by City Council to serve as a long term development guide for the area. Figure 7 depicts a potential land use districts arrangement for the study area. Although it is intended to merely be illustrative of the types of districts that could be applied against the various properties, this arrangement generally reflects both the opportunities suggested in Figure 5 and the directives of the General Municipal Plan. Appropriate amendments to the Land Use Bylaw will be made by the land-owners themselves. This will ensure that all uses remain conforming according to the Land Use Bylaw until such time as the owner/applicants initiate action to create the districts suggested in this plan.

Figure 6. Potential Roadway Pattern

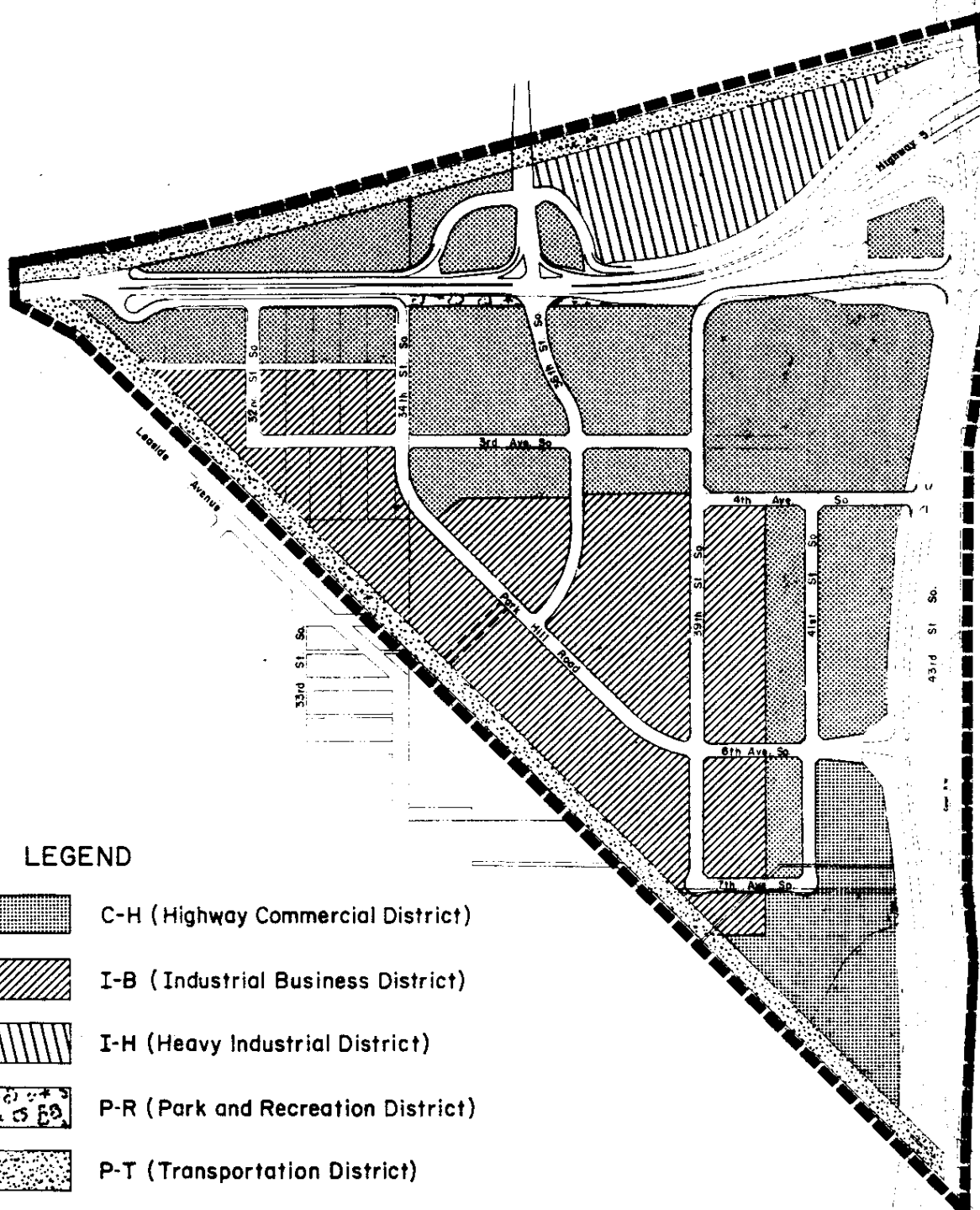


city of lethbridge planning and development department

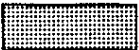

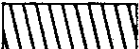
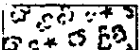



MAY 1981

Figure 7. Potential Land Use Districts \*



LEGEND

-  C-H (Highway Commercial District)
-  I-B (Industrial Business District)
-  I-H (Heavy Industrial District)
-  P-R (Park and Recreation District)
-  P-T (Transportation District)

city of lethbridge planning and development department



Among the districts proposed in the plan are C-8 (Highway Commercial), C-9 (Automotive Commercial), C-10 (Commercial Warehousing), I-1 (Light Industrial) and I-3 (Heavy Industrial). A detailed description of the permitted and discretionary uses in each of these districts is set out in Appendix 2.

Although no performance requirements are set out in the plan, the Municipal Planning Commission should ensure that high development standards are applied through the mechanisms set out in City's Land Use Bylaw.

APPENDIX 1: Outline Plan Approval for Hill Property (Hill Farms), February 1977.

**APPLICATION**

"NOTE: AN INITIAL FEE OF \$10.00 SHALL ACCOMPANY THIS APPLICATION."

for approval of a proposed subdivision  
BY PLAN as required by the Subdivision  
and Transfer Regulation

**\*\*OUTLINE PLAN\*\***

0.2.11  
77-0-43  
FEES  
N/A  
MARTIN  
FEB 23 1977

**THIS SECTION TO BE COMPLETED IN FULL BY APPLICANT & SURVEYOR**

LOCATION AND GENERAL DESCRIPTION OF LAND				MUNICIPALITY & ADJOINING MUNICIPALITY IF ANY	
Part Of The NE 1/4 Of Section 33 Township 8 Range 21 West of the 4 th Meridian				LETHBRIDGE	
Being all/part of/Parcel Block Registered Plan No. or Certificate of Title No.				WITHIN 1000' OF THE BOUNDARY OF THE RIGHT OF WAY OF CONTROLLED HIGHWAY NO. 3	
SOIL	SLOPE OF SITE	IS THE SITE	UTILITIES		
Sand <input type="checkbox"/>	0 - 5 % <input checked="" type="checkbox"/>	ADEQUATELY <input checked="" type="checkbox"/>	Existing Proposed Existing Proposed		
Loam <input checked="" type="checkbox"/>	5 - 10 % <input type="checkbox"/>	DRAINED ? <input type="checkbox"/>	Water <input type="checkbox"/>	<input checked="" type="checkbox"/>	Telephone <input type="checkbox"/>
Clay <input type="checkbox"/>	10 - 15 % <input type="checkbox"/>	Yes <input checked="" type="checkbox"/>	Storm sewer <input type="checkbox"/>	<input checked="" type="checkbox"/>	Light & Power <input type="checkbox"/>
Other (specify) <input type="checkbox"/>	15 - 20 % <input type="checkbox"/>	No <input type="checkbox"/>	Sanitary sewer <input type="checkbox"/>	<input checked="" type="checkbox"/>	Other (specify)
over 20 % <input type="checkbox"/>					
REGISTERED OWNER OR CERTIFIED REPRESENTATIVE OR AGENT OF OWNER				EXISTING SPECIFIC USE	
I, <i>[Signature]</i> HEREBY CERTIFY THAT I AM THE REGISTERED OWNER OF THE LAND DESCRIBED ABOVE HAVE BEEN DESIGNATED AS THE REPRESENTATIVE OR AGENT OF THE OWNER				Agriculture	
NAME (IN BLOCK CAPS) HILL FARMS LTD. ADDRESS Lethbridge				PROPOSED SPECIFIC USE	
DEVELOPER (IF NOT THE REGISTERED OWNER)				Industrial	
I, _____ HEREBY CERTIFY THAT THE REGISTERED OWNER OF THE LAND DESCRIBED ABOVE IS AWARE OF THIS APPLICATION				GROSS AREA OF EXISTING PARCEL TO BE SUBDIVIDED	
NAME (IN BLOCK CAPS) ADDRESS				136 + ACRES	
FURTHER INFORMATION FURNISHED BY THE APPLICANT				GROSS AREA OF PARCEL(S) TO BE CREATED	
Submitted for approval as an Outline Plan				ACRES	
I CERTIFY that the information given on this form and the tentative plan attached hereto is full and complete and is to the best of my knowledge a true statement of the facts concerning this subdivision.				TOTAL No. OF PARCELS BEING CREATED	
Date Nov. 25, 1976 Signed <i>[Signature]</i> A. L.S.				DISPOSITION OF RESERVE (S)	
Address 817 - 4th Ave. South, Lethbridge				RESERVES ARE REQUIRED PURSUANT TO SECTION 18 TO 21 OF THE SUB-DIVISION & TRANSFER REGULATION.	
				As Shown.	

**THIS SECTION FOR OFFICIAL USE**

DECISION:		1. City of Lethbridge
APPROVE: see reverse for Committee resolution of February 17, 1977.		ACT/Calgary Power/ENG
OLDMAN RIVER REGIONAL PLANNING COMMISSION <b>APPROVED</b> <i>[Signature]</i>		2. SMRID/Business Dev. & Tourism
		3. Dept. of Environment
		Dept. of Labour
		4. Dept. of Transportation
If not approved, the reasons for this decision are stated in the attached memorandum.		INSTRUMENT SUBMITTED
Date February 21, 1977	Signed _____	ENDORSED
Provincial Planning Director or Authorised Officer of Approving Authority.		REGISTRATION DATE
NOTE: AN APPEAL FROM THIS DECISION MAY BE MADE TO THE PROVINCIAL PLANNING BOARD PURSUANT TO SECTION 20 OF THE PLANNING ACT AS AMENDED. A WRITTEN STATEMENT OF THE GROUNDS OF APPEAL SHALL BE FILED WITH THE SECRETARY OF THE PROVINCIAL PLANNING BOARD, 8TH FLOOR, 9912 - 107TH STREET, EDMONTON 14, ALBERTA WITHIN 30 DAYS OF THE DATE OF THE DECISION.		



77-0-43

19. City of Lethbridge: outline plan covering part of the NE $\frac{1}{4}$ -33-8-21-W4 (W.T. Hill property).

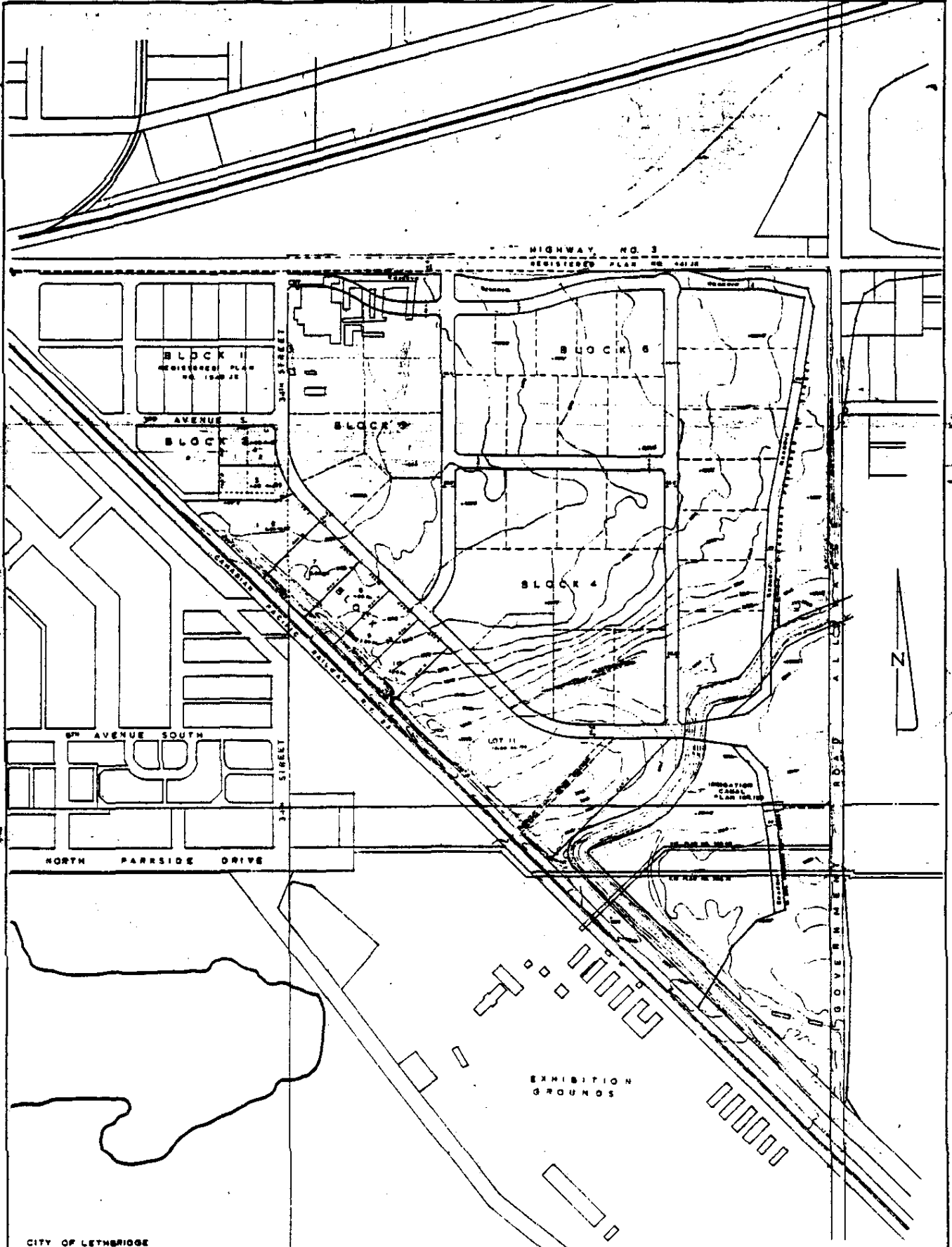
THAT the OUTLINE PLAN covering part of the NE $\frac{1}{4}$ -33-8-21-W4 containing 136 acres more or less for industrial use; BE APPROVED in principle;

The following points will be considered:

1. That sanitary storm sewers be provided as may be required by the Engineering Directorate.
2. That 36th Street be connected to Highway #3 as an all directional at-grade intersection in accordance with the consultant's functional planning report.
3. That electrical services be provided as may be required by the Utility Director.
4. That the property be rezoned from I-5 "Industrial Reserve" to the appropriate zones permitting space, extensive commercial uses and limited commercial uses along proposed service road, and light industry and warehousing on the balance of the plan prior to final registration of the plan of subdivision.
5. That telephone services be provided as may be required by Alberta Government Telephones.
6. At the Plan of Subdivision stage, Reserve requirements will be considered on the basis of open space requirements.

INFORMATIVE:

1. It is recommended that the City of Lethbridge initiate procedures to cancel the Terminal Water Agreement with the St. Mary River Irrigation District.
2. Comments of Alberta Transportation will be considered in establishing final solution to intersection of Highway 3 and 34 Street South (continued access to 34 Street from Highway #3 not guaranteed).
3. The Municipal Planning Commission of the City of Lethbridge at their meeting February 9, 1977 recommended approval of the revised outline plan, subject to the above noted considerations.
4. Previously dealt with under application 76-0-576.



HIGHWAY NO. 3  
REGISTERED PLAN NO. 44128

BLOCK 1  
REGISTERED PLAN  
NO. 1948 JI

BLOCK 6

BLOCK 3

BLOCK 4

5th AVENUE SOUTH

3rd STREET

NORTH PARKSIDE DRIVE

LOT II

EXHIBITION  
GROUNDS  
PLAN 1941 JI

EXHIBITION  
GROUNDS

CITY OF LETHBRIDGE  
PROPOSED PLAN OF  
SUBDIVISION BY RE-PLAT  
OF PTN. OF LANE PLAN 1940 JI.  
PTN. 34th STREET & LOTS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

CITY OF LETHBRIDGE, ALBERTA  
REGISTERED PLAN NO. 44128

D.A. MARTIN & ASSOCIATES  
LAND SURVEYORS - CONSULTING ENGINEERS

CITY OF LETHBRIDGE, ALBERTA	
1 MILL INDUSTRIAL SUB-DIVISION	
LETHBRIDGE	ALBERTA
78-177-11	78-177-11
PROPOSED PLAN OF SUBDIVISION - PHASE I	

APPENDIX 2: Permitted and Discretionary Uses of Selected  
Land Use Districts  
(Land Use Bylaw 3574)

C-8 HIGHWAY COMMERCIAL DISTRICT

1. Purpose

The purpose of this district is to regulate commercial and service developments which by their nature require locations with a high level of exposure on arterial roadways or service roads abutting arterial roadways.

2. Permitted and Discretionary Uses

In those districts shown as C-8 on the Land Use Districts Map,

(a) the following are PERMITTED uses:

- car washes
- clinics
- gas bars
- motels
- motor hotels
- public utilities
- service stations
- signs

(b) the following are DISCRETIONARY uses:

- automotive repair and service
- eating and drinking establishments
- entertainment establishments
- financial institutions
- drive-in businesses
- drive-in restaurants
- government offices
- offices
- retail establishments
- veterinary clinics
- veterinary hospitals

C-9 AUTOMOTIVE COMMERCIAL DISTRICT

1. Purpose

The purpose of the C-9 District is to provide lands for an auto-oriented district as well as for certain retail and warehouse uses.

2. Permitted and Discretionary Uses

In those districts shown as C-9 on the Land Use Districts Map,

(a) the following are PERMITTED uses:

automobile accessory sales and service  
auto body and paint shops  
automobile sales lots and showrooms  
car washes  
gas bars  
service stations  
signs  
tire sales and services

(b) the following are DISCRETIONARY uses:

builders material wholesale/retail  
bulk fuel storage  
eating and drinking establishments  
farm equipment sales and service  
machinery sales and service  
offices  
parking lot or structures  
personal services  
public utilities  
recreation vehicles sales and service  
retail establishments  
retail warehousing  
wholesale warehousing

C-10 COMMERCIAL WAREHOUSING DISTRICT

1. Purpose

The purpose of the C-10 district is to provide areas for land intensive commercial warehouses as well as certain retail and services uses.

2. Permitted and Discretionary Uses

In those districts shown as C-10 on the Land Use Districts Map,

(a) the following are PERMITTED uses:

builders material wholesale/retail  
bulk fuel storage  
construction trades and contractors supplies  
farm equipment sales and service  
farm supplies  
machinery sales and service  
retail warehousing  
signs  
storage and cartage  
transit garages  
truck depots  
wholesale warehousing

(b) the following are DISCRETIONARY uses:

auction marts  
auto body and paint shops  
automotive accessory sales and service  
automotive repair and service  
automotive sales lots and showrooms  
bottle depots  
car washes  
essential public services  
gas bars  
offices  
parking lots or structures  
personal services  
private clubs  
public or quasi-public buildings  
public utilities  
recreational vehicle sales and service  
rehabilitation workshops  
service stations  
tire sales and service  
veterinarian clinics

I-1 LIGHT INDUSTRIAL DISTRICT

1. Purpose

The purpose of this district is to provide areas primarily for light industrial and accessory use. All uses contained in such a district will be compatible with any adjacent non-industrial districts.

2. Permitted and Discretionary Uses

In those districts shown as I-1 on the Land Use Districts Map,

(a) the following are PERMITTED uses:

light manufacturing  
any manufacturing including fabricating  
processing, assembly, disassembly,  
production or packaging of materials,  
goods or products and buildings and  
uses accessory to them  
public utilities  
signs  
wholesale warehousing

(b) the following are DISCRETIONARY uses:

agricultural produce - wholesale  
auto body and paint shops  
auto accessory sales and service  
auto sales lots, showrooms and services  
bottling depot  
builders material wholesale/retail  
commercial and industrial cleaning services  
construction trades and contractors  
equipment rentals  
farm equipment sales and service  
machinery sales and service  
mobile home sales and service  
municipal public works depots  
municipal storage yards  
municipal transit garage  
municipal vehicle pounds  
public utilities  
recreational vehicle sales and service  
sign writers/painters  
truck sales and service  
upholsterers  
utility storage yard and depots  
veterinary hospital  
welders supplies and service

## I-3 HEAVY INDUSTRIAL DISTRICT

### 1. Purpose

The purpose of this district is to provide areas for manufacturing, assembling, fabricating, and related activities some of which, in their normal operations may have a nuisance effect on adjacent districts and the environment.

### 2. Permitted and Discretionary Uses

In those districts shown as I-3, on the Land Use Districts Map,

(a) the following are PERMITTED uses:

any manufacturing including fabricating, processing, assembly,  
disassembly, production or packaging of materials  
goods or products, and buildings and uses accessory  
to any of them  
meat packing  
signs

(b) the following are DISCRETIONARY uses:

builders material wholesale/retail  
bulk fuel storage  
construction trades and contractors  
farm equipment sales and service  
farm supplies and service  
livestock feed and related agricultural  
wholesale products  
machinery sales and service  
public utilities  
storage and cartage  
veterinary clinics



M-2 PUBLIC UTILITIES DISTRICT

1. Purpose

The purpose of this district is to provide areas for the location of public utilities.

2. Permitted and Discretionary Uses

In those districts shown as M-2 on the Land Use Districts Map,

(a) the following are PERMITTED uses:

public utilities

(b) the following are DISCRETIONARY uses:

air fields  
defence establishments  
electricity depots and yards  
helicopter landing facilities  
militia armoury  
municipal parks department depots  
municipal public works depots  
municipal storage yards  
telephone company depots and yards  
transit garages

## Appendix 2

### Area Structure Plans

Area structure  
plan

**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.

(2) An area structure plan

(a) must describe

- (i) the sequence of development proposed for the area,
- (ii) the land uses proposed for the area, either generally or with respect to specific parts of the area,
- (iii) the density of population proposed for the area either generally or with respect to specific parts of the area, and
- (iv) the general location of major transportation routes and public utilities,

and

(b) may contain any other matters the council considers necessary.

1995 c24 s95

## Appendix 3

**BYLAW 4926  
BEING A BYLAW OF THE CITY OF  
LETHBRIDGE TO ADOPT AN  
AREA STRUCTURE PLAN**

.....

On Monday, November 23, 1998, City Council will hold a **Public Hearing at 4:00 p.m.** in **Council Chambers, 3<sup>rd</sup> Floor, City of Lethbridge Administration Building, 817 - 4<sup>th</sup> Avenue South**, to consider proposed Bylaw No. 4926 which would adopt an Area Structure Plan to be known as the Hill Properties Area Structure Plan for land described as that portion of Section 33, Township 8, Range 21, West of the Fourth Meridian lying South of 1<sup>st</sup> Avenue South, West of 43<sup>rd</sup> Street South and North and East of the Canadian Pacific Railway Right-of-Way RY 23 and to rescind a 1981 Resolution of City Council which adopted the Hill Properties and Vicinity Area Structure Plan.



A copy of the proposed Bylaw may be inspected at the Office of the City Clerk in the City of Lethbridge Administration Building, 5<sup>th</sup> Floor, 817 - 4<sup>th</sup> Avenue South, during normal office hours. If you have any questions regarding the Bylaw, please call the Development Services Department at 320-3920.

Anyone wishing to make a written submission on the Bylaw may deliver it to the City Clerk not later than 12:00 noon, Wednesday, November 18, 1998. If you wish to speak to Council regarding this Bylaw, you may do so at the Public Hearing to be held on Monday, November 23, 1998.

Presentation time is limited to five minutes.

Dated at the City of Lethbridge this 7th day of November, 1998.

Dianne Nemeth  
CITY CLERK

*SAT. Nov 14/98*

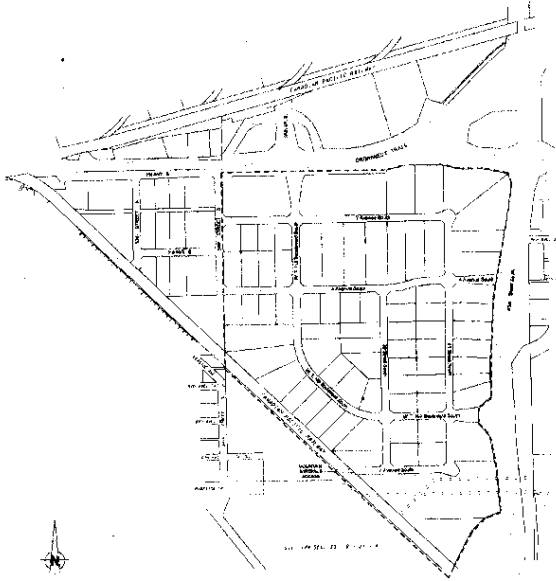
Nov. 7/98

# LAND USE

## BYLAW 4926 BEING A BYLAW OF THE CITY OF LETHBRIDGE TO ADOPT AN AREA STRUCTURE PLAN



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Dated at the City of Lethbridge this 7th day of November, 1998.

Dianne Nemeth  
**CITY CLERK**

Bylaw 4926  
Appendix "B"

