

COUNTY OF LETHBRIDGE No. 26

**STEWART SIDING  
AREA STRUCTURE PLAN**

PREPARED BY THE OLDMAN RIVER REGIONAL PLANNING COMMISSION  
NOVEMBER 1981

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PLANNING COMMISSION

**AMENDED**

**COUNTY OF LETHBRIDGE, NO. 26**

**BY-LAW NO. 625**

**BY-LAW NO 625** of the County of Lethbridge No. 26 introduced for the purpose of adopting the Stewart Siding Area Structure Plan pursuant to Section 62 of The Planning Act, 1977, as amended, the Council of the County of Lethbridge No. 26 enacts as follows:

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**1.0 INTRODUCTION**

## 1.0 INTRODUCTION

Stewart Siding, as shown on Map 1, is an area of 169 acres of land located approximately 1 mile east and ½ mile south of the City of Lethbridge on Highway 4. In 1911, a plan was registered in the area creating a series of 5-acre lots with 33' and 66' access roads. Through time several different owners purchased the land and established a mix of land uses as will be discussed later in this report.

In 1978, it was decided by the County Council to allow industrial development to occur in the Stewart Siding area. In order to comply with Section 23(1) of the Subdivision Transfer Regulations and to insure coherent quality development in an area of multiple ownership of small parcels the preparation of the Stewart Siding Area Structure Plan has been undertaken.

Development and a certain amount of subdivision has been allowed to continue under the auspices of an Outline Plan that was adopted for the area.

The Area Structure Plan is presented in 6 parts. Parts 1 - 3 are concerned with the analysis of the site and policy considerations and Parts 4 to 6 present the Development Plan and its implementation.

In the analysis and design stages it was necessary to review possible expansion of the area over and above the initial 169-acre area. This was to ensure that the proposed road system could accommodate expansion. The

Area Structure Plan however, is concerned only with the original area and not the expansion possibilities.

### 1.1 ORIGIN

Stewart Siding is the first area within the County of Lethbridge to be comprehensively planned and developed as an industrial park. The area is approximately 169 acres in size, most of which forms part of a plan registered in 1911, which is made up, generally, of 5-acre parcels.

Unlike other areas within the County of Lethbridge which have been designated for industrial use but never developed, Stewart Siding has consistently been looked at with interest for the subdivision and development of non-agricultural uses.

Stewart Siding's potential as a light industrial area and its subsequent rezoning from agricultural to light industrial use in 1978, was based on a number of site advantages or characteristics.

- The area is well defined and relatively self-contained because of several physical barriers.
- There is good access via Highway 4 and the county road system.
- The area generally suffers from a high water table and associated drainage problems. This makes the site less desirable for other uses such as country residences.

- The fragmentation of parcels and multiple ownership make the area unviable for extensive agricultural pursuits.

- There is potential for rail spur access to be provided in the future.

In view of the fact that there are 14 different land owners within Stewart Siding and the potential planning problems which could arise from uncoordinated, piecemeal subdivision and development, the County of Lethbridge undertook the preparation of an Area Structure Plan.

## 1.2 PURPOSE

The Stewart Siding Area Structure Plan has been prepared with the following purposes in mind:

- to fulfill the requirements of Section 23(1) of the Subdivision Regulation regarding subdivisions taking place within ½ mile of a highway;
- to ensure that unserviced light industrial land is available and to encourage orderly planned industrial growth;
- to provide a framework within which municipal decisions can be made regarding: subdivision and development proposals, development and general planning standards, and location and planning of municipal roads and other major services;

- to provide landowners and developers with a context within which they can make decisions and plans.

## 1.3 OBJECTIVES

The role of the County of Lethbridge in the development of Stewart Siding is one of: directing, coordinating and managing its growth and development in such a way as to accomplish the following objectives:

- establish a development plan to guide future subdivisions;
- designate major transportation routes within the area and its links to the existing system;
- establish land use and development policies;
- establish a phasing sequence for the future;
- ensure compatibility between the area's development and the future proposals for Highway 4.

## 1.4 STUDY AREA

The development of a major industrial area requires the consideration of the implications of the project on a wider area than the specific site. To place the Stewart Siding Project into some perspective an area 2 miles south and 3 miles east was reviewed.

Map 2 illustrates the land uses that presently exist in the area surrounding Stewart Siding. Although large areas of country residential development are shown there are about 50 country residences. Much of the land

surrounding the residences is pasture. About one-half of these residents are located north of the highway and east of the City. Agriculture is the predominant use with some highway commercial development along Highway 4 near the City of Lethbridge.

Although relatively close to the City of Lethbridge, there is little urban development in the area outside the City boundary. Stewart Siding is an easily defined and isolated area.

If development is restricted in the remainder of the fringe area there should be no adverse effect on the City from a land use point of view.

Since the proposal is for an unserviced industrial area, Stewart Siding will also not be in competition with the City's own industrial park.

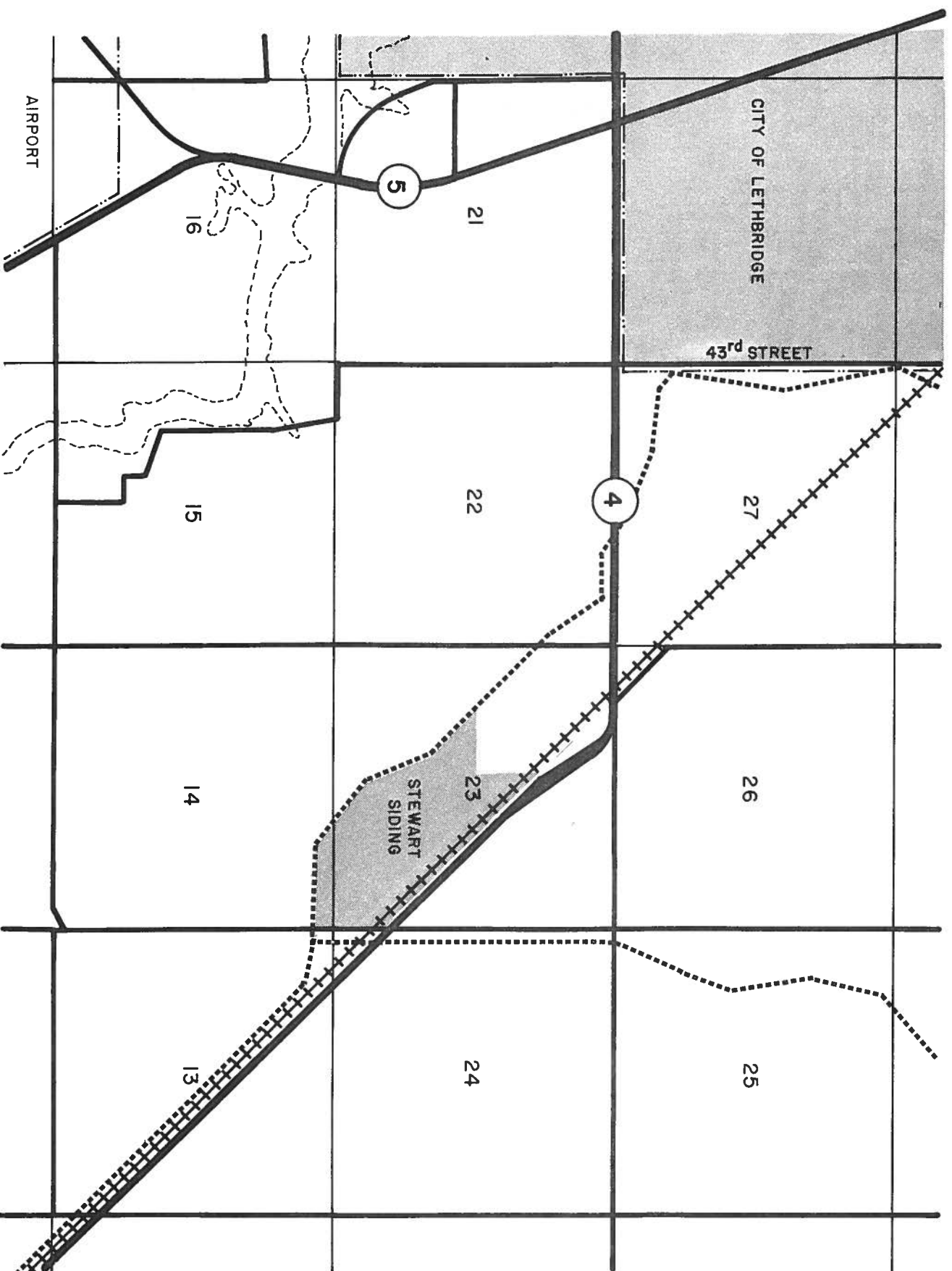


# STEWART SIDING

## AREA STRUCTURE PLAN

MAP NO. 1  
LOCATION

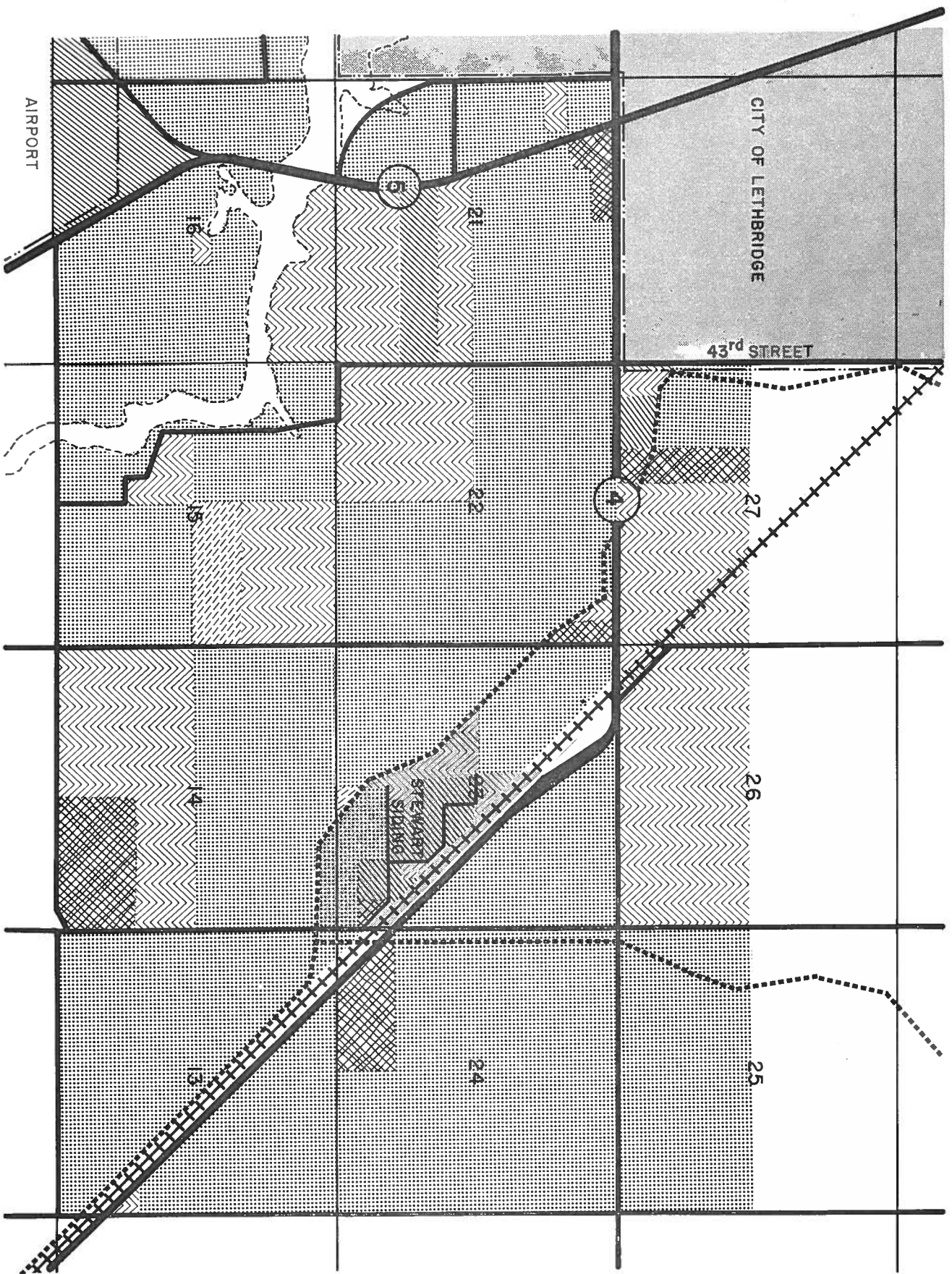
IRRIGATION CANAL .....



OLDMAN RIVER REGIONAL PLANNING COMMISSION

# STEWART SIDING

## AREA STRUCTURE PLAN



MAP No. 2

### EXISTING LAND USE

- VACANT
- LIGHT INDUSTRIAL
- AGRICULTURAL
- COMMERCIAL
- COUNTRY RESIDENTIAL

**2.0 POLICY CONSIDERATIONS**

## 2.0 POLICY CONSIDERATIONS

The creation of a 169-acre industrial area in the County of Lethbridge is a major land use policy decision.

This decision should be placed into perspective with respect to the past industrial policies being pursued by the Provincial Government, the Regional Planning Commission, the City of Lethbridge and the County of Lethbridge.

It is the intention of this section to illustrate the Stewart Siding plan's relationship to existing policies. It should be noted that industrial policy for the City of Lethbridge and region is under review at this time.

### 2.1 PROVINCIAL GOVERNMENT RURAL INDUSTRIAL POLICY

In January, 1981, the Alberta Planning Board and the Minister of Municipal Affairs issued a rural industrial land use policy. The report entitled "Rural Industrial Land Use; Some Policy Guidelines for the 1980's" outlines what the Provincial Government feels is suitable criteria for the establishment of rural industry. In summary, the policy suggests:

- rural areas take advantage of industrial development.
- industry be grouped into industrial parks
- be generally unserved
- accommodate rural-oriented and land extensive industries
- locate close to established transportation routes.

The proposal for the Stewart Siding Area Structure Plan conforms with the recently released standards for rural industrial land use.

### 2.2 OLDMAN RIVER REGIONAL PLAN RURAL INDUSTRIAL POLICY

No one section of the Regional Plan deals specifically with industrial development; however, two policies deal with the topic of industrial development.

- (i) Policy 6 "Urban Development" gives a very strong, locational requirement for any urban development including industrial. "Development of fringe areas shall be properly controlled, and as a rule, annexation shall accompany the development of any new areas adjoining existing urban communities."

The second policy that may have an effect on Industrial Development is Policy 5(1), Factors in Decision Making which outlines criteria for decisions on discretionary uses.

5. (1) If a land use or a building or a development meets the requirements of this Part, and the approving authority has a discretion as to whether to permit or refuse the application, it should request and consider such of the following information as it considers necessary and appropriate to come to a decision:
  - (a) the size of the proposed lot and the residual lot that will be created.

- (b) the relationship of the proposed use or development to other land uses and buildings in the vicinity,
- (c) the economic viability of the proposed use or development,
- (d) the environmental impact of the proposed use or development,
- (e) accessibility (relationship to the road system),
- (f) in the case of livestock feeding lot applications
  - (i) obtaining decision reports from the Department of Agriculture and the Department of Environment pursuant to the Confinement Livestock Waste Management Code of Practice, and
  - (ii) obtaining recommendations from the Board of Health Unit for the municipality in which the land the subject of the application is located,
- (g) obtaining recommendations from the Department of Agriculture,
- (h) obtaining recommendations from the irrigation district,
- (i) obtaining recommendations from other government agencies,
- (j) in the case of a subdivision application, obtaining recommendations from the municipality,
- (k) obtaining comments from the municipalities adjacent to the proposed use or development, where applicable,

- (l) the suitability of the land for the proposed use,
- (m) the availability of alternative land for proposed use or development if the proposed site is considered by the approving authority to be less suitable than other land, and
- (n) such other matters as are considered relevant by the approving authority.

Although Stewart Siding is within the fringe area of the City, it is some two miles removed from the City's boundary. The adoption of this Area Structure Plan will ensure strong control over uses in the area and this report will indicate how the "factors for decision making" in the regional plan can be accommodated.

### 2.3 CITY OF LETHBRIDGE POLICY

The adoption of a General Municipal Plan for the City has placed the City's existing industrial strategies under review. It was the past policy of the City to:

- (i) concentrate development in the northeast portion of the City;
- (ii) eventually develop, as proposed and adopted in the urbanization of West Lethbridge report, an alternate light industrial area in West Lethbridge.

Although not established policy, the General Municipal Plan suggests further study of a number of site indicators:

- (i) near the airport (presently under county jurisdiction);

(ii) an area south of the City boundaries (presently designated industrial in County of Lethbridge by-law).

All industrial development in the City has and is expected to continue to be required to have full municipal services.

Stewart Siding offers no conflict with the policies of the City because:

- (i) development is approximately two miles from the City, therefore unlikely to interfere with City growth, and
- (ii) development will cater to industries which require no municipal services and not compete with City development.

#### 2.4 COUNTY OF LETHBRIDGE INDUSTRIAL POLICY

Any past industrial policy or strategy has been generally reactionary, that is it seems to be nothing more than a response to an applicant's request. The location of existing industry in the county falls generally into the following types of locations:

- located adjacent to the primary highway system;
- located in close proximity to the City of Lethbridge;
- extractive or resource industries located wherever the resource was available;

The result has been that certain highways, are experiencing pressure for strip development, especially Highways 4 and 5 south and east of the City boundary.

The Land Use by-law adopted by the County of Lethbridge in 1980 has designated areas along Highways 3, 4 and 5 for industrial development. Stewart Siding is one of the major areas stated in the Land Use by-law for industrial land use. As well as receiving an industrial designation. Stewart Siding will, in the near future, have major highway access upgrading completed in order to improve access into the area.

In the future, it is expected that the County will pursue a strategy of promoting only those sites presently designated in the Land Use by-law and other applications for development will be discouraged.



**3.0 SITE EVALUATION AND ANALYSIS**

### 3.0 SITE EVALUATION AND ANALYSIS

Map 3 presents the legal structure and boundary of the Stewart Siding Area Structure Plan as of 1980. The shaded lots indicate the first subdivision for industrial purposes.

The site evaluation and analysis discusses five major site issues. Each issue is discussed and then under the separate heading of "Development Consideration" the impact of the issue on the final design is presented.

#### 3.1 PHYSICAL CHARACTERISTICS

The Stewart Siding study area has major physical boundaries on three sides: irrigation canals on the south and west; and a rail line and highway on the east. The study area can be described as being relatively flat with some slight undulations and an overall slope to the north and northeast. The underlying soils are glacial and pre-glacial sands and gravels which comprise the major aquifer in the vicinity.

A high water table and seepage from the canals are the causes of the existing subsurface drainage problems. The elevation of the existing streets, the rail line and the highway interrupt the natural surface drainage flow which results in localized ponding especially at times of spring run-off and heavy rainfall.

#### Development Considerations

- Site grading will be required in the course of development to correct surface drainage problems.

- Due to the high water table, poor drainage and lack of municipal services, development is to be at a fairly low density with a minimum parcel size of 1 acre.

#### 3.2 EXISTING LAND USE

The existing land use is illustrated on Map 4 and consists of several residential areas which would be non-conforming uses, light industrial uses (mostly pasture land) and vacant industrial property. Uses such as the railway and irrigation canal act as a natural boundary for the area.

Land uses in the surrounding area were previously discussed and were shown on Map 2.

#### Development Considerations

- It is assumed that the existing non-conforming residential uses in the Stewart Siding area will gradually be replaced with industrial uses as further development occurs.

- Existing use in the surrounding areas will have no effect on the development of Stewart Siding because of the agricultural nature of development and the distance from the City of Lethbridge.

#### 3.3 LAND OWNERSHIP

The majority of Stewart Siding was originally subdivided in 1911 to create nineteen parcels. This 1911 Registered Plan established a circulation system of 33'

and 66' road right-of-ways, of which only the one 66' road right-of-ways, of which only the one 66' road has been constructed. Much of the present day land ownership pattern is based upon the 1911 Registered Plan. A replot, in 1979, of a portion of the northern part of Stewart Siding created fifteen parcels and a new road. The large number of separate owners made it necessary for the ORRPC and the County to become involved with coordinating the development.

Stewart Siding has very clearly defined boundaries which are formed by several right-of-ways. On the east there are a 100' Canadian Pacific Railways right-of-way and the Highway 4 right-of-way. The south and west limits of Stewart Siding are defined by a St. Mary River Irrigation District canal right-of-way. The existing roads, and developed and undeveloped legal right-of-ways and Land Ownership Patterns are illustrated on Maps 3 and 5.

**Development Considerations**

- It is assumed that development will occur incrementally after each individual property owner applies for subdivision. Therefore, a number of individuals subdivisions must be anticipated by recognizing the present ownership pattern in the overall development plan.

- A primary concern in the development of Stewart Siding is to ensure that the incremental development results in a coordinated industrial development while minimizing any conflict which may arise with the ownership patterns.

- The existing developed roads will remain. Legal but undeveloped road right-of-ways may be closed.
- The canal, C.P.R. and highway right-of-ways are considered to be permanent with respect to their location. Widening of the C.P.R. right-of-way is not considered feasible nor very probable. It is assumed that development could occur up to the limits of the canal right-of-way, and that any widening of this right-of-way would occur to the south and/or west. Similarly, it is assumed that widening of the highway would occur on the east side of the present right-of-way.
- There is no possibility of a service road along Highway 4 because of the C.P.R. right-of-way and thus there can be no highway frontage.
- Spur lines into Stewart Siding from the C.P.R. line are not being considered at this time.

### 3.4 LOCATIONAL AND TRANSPORTATION FACTORS

As noted in Map 6, Stewart Siding is served by one highway and several county roads. Highway 4 links the study area south to Coultts and the U.S. Interstate system, and northwest to the City of Lethbridge, the 43rd Street by-pass to the City's northeast industrial park, and to Highways 3 and 5. The proximity to the highway results in high visibility to passing traffic. The county road on the east side of the study area gives access south to the McNally Road and thence to Highways 4 and 5 and the Lethbridge Airport.

Currently, Stewart Siding has two direct highway access points. For safety reasons the northern access into a dairy farm is not acceptable for upgrading as a major access into Stewart Siding. The existing temporary access at the county road is being improved and realigned to form a 90° intersection. It will be the primary access to Stewart Siding until traffic conditions necessitate its closing. Three alternate locations for a new highway interchange have been proposed:

- (a) at the intersection of 43rd Street and Highway 4,
- (b) in the vicinity of the level rail crossing and curve immediately north of Stewart Siding, and
- (c) at the intersection of McNally Road and Highway 4.

These proposed interchanges are noted on Map 6. It is assumed that the closing of the present highway access from Stewart Siding would coincide with the availability of one or more of these proposed interchanges.

Circulation within the study area is limited. At present there are two existing streets both of which are dead-ends. In addition, Stewart Siding is served by the C.P.R. line south to Couatts and north to C.P.R. mainlines.

#### Development Considerations

- The study area will require two or more major access points preferably with each access point at a considerable distance from each other.

- The internal circulation system must function with the access points presently available as well as have the flexibility to accommodate the possibility of future Highway 4 upgrading.

- Access south to the McNally Road and the airport should be maintained.

- The access shown as entering the Stewart Siding area from Highway 4 on the north should not be connected to the internal circulation system of the industrial area rather this should only provide access to the two existing developments (dairy and residence)

- The plan should provide a hierarchy of roads with the internal collectors taking precedence over the existing county road. Proper sign control will be required where county roads and industrial roads meet.

### 3.5 UTILITIES

Neither water or sewer services exist at present in Stewart Siding because the extent of present development is not sufficient to warrant such systems. The high water table limits sewage disposal alternatives to either holding tanks with pump out or a sanitary sewer system. There are no provisions for a storm sewer system.

Natural gas, power, and telephone service are all presently available in Stewart Siding. The location of power lines, natural gas lines, telephone cables, and easements are described on Map 7.

### **Development Considerations**

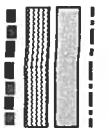
- **Sewage disposal cannot be by means of a septic tank and field because of the problems of high water table.**
- **For land use control purposes industries locating in Stewart Siding should have a minimum (low) employee population and minimum water use.**
- **In future a service co-op consisting of property owners may develop to provide some municipal services, however the county will assume no cost in this possible venture.**

# STEWART SIDING

## AREA STRUCTURE PLAN

### MAP NO. 3 LEGAL BASE

- BOUNDARY
- 1980 REPLOT
- IRRIGATION CANAL R.O.W.
- OPEN ROAD ALLOWANCE





# STEWART SIDING

## AREA STRUCTURE PLAN

### MAP NO. 4 EXISTING LAND USE

- MUNICIPAL RESERVE
- VACANT
- LIGHT INDUSTRIAL
- AGRICULTURAL
- PASTURE
- COUNTRY RESIDENTIAL



# STEWART SIDING

## AREA STRUCTURE PLAN

### MAP NO. 5 OWNERSHIP

NOTE: EACH TONE INDICATES  
A SEPARATE OWNER  
AS OF APRIL 1981



# STEWART SIDING

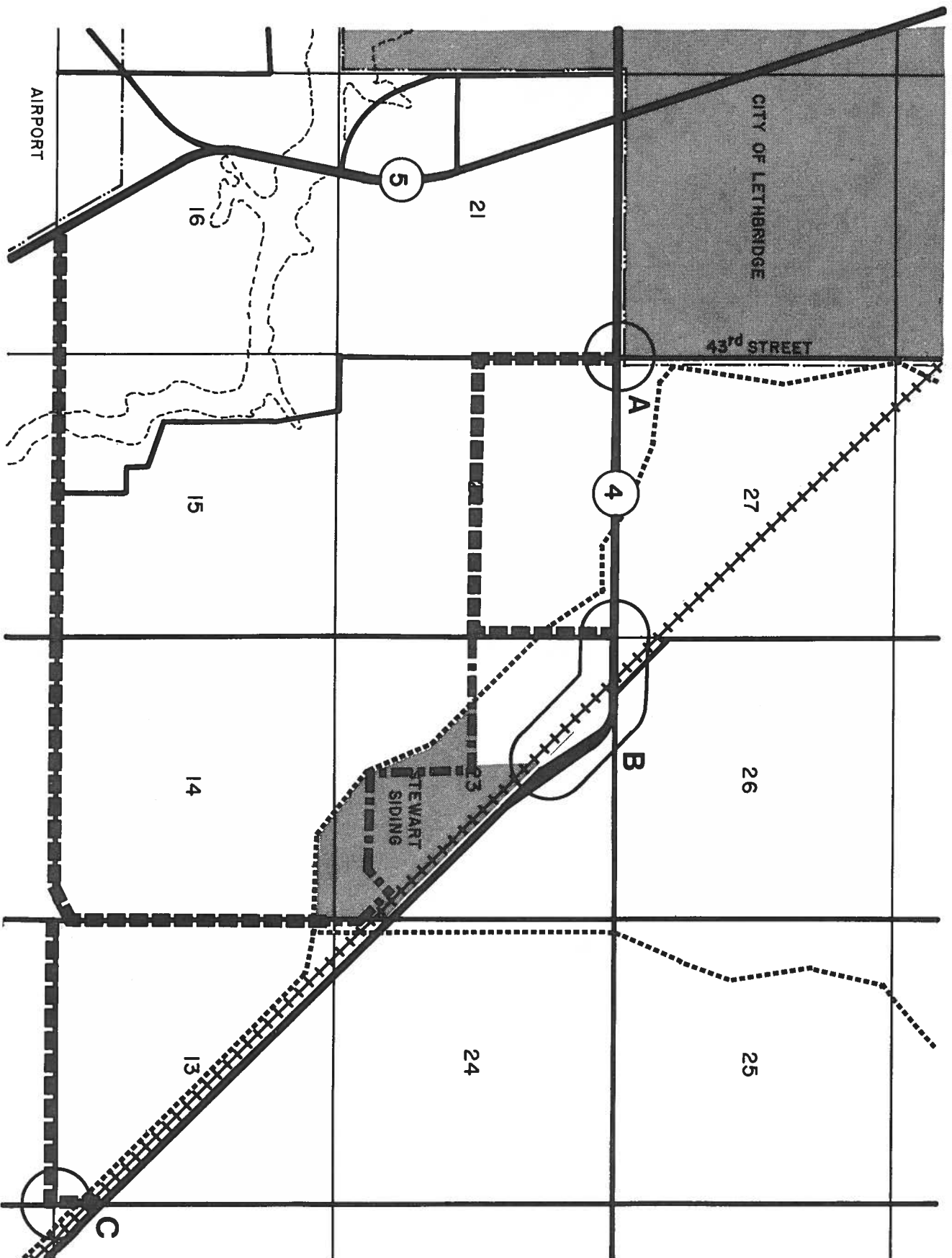
## AREA STRUCTURE PLAN

### MAP No. 6 TRANSPORTATION PROPOSED INTERCHANGES

- A 43rd STREET
- B OVERPASS
- C McNALLY ROAD

### ROADS

- HIGHWAYS
- EXISTING COUNTY ROADS
- PROPOSED ARTERIALS
- ALTERNATE ROUTES TO HIGHWAY ACCESS

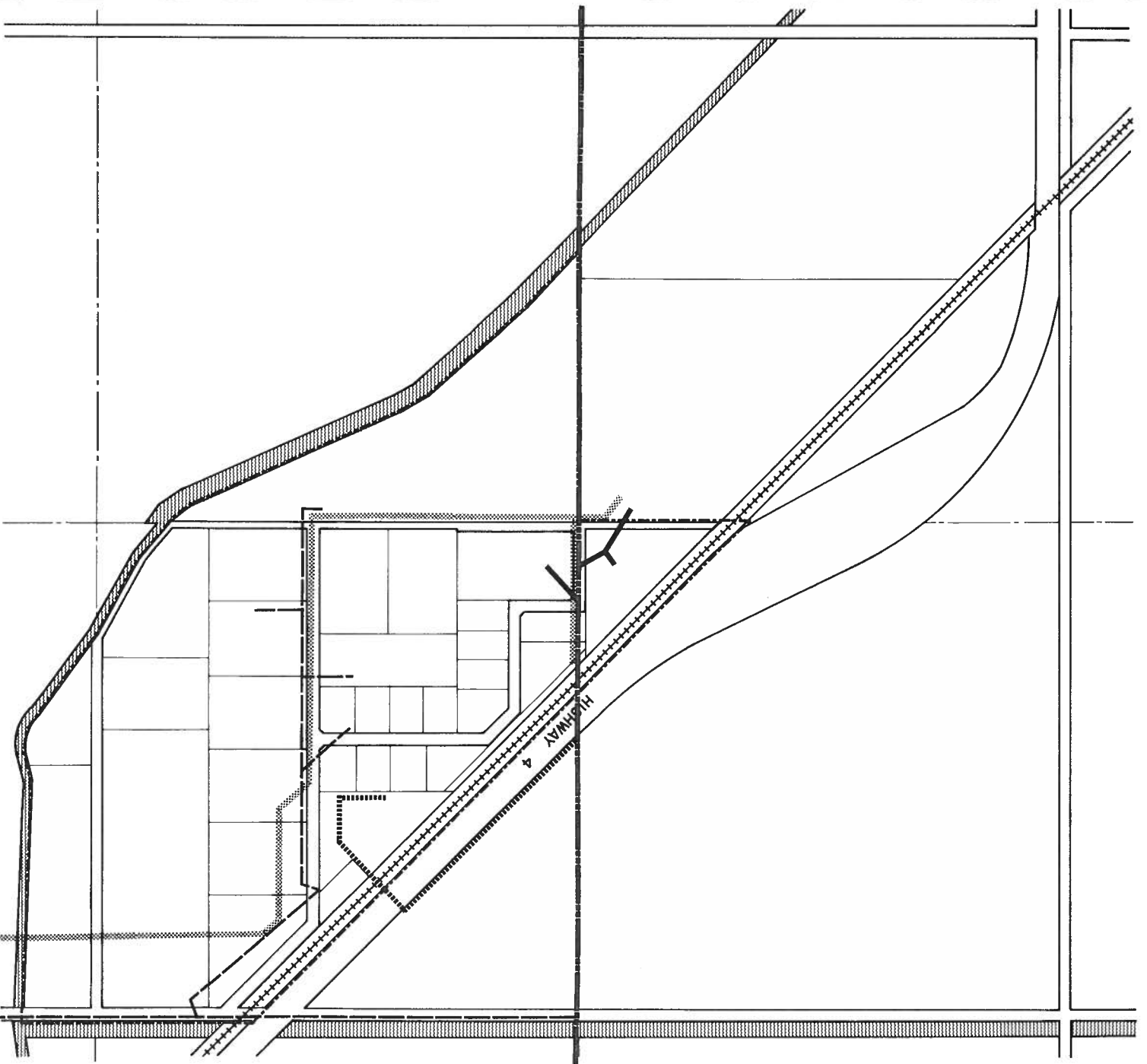


# STEWART SIDING

## AREA STRUCTURE PLAN

### MAP NO. 7 UTILITIES

- ELECTRICAL SERVICE
- 286 LINE
  - 25 KV 3 PHASE
  - 15 KV 1 PHASE
  - 8 KV 1 PHASE
- GAS SERVICE
- DISTRIBUTION LINES



**4.0 THE DEVELOPMENT PLAN**

#### 4.0 THE DEVELOPMENT PLAN

The Development Plan is a design illustrated on Map 8 and intended to act as an outline plan to guide future subdivision. Subdivision proposals are not required to specifically conform to the design if the applicant can find a suitable alternative.

##### 4.1 OVERVIEW OF THE DEVELOPMENT PLAN

The Development Plan for Stewart Siding is based on the foregoing analysis and development considerations. It provides a framework for the anticipated incremental development aimed at achieving coordinated and attractive industrial development in Stewart Siding. Development is to be limited to that area designated as light industrial use. This area is clearly distinguished from the surrounding agricultural land by the well-defined physical boundaries formed by the canal and highway. As an unserviced industrial development, Stewart Siding is expected to complement the range of industrial sites available elsewhere in the County of Lethbridge and the City of Lethbridge.

The Development Plan for Stewart Siding is presented on Map 8. The major features of the Development Plan are:

- establishment of an area to be developed exclusively for light industrial use
- integration of recent subdivisions as well as elements of the 1911 registered plan into a development plan designed to meet the current and

future situations such as availability of access and market demand.

- development of an internal circulation network which incorporates the existing circulation system into the overall development and gives maximum access to the development areas within Stewart Siding.

- establishment of a system of major east/west and north/south collectors through the area which connects to the county roads and Highway 4, and which is capable of responding to any of the future highway access points.

The remainder of this section discusses particular aspects of the Development Plan in greater detail.

#### 4.2 TRANSPORTATION AND VEHICULAR CIRCULATION

##### 4.2.1 VEHICULAR CIRCULATION

As illustrated on Map 8, the Development Plan establishes a hierarchy of vehicular circulation in Stewart Siding. The major components of this circulation system are:

- two north/south county roads (arterials)
- two east/west internal collectors joined by a north/south collector
- existing and proposed local roads

The overall circulation network combines the existing circulation pattern with proposed collectors and local roads. The resulting system gives the maximum access throughout Stewart Siding and conveys Stewart Siding



traffic to the major transportation routes in the Study Area. Given the uncertainty concerning the duration of direct highway access, the major collectors and arterials are designed to be readily extended to any of the alternative future highway access points.

#### 4.2.2 HIGHWAY ACCESS

Stewart Siding currently has two direct highway access points. For safety reasons the northern access into the dairy farm is not acceptable for development as a major access for Stewart Siding. This access is to be restricted to serving only the two farming operations and is to have no connection to Stewart Siding.

The existing temporary access at the county road is being improved and realigned to a 90° intersection. It will be the primary access to Stewart Siding until traffic conditions necessitate its closing. With the construction of an east/west collector from Stewart Siding to the westerly county road, highway access would then be available to the northwest. It is assumed that upon the closing of either of these two highway accesses, connections to one or more of the proposed interchanges along Highway 4 would be constructed. Map 6 illustrates how Stewart Siding's internal circulation system could be linked to the proposed interchanges.

#### 4.2.3 COUNTRY ROADS

The two county roads immediately to the east and the west of Stewart Siding will function as north/south

arterials. Both convey traffic south to McNally Road and thence east to Highway 4 or west to Highway 5 and the airport. The westerly county road also is a northern route to Highway 4.

#### 4.2.4 INTERNAL COLLECTORS

Three internal collectors form the major route through Stewart Siding. The southerly east/west collector leads directly from the highway at the realigned intersection. As long as direct highway access is available at this point then Stewart Siding traffic will take precedence over traffic on the county road. The northerly east/west collector links Stewart Siding to the westerly county road. Upon completion of the 43rd Street interchange this collector could be extended west to 43rd Street as indicated on Map 6. Within Stewart Siding, the two east/west collectors are joined by a north/south collector which could be continued north to link up with a possible interchange and overpass.

An eighty-foot right-of-way is suggested for the three collectors. This width would permit four lanes of traffic as well as generous boulevards on either side. Landscaping of the boulevards would both unify the overall development and distinguish these roads as major routes. Development Standards should also be employed to emphasize the importance of the collectors.

#### 4.2.5 LOCAL STREETS

The system of local streets is designed to integrate the existing streets into an overall circulation pattern which will provide access to all parts of Stewart Siding.

#### 4.3 UTILITIES

##### 4.3.1 PRESENT LEVEL OF SERVICING

Stewart Siding is to be developed as an area of un-serviced lots for industrial use. Calgary Power, Canadian Western Natural Gas, and Alberta Government Tele-phones services are presently available. Neither piped water supply nor sewage disposal facilities are intended to be provided. Water supply is to be met by means of individual wells and reservoirs. Due to the high water table sewage disposal is limited only to holding tanks with pump outs. In keeping with these servicing conditions, industries locating in Stewart Siding should have small work force populations and low water consumption.

##### 4.3.2 FUTURE LEVEL OF SERVICING

The future changes in the level of servicing in Stewart Siding is dependent upon a number of factors:

- a restructuring of the land use to a higher intensity land use, either by replot or a change in classification, which results in greater water consumption,
- the requirements of industrial processes, larger work force, rising fire insurance premiums, etc.

could create user demand for a water supply of improved volume, quality, regularity or pressure.

- expansion of Stewart Siding could considerably improve the economic feasibility of water and sewer services.

- a pronounced shift in demand away from un-serviced industrial lots towards serviced ones could create market conditions which would offset the cost of providing services.

Any introduction of a piped water supply system must be accompanied by provisions for a sewage disposal and treatment system and would not be responsibility of the County to provide.

#### 4.4 DEVELOPMENT POTENTIAL

Given the proposed circulation pattern as set out in Map 8 and a minimum parcel size of 1 acre, the maximum development potential of Stewart Siding is estimated to be approximately 119 lots. This figure includes several larger existing lots. The overall average lot size is 1.16 acres.

With the exception of the existing 30' buffer strip along the rail line, no municipal reserve has been set aside. The County of Lethbridge prefers to have the municipal reserve taken as cash-in-lieu because they feel there is no need for parks or additional buffers.

The area breakdown of the Development Plan is summarized as follows:

For such items as major road and intersection construction the county council is likely to have to front end certain costs. The county should be aware of these costs and include them into the budget when necessary.

	Acre	% Total Area
Circulation - 80' R.O.W.	11.48	6.79
66' R.O.W.	18.63	11.02
Cul De Sac	.41	.24
Total	30.52	18.05
Buffer Strip 30'	.71	.42
Remainder of Site	137.77	81.53

**4.5 PROPOSED LAND USE**

The major use in the Stewart Siding area is for light industry that requires no municipal services. In addition to this there is the possibility that in the advanced stages of development of the 169-acre area the need may arise to provide a small commercial centre. The commercial centre would be located away from the highway entrances and likely on the 80' roadway. It would contain retail and commercial uses that would cater directly to the employees and industries in Stewart Siding. This would require very strict control.

The design and size of the site would be largely up to the developer keeping in mind that there must be a large amount of truck parking on the site.

**4.6 FINANCING**

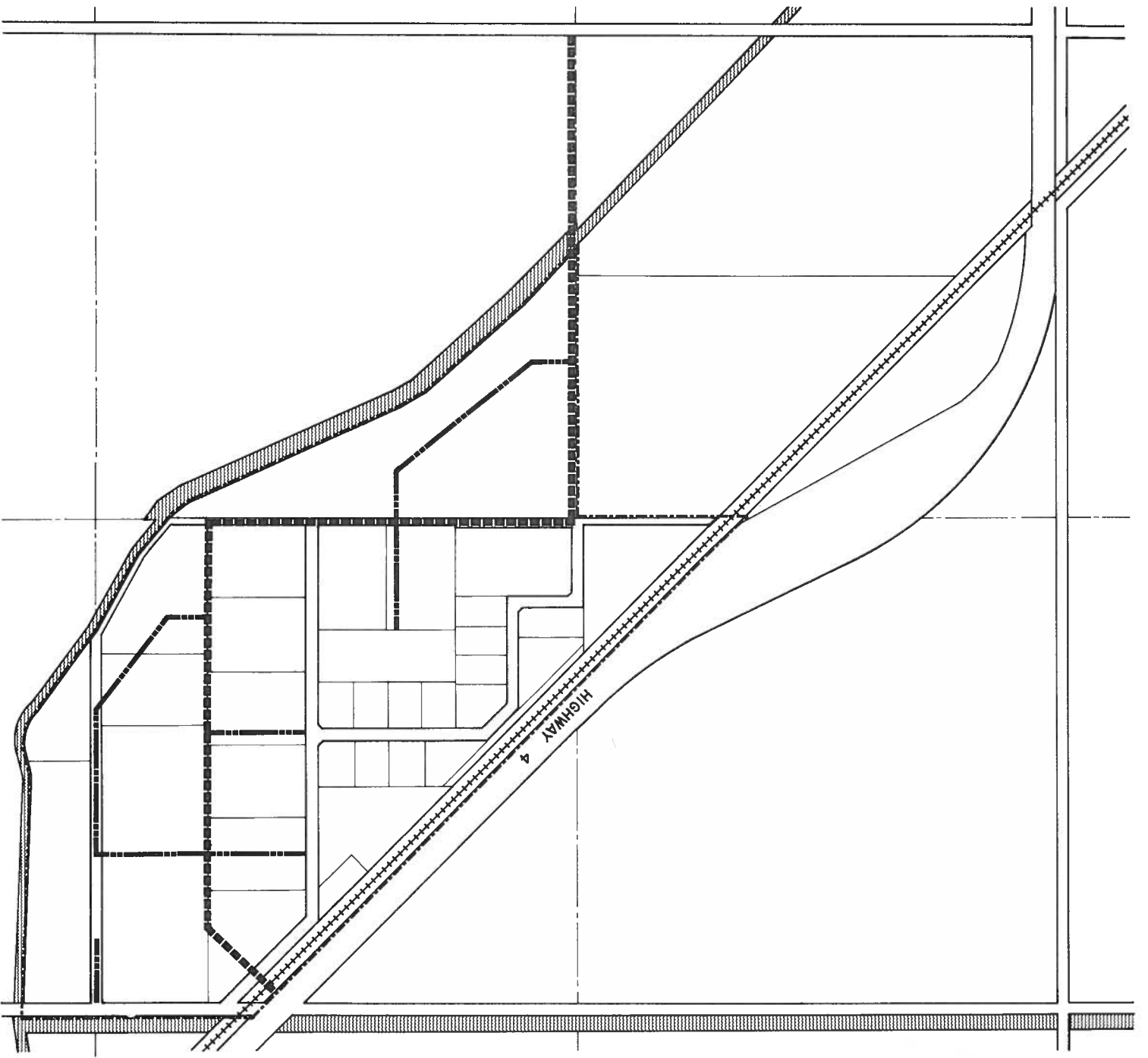
All expenses incurred to the county will be recouped by means of:

- Off-site levies
- Development Agreements
- Local improvement levies

# STEWART SIDING AREA STRUCTURE PLAN

MAP NO. 8  
GUIDE MAP

PROPOSED ROADS  
80' R.O.W.   
66' R.O.W. 



OLDHAM RIVER REGIONAL PLANNING COMMISSION

## **5.0 PHASING AND IMPLEMENTATION**

## 5.0 PHASING AND IMPLEMENTATION

As part of the overall design process some consideration was given to the possibility of continued industrial development after the initial 169-acre area was complete or near completion. As well, special attention has been given to how the Area Structure Plan will be implemented and provide the county with a cost effective high quality industrial park.

### 5.1 SEQUENCE OF DEVELOPMENT

It is intended that the development of the Stewart Siding area, for light industrial use occur in accordance with this Area Structure Plan as set out in Map 8. No particular order of development is recommended within this area. The entire area is designated as light industrial use and is considered small enough in size for development to take place as market conditions and land owners dictate. Indeed, some development has already occurred on the basis of the 1979 registered plan. Preparatory work for the realignment of the highway access has begun. While it would be preferable for development to proceed from the highway access along the internal collectors, the existing east/west road can suffice for development in the interim. Therefore the entire 169-acre area of Stewart Siding is designated as one phase.

### 5.2 EXPANSION

At some time in the future it may be desirable to expand Stewart Siding. Given the constraints imposed by

highway access, such expansion should be directed to the area west of the planning area to the westerly county road and north to the highway. In reviewing expansion options in this area, the principal concern is to ensure that vehicular circulation and servicing routes could be readily and logically extended throughout the area.

This ultimate development potential for the Stewart Siding vicinity can be broken into the following three stages as illustrated on Map 9.

Stage 1 is the area covered under the Development Plan covering 169 acres with a development potential of approximately 119 one-acre lots.

Stage 2 is westerly expansion extending over 134 acres between Stage 1 and the westerly county road. This stage would continue the southerly east/west collector west to the county road and could provide approximately 102 one-acre industrial lots.

Stage 3 is north-westerly expansion occupying 105 acres between the highway and Stages 1 and 2. It has potential for 80 one-acre industrial lots and requires an additional north-south collector. This stage could be substantially altered by the inclusion of either sewage treatment facilities or an overpass and interchange at the curve in the highway.

### 5.3 DEVELOPMENT GUIDELINES AND STANDARDS

In order to ensure the Stewart Siding area is a high

quality industrial development the following development standards should be implemented.

### 5.3.1 CORNER LOT RESTRICTIONS

Sight angles must be protected to maintain a degree of safety, therefore the following standard should be adopted.

On a corner lot nothing shall be erected, placed, planted or allowed to grow in such a manner as to materially impede vision between a height of 1 and 3 feet above the centreline grades of the intersecting streets in the area bounded by the property lines of such corner lots and a line joining points along the said property lines 25 feet from the point of intersection.

### 5.3.2 YARD REQUIREMENTS

Certain minimum yard requirements are needed to both provide fire separation and guarantee the availability of an area for landscaping.

Front yards should be a minimum of 25' with parking being allowed but no storage. A significant portion of the front yard should be landscaped.

A minimum side yard of 15' should be maintained. This would allow a minimum 30' separation between buildings.

Most storage would be in the rear of the building therefore it is felt that a rear yard standard should be up to the discretion of the Development Officer.

### 5.3.3 MINIMUM LOT SIZE

Due to problems of drainage and high water table the minimum lot size should be no less than 1 acre.

### 5.3.4 EXTERIOR BUILDING FINISH

It is important that any construction be of a high quality. The Development Officer should ensure that all exterior finish is suitable.

### 5.3.5 PARKING AND LOADING AREAS

No loading should be carried out in the front yard area. Parking areas should be covered either with gravel or paved to aid in dust and weed control.

### 5.3.6 OUTDOOR STORAGE

The types of industrial uses that are expected in the Stewart Siding area are likely to have extensive storage requirements therefore some storage in side yards may be necessary, however all outdoor storage should be screened by a fence to be approved by the Development Officer.

### 5.3.7 LANDSCAPING

Landscaping is a very important feature. All applications for a development permit should have an accompanying landscaping plan. The following are suitable guidelines to follow.



# STEWART SIDING AREA STRUCTURE PLAN

## MAP NO. 9 EXPANSION ALTERNATIVES

PROPOSED ROADS  
80' R.O.W.   
66' R.O.W. 



- The front yard (except for sidewalks and driveways) shall be landscaped to the satisfaction of the Development Officer.
- In the case of corner lots, the minor street frontage shall also be landscaped to the satisfaction of the Development Officer.
- Landscaping may consist of any or all of the following:
  - (a) trees, shrubs, lawn, flowers;
  - (b) large feature rocks, bark chips, field stone (limit of 25% of total landscaped area);
  - (c) berming, terracing;
  - (d) other innovative landscaping features.
- Where screen planting is required, evergreen trees and flowering trees should be used (e.g. May Day Tree, Russian Olive, flowering crab).

#### 5.3.8 REFUSE COLLECTION

It is important to make provision for refuse collection in the conditions for a development permit. Smoke and blowing refuse should be avoided. The following may be incorporated into the bylaw.

- Refuse shall be collected in a proper enclosure and be appropriately screened on all sides until such time as collection is possible.
- No open burning of refuse shall be permitted.

#### 5.3.9 OTHER DEVELOPMENT STANDARDS

It is difficult to prepare a set of standards that would account for every possible situation. The Development Officer should be able to enforce additional standards as he sees necessary. Therefore to allow for unforeseen circumstances a statement such as the following may be required.

The Development Officer may require special standards: including the quality or compatibility of any proposed development such as, but not limited to, the control of noise, smoke, dust, smell, toxic gases, glare or heat, industrial wastes, architecture, exterior building finishes, landscaping, siting, setback variation, paved parking areas, and access.

These special considerations would particularly apply to property at the entrance to the industrial park and to the lots backing onto the highway.

#### 5.4 IMPLEMENTATION

Under Section 62 of The Planning Act, 1977, an Area Structure Plan may be adopted by by-law. The by-law adoption procedure is outlined in Part 6, Division 1 of The Planning Act and includes advertising the intention to adopt a by-law, public hearings and three readings. In addition to this process, the Subdivision Regulation requires that an Area Structure Plan be "satisfactory to the Minister of Transportation."

It is suggested that the Area Structure Plan be submitted to the Minister of Transportation after first reading. After comments are received from the Minister, amendments may be made and second and third readings given.

After final adoption of the Area Structure Plan it is recommended that the County of Lethbridge Land Use By-law be amended, creating a new industrial designation that incorporates all the standards that were adopted as part of the Area Structure Plan. All standards would then be implemented under the auspices of the Land Use By-law.

## **6.0 CONCLUSIONS**

## 6.0 CONCLUSIONS

The incorporation by by-law of the proposed design and the Development Standards outlined in this document will give the county the ability to pursue quality industrial development. At the same time the Area Structure Plan will:

1. ensure the industrial development minimizes adverse effects on adjacent properties and uses,
2. protect the highway right-of-way,
3. accommodates future highway improvements, and
4. places no adverse effects on industrial development in the City of Lethbridge.

GIVEN first reading and passed in Council this 20 day of NOVEMBER, A. D. 19 78

REEVE - A. J. Jupp

COUNTY MANAGER - E. P. Moore 28/15

GIVEN second reading and passed in Council this 17 day of DECEMBER, A. D. 19 81

REEVE - R. W. Foxworth

COUNTY MANAGER - W. H. White 700

GIVEN third and final reading and finally passed in Council this 15 day of

REEVE - R. W. Foxworth MARCH, A. D. 19 82

COUNTY MANAGER - W. H. White 700