

COUNTY OF LETHBRIDGE NO. 26
IN THE PROVINCE OF ALBERTA

BY-LAW NO. 1017

A BY-LAW OF THE COUNTY OF LETHBRIDGE NO. 26 BEING
A BY-LAW PURSUANT TO SECTION 64(1) OF THE PLANNING
ACT, CHAPTER P-9, R.S.A. 1980.

WHEREAS Robert and Joanne Duncan wish to develop a RURAL
LIGHT INDUSTRIAL Subdivision on lands described as a portion of the
South West Quarter of Section 10, Township 8, Range 21, West of the
Fourth Meridian;

AND WHEREAS the above lands have been recently classified
as RURAL GROUPED INDUSTRIAL (R.G.I.) pursuant to Land Use By-Law No.
806 and amending By-Law No. 1016;

AND WHEREAS the Area Structure Plan submitted by the
developer known as the "Airport Industrial Park - Area Structure Plan"
will provide a framework for subsequent subdivision and development
of the area;

NOW THEREFORE BE IT RESOLVED that the Council of the County
of Lethbridge No. 26 does hereby approve the "Airport Industrial Park
- Area Structure Plan" attached as Appendix "A".

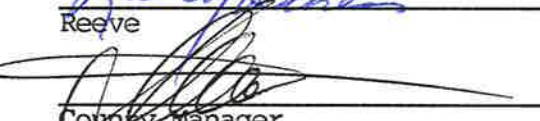
GIVEN first reading this 17th day of May, 1993.


Reeve


County Manager

GIVEN second reading this 14th day of June 1993.


Reeve


County Manager

GIVEN third and final reading this 14 day of June 1993.


Reeve


County Manager



AIRPORT INDUSTRIAL PARK
AREA STRUCTURE PLAN
R. DUNCAN PROPERTY

Concord AGRI INC.

TABLE OF CONTENTS

		Page			Page
1.0	INTRODUCTION	2		4.6 Gas	10
	1.1 Origin	2		4.7 Phone	10
	1.2 Purpose	2		4.8 Phasing	11
	1.3 Objectives	3	5.0	DEVELOPMENT GUIDELINES	11
2.0	POLICY CONSIDERATIONS	3		5.1 Lot Sizes	11
	2.1 O.R.R.P.C. Regional Plan	4		5.2 Yard Requirements	11
	2.2 County of Lethbridge: General Plan	6		5.3 Parking & Loading	11
	2.3 County/City: Joint General Municipal Plan	7		5.4 Outdoor Storage	12
	2.4 Airport Vicinity Protection Area	7		5.5 Exterior Building Finish	12
3.0	SITE EVALUATION	8		5.6 Landscaping	12
	3.1 Location	8		5.7 Refuse	12
	3.2 Land Ownership	8	6.0	CONCLUSION	13
	3.3 Existing Land Use & Classification	8			
4.0	DEVELOPMENT PLAN	9		DRAWINGS:	
	4.1 Access	9		Drawing #1 - Key Map	
	4.2 Roads	10		Drawing #2 - Survey Plan	
	4.3 Water/Fire Protection	10		Drawing #3 - Ownership Map	
	4.4 Sanitary Sewer	10		Drawing #4 - Land Use/Zoning	
	4.5 Power	10		Drawing #5 - Development Plan	
				Drawing #6 - Access/Irrigation	

1.0 INTRODUCTION

The Robert Duncan property (shown on Map 1) is an area of approximately 75 acres, located one mile south of the City of Lethbridge boundary on the east side of Highway #5. The Lethbridge Municipal Airport is located directly west of the subject property and therefore most of the site falls within the Airport Vicinity Protection Area.

It is Mr. & Mrs. Duncan's intent to develop a rural industrial area to be known as the AIRPORT INDUSTRIAL PARK.

1.1 ORIGIN

The proposed AIRPORT INDUSTRIAL PARK will form the third comprehensively planned and developed rural industrial area in the County of Lethbridge. The Stewart Siding Industrial Park on Highway #4 and the R. Angus/Victory Equipment industrial area at 43rd Street and 9th Avenue North, form the other two. An area known as the Broxburn Industrial Area has been designated for rural industrial but has never been developed.

The potential of the AIRPORT INDUSTRIAL PARK as a rural industrial area is based on a number of site advantages and characteristics:

- The area is located minutes from the City of Lethbridge.
- The area has good exposure from Highway #5.
- The area is directly across Highway #5 from the Lethbridge Municipal Airport.
- There are several existing industrial uses on the property at the present time.

1.2 PURPOSE

The AIRPORT INDUSTRIAL PARK - AREA STRUCTURE PLAN has been prepared:

- To fulfil the requirements of the County of Lethbridge - General Municipal Plan and the Joint General Municipal Plan with the City of Lethbridge, in order to have the balance of the subject property classified as Rural Grouped Industrial in the County's Land Use Bylaw.
- To ensure a good supply of lightly serviced industrial land is available for rural industrial uses.

CITY OF
LETHBRIDGE

Henderson
Lake

LETHBRIDGE
AIRPORT

R.
Duncan

Station

4

508

KEY MAP

AIRPORT INDUSTRIAL PARK

AREA STRUCTURE PLAN

R. DUNCAN PROPERTY

Concord AGRI INC.

DWG. NO. 1

- To provide the present and future landowners/developers of the area guidelines within which they can make informed plans and decisions.

1.3 OBJECTIVES

The AIRPORT INDUSTRIAL PARK - AREA STRUCTURE PLAN proposes to accomplish the following objectives.

- Establish a development plan to guide future subdivision of the area.
- Outline an internal road system for the area and show how it will link to the existing roads.
- Establish land use and development policies.
- Ensure that the area is compatible with future plans for Highway #5.
- Ensure that no conflict will arise with the Lethbridge Municipal Airport.
- To maintain the objectives of the County of Lethbridge General Municipal Plan which states:
... "Both Commercial & Industrial uses can augment the tax base of the County and increase

the service to residents...the key aspects in commercial and industrial uses is the need to identify legitimate rural uses and locate them properly."

2.0 POLICY CONSIDERATIONS

The creation of a 75 acre industrial area near the Lethbridge Airport is a major Land Use policy decision for the County of Lethbridge.

This decision must consider existing industrial policies contained in:

- The Oldman River Regional Planning Commission - Regional Plan
- The County of Lethbridge - General Municipal Plan
- The City of Lethbridge/County of Lethbridge - Joint General Municipal Plan
- The Lethbridge Municipal Airport - Airport Vicinity Protection Area Plan.

2.1 O.R.R.P.C. REGIONAL PLAN

In 1985, the Oldman River Regional Planning Commission adopted a Regional Plan pursuant to the Planning Act. Section 8 of the Plan deals extensively with **Industrial and Commercial Development**.

The objectives and policies dealing specifically with **industrial development** pertinent to the AIRPORT INDUSTRIAL AREA are reprinted below:

OBJECTIVES:

- *To locate industrial development that is clearly incompatible with an urban environment in carefully selected rural areas, while ensuring that the impact of such uses, including any noxious, hazardous or unsightly uses, is minimized or limited.*
- *To discourage isolated or scattered industrial development in rural areas where possible, while encouraging planned and orderly development of industrial areas where appropriate.*
- *To locate rural industry so as to avoid land use conflicts and encroachment by incompatible uses.*

- *To encourage energy efficiency in terms of home-to-work distances when selecting rural industrial areas or actions for industrial development.*
- *To minimize the impact of rural industrial and commercial development on the safe and efficient operation of the region's roadways and transportation facilities.*

POLICIES:

GENERAL

The policies of this Plan shall be used as a framework for industrial and commercial development in the rural areas of this region and for the preparation and amendment of statutory plans and land use by-laws.

A land use by-law or statutory plan, or both, shall contain policies and standards concerning industrial development dealing with servicing, minimum parcel size and permitted, discretionary or prohibited uses, and such other matters the municipality considers necessary.

Municipalities shall make provision for the notification to the Commission of any designation of Rural Industrial Areas.

INDUSTRIAL USES IN RURAL AREAS

The following classes of industrial uses may be approved in rural areas if these uses are allowed in a municipality's land use by-law and statutory plan (where one has been adopted):

- (a) agriculture-related industries which support agriculture directly in rural areas;*
- (b) non-labour intensive industries which require relatively large areas of land, but require minimal on-site improvements, services, and public amenities;*
- (c) natural resource extractive uses such as gravel pits which are governed by the location of a natural resource;*
- (d) hazardous, offensive, or noxious industries which cannot co-exist compatibly with other uses in an urban environment.*

Those classes of industrial uses not identified in Policy 8.4 should generally be regarded as belonging in a proper location within an urban municipality.

GROUPED OR ISOLATED INDUSTRIAL OR COMMERCIAL SUBDIVISION

As a general rule, except as provided in Policy 8.5 all industrial subdivision in rural areas should be concentrated or grouped in suitable rural industrial areas rather than scattered, isolated or indiscriminately dispersed.

RURAL DEVELOPMENT STANDARDS

Rural municipalities, through their land use by-laws and statutory plans (where one has been adopted), should encourage a high standard of development for all commercial, commercial recreation, and rural industrial uses, including extractive uses. Landscaping, aesthetics, screening, setbacks, signage control, quality and type of building, and other relevant matters should all be given special attention.

AREA STRUCTURE PLAN

Where a rural industrial area or a commercial recreation area has, prior to the adoption of this Plan, been designated in a land use bylaw for concentrated or grouped development, an area structure plan should be prepared for the area. In the future, where a rural industrial area or a commercial recreation area is to be designated in a land use by-law for concentrated or grouped development, an area structure plan should be prepared for the area prior to designation.

IMPLEMENTATION

In order to implement policies related to RURAL LAND USE - INDUSTRIAL AND COMMERCIAL DEVELOPMENT, municipalities should:

- 1. Select suitable locations for rural industrial and commercial development in accordance with the policies of this Plan.*
- 2. Identify and protect regionally significant areas.*

2.2 COUNTY OF LETHBRIDGE - GENERAL PLAN

In 1985 the County of Lethbridge adopted a General Municipal Plan (Bylaw #805).

Part II, Section H of the G.M.P. deals specifically with Commercial and Industrial Land Uses within the County of Lethbridge. One objective of the plan reads:

..."To discourage isolated or scattered rural industrial developments by encouraging efficiently located grouped, industrial areas."

Policy #4 reads...*"When considering recommendations for subdivision of grouped industrial or commercial parcels, the County should be satisfied that the project will be constructed. Assurances may be submitted with the subdivision application and may include: (a) feasibility studies, (b) options to purchase, (c) proof of substantial investment."*

Policy #5 reads...*"as a general rule, all industrial subdivisions and developments in rural areas should be concentrated or grouped in suitable rural industrial areas rather than scattered, isolated or indiscriminately dispersed."*

Policy #7 reads...*"Industrial uses in the Lethbridge Urban Fringe shall be designated in the Land Use Bylaw as agreed to in the Joint General Municipal Plan. Areas will be designated "Grouped Industrial", however it is not intended to have these lots further subdivided."*

2.3 JOINT GENERAL MUNICIPAL PLAN

In June of 1991, the County of Lethbridge (Bylaw #968) and the City of Lethbridge (Bylaw #4470) adopted a Joint General Municipal Plan. This new plan was a re-evaluation of a 1984 Plan which was developed as a condition of the City's successful annexation of some 22 sections of County territory.

Section 6(e) of the Joint General Municipal Plan specifically addresses industrial development. It states:

"In terms of industrial uses in the Joint Plan Area:

- *all industrial uses shall be designated under the Land Use Bylaw.*
- *all existing areas designated industrial will remain designated for industrial use.*

- *additional industrial lands shall only be designated subsequent review by the Joint Planning Committee.*
- *if new industrial areas for multiple industries is proposed, area structure plans shall be prepared before the subdivision and development process."*

2.4 AIRPORT VICINITY PROTECTION AREA PLAN

With assistance from the Department of Municipal Affairs, and in co-operation with Transport Canada and the City of Lethbridge, the County of Lethbridge prepared and adopted the LETHBRIDGE AIRPORT VICINITY PROTECTION AREA REGULATIONS.

The subject property falls within the A.V.P.A. and it is fully understood that subdivision and subsequent development of the AIRPORT INDUSTRIAL PARK shall conform with all limitations outlined in the A.V.P.A. with respect to:

- Land Use
- Building Height & Roofing Material
- Electronic Facilities
- Sound Insulation Requirements

It is anticipated that a copy of this document will be forwarded to the Director of the Planning Branch, in the Planning Services Division of Municipal Affairs for comment and input.

3.0 SITE EVALUATION

Drawing #2 presents the latest survey plan prepared for the subject property.

3.1 LOCATION

The subject property is located 1 mile south of the City of Lethbridge. It is legally described as the South half of the S.W. 1/4 section of Section 10, Township 8, Range 21, West of the 4th meridian.

The Duncan property is surrounded by cropland on three sides with Highway #5 (and a service road) forming the west boundary. the Lethbridge Municipal Airport is immediately across the highway to the west.

3.2 LAND OWNERSHIP

Drawing #3 depicts the various land owners in the area. Lot 1, Block 1, Plan 8010051 is a 5.89 acre country residential parcel owned and occupied by Mr. Hugh

McKenna. the site was subdivided out of the subject property in 1980.

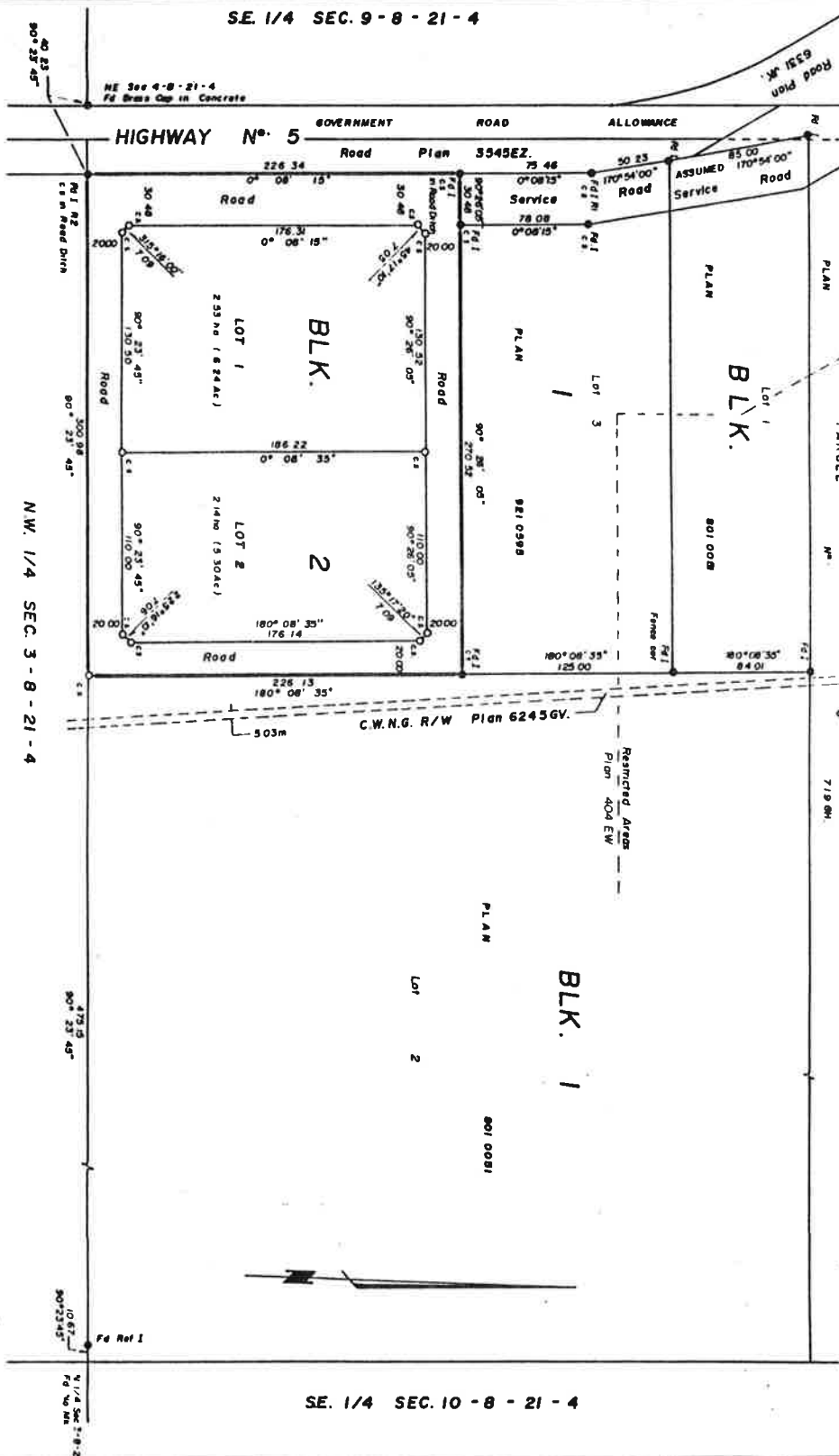
Lot 3, Block 1, Plan 9210595 is owned by Concord Agricultural Inc. which leases the land and buildings to Wilbur Ellis Company of Canada Ltd. The balance of the subject property is owned by Robert and Joanne Duncan.

3.3 EXISTING LAND USE AND CLASSIFICATION

Drawing #4 shows the existing land use and zoning of the area. Lot 3, Block 1, Plan 9210595 is presently classified as RURAL GROUPED INDUSTRIAL (R.G.I.) pursuant to the County of Lethbridge Land Use Bylaw.

The Wilbur-Ellis Company operates a forage hay compaction plant. The site presently contains a 3,000 sq. ft. office, a 10,000 sq. ft. storage building and a 10,000 sq. ft. plant building.

Lots 1 & 2, Block 2, Plan (unregistered) have also been reclassified to RURAL GROUPED INDUSTRIAL, but have not yet been developed. The Wilbur-Ellis Company has expressed an interest in one or both parcels for the location of hay storage facilities.

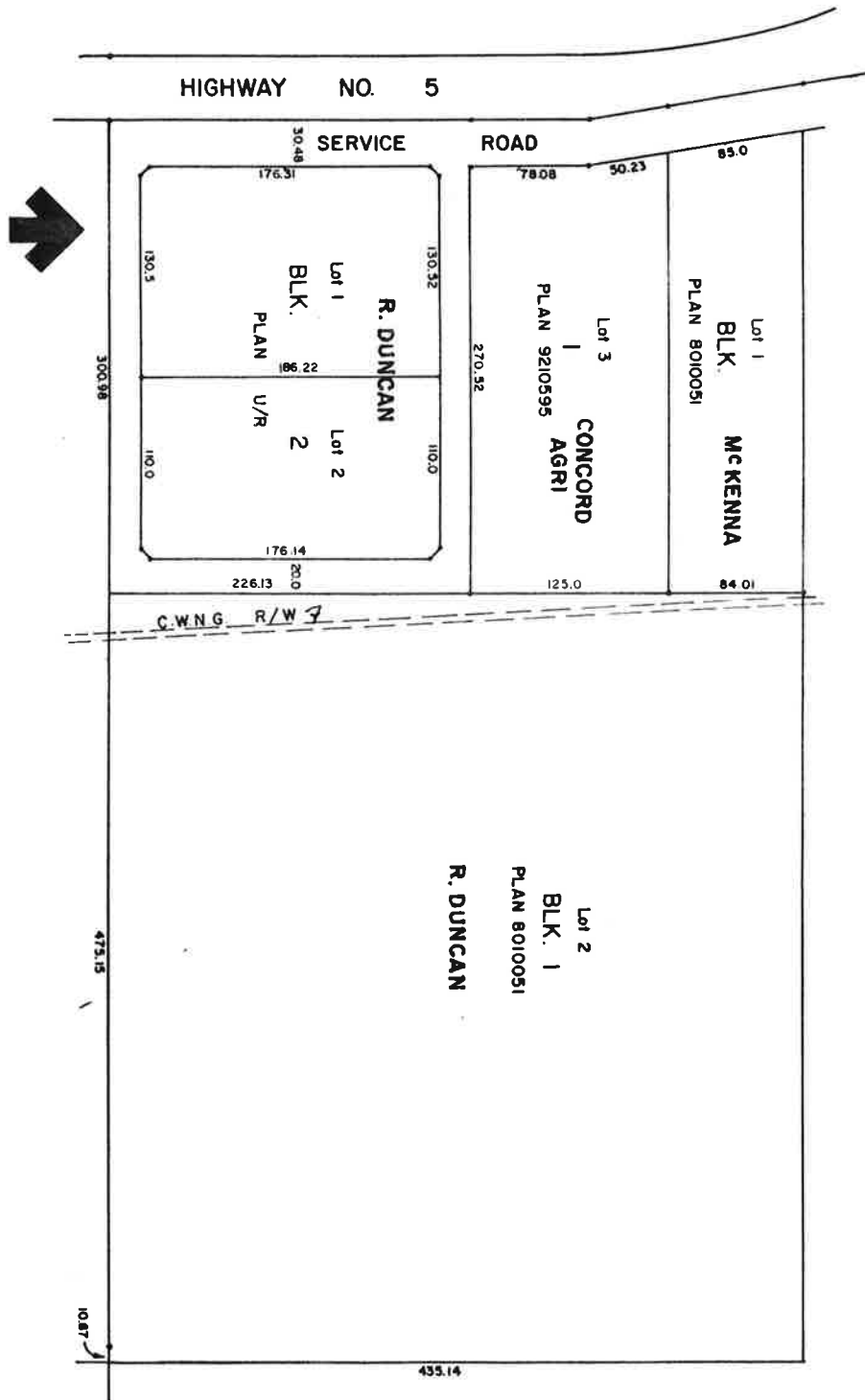


SURVEY PLAN

AIRPORT INDUSTRIAL PARK
AREA STRUCTURE PLAN
 R. DUNCAN PROPERTY

Concord AGRI INC.

DWG. NO. 2



OWNERSHIP MAP

DWG. NO. 3

AIRPORT INDUSTRIAL PARK
AREA STRUCTURE PLAN

R. DUNCAN PROPERTY

Concord AGRI INC.

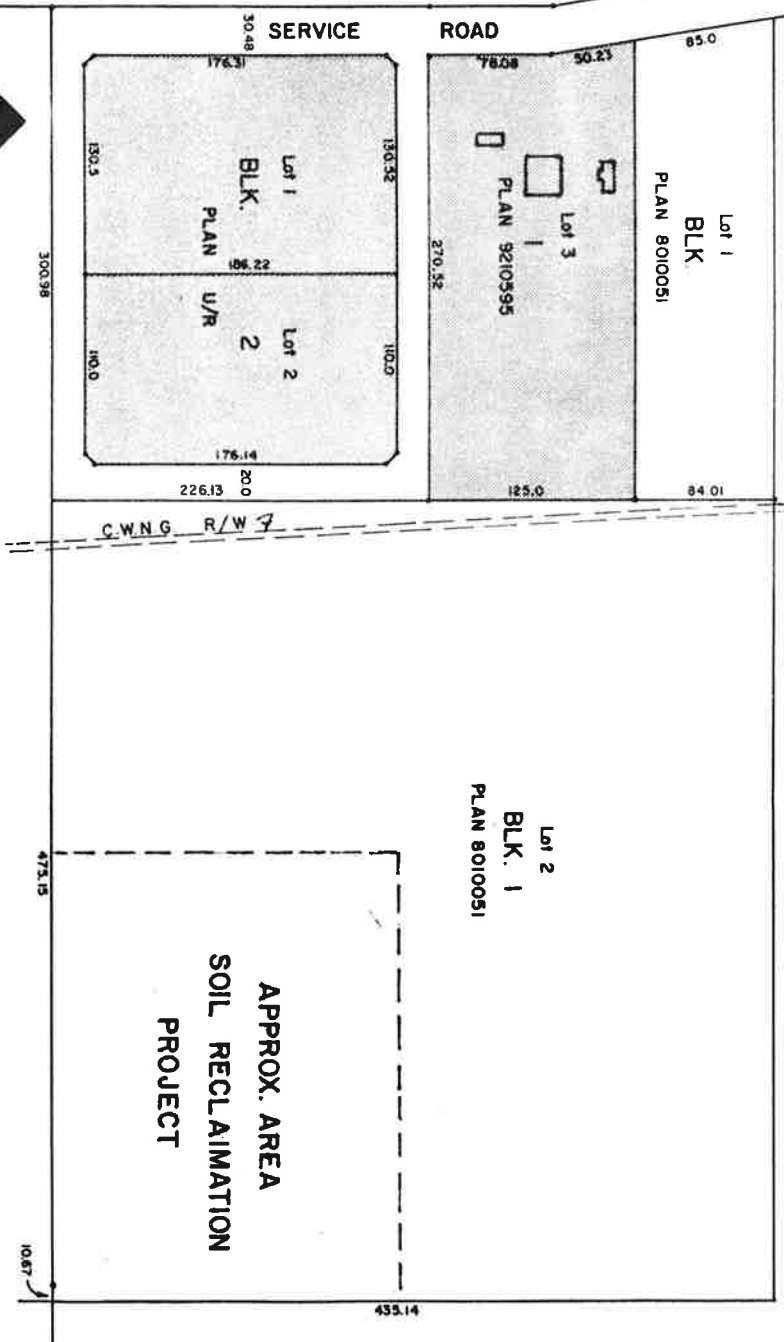
HIGHWAY NO. 5

SERVICE ROAD



AREA PRESENTLY CLASSIFIED
RURAL GROUPED INDUSTRIAL

LAND USE / ZONING MAP



AIRPORT INDUSTRIAL PARK

AREA STRUCTURE PLAN

R. DUNCAN PROPERTY

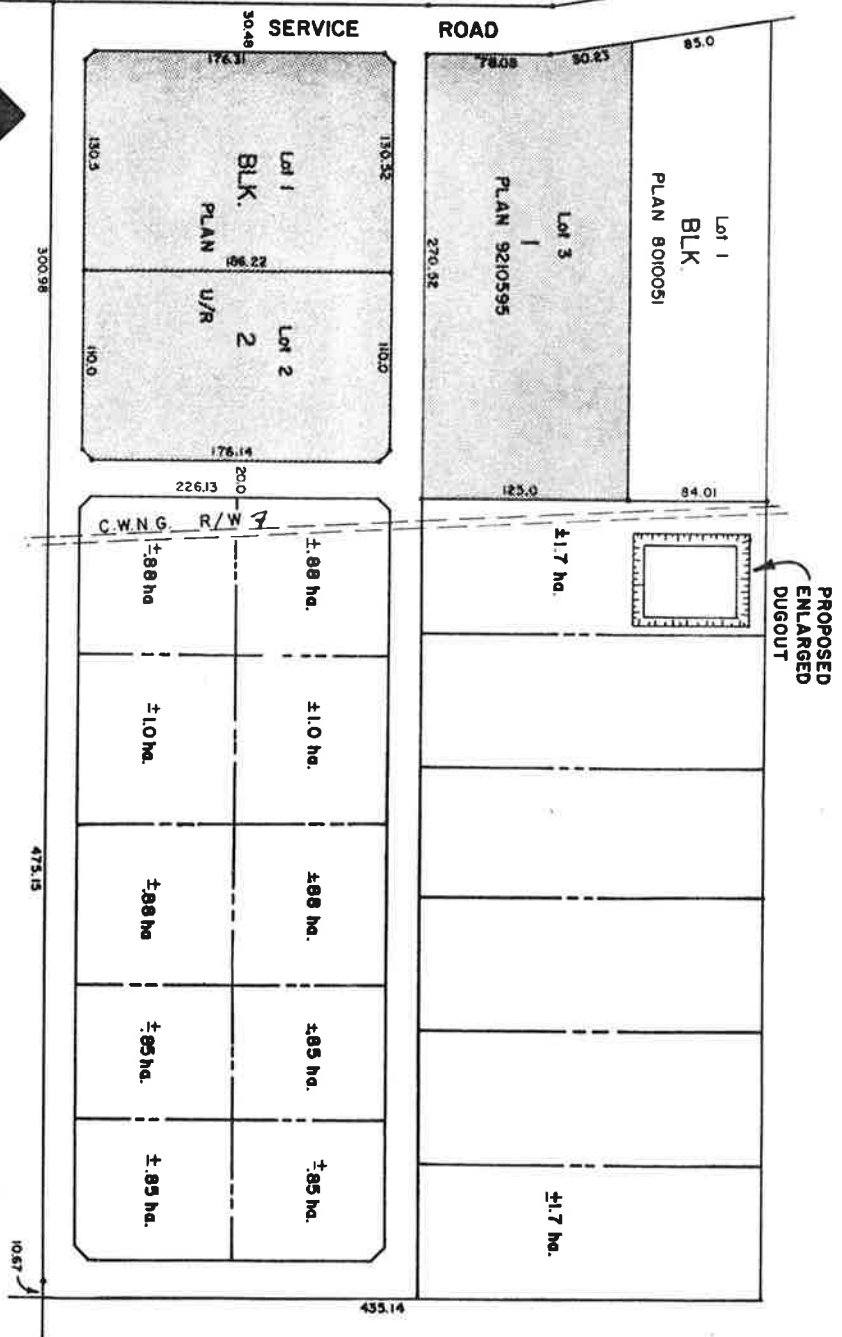
Concord AGRI INC.

DWG. NO. 4

HIGHWAY NO. 5



PROPOSED ROAD & LOT LAYOUT
DEVELOPMENT PLAN

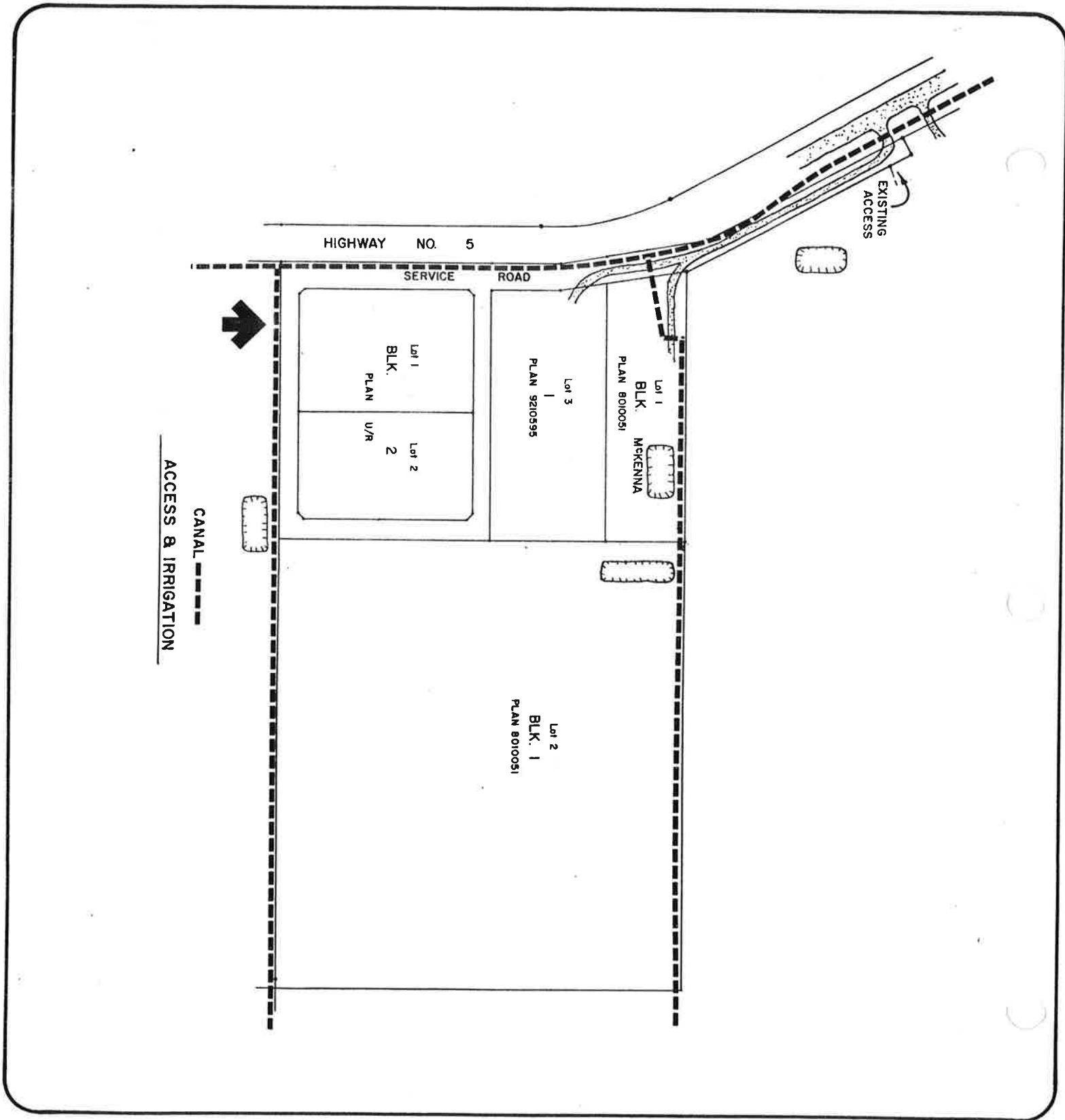


DWG. NO. 5

AIRPORT INDUSTRIAL PARK AREA STRUCTURE PLAN

R. DUNCAN PROPERTY

Concord AGRI INC.



4.2 ROADS

The proposed internal circulation system gives maximum access to the overall development and individual parcels. It is proposed that all roads within the area will be constructed to County of Lethbridge standards under the supervision of the Public Works Department.

A 20 meter wide right-of-way with a 9 meter wide travelling surface for all roads is proposed. Dust control will be provided as required.

4.3 WATER/FIRE PROTECTION

The AIRPORT INDUSTRIAL PARK will not be serviced with potable water and therefore individual cisterns will be the responsibility of each landowner. Raw water will be available through the S.M.R.I.D. via domestic water agreements for those property owners who require additional water.

The developer will enlarge an existing dugout on the property to 1,000,000 gallon capacity of fire protection purposes. An access easement to the reservoir will be granted to the County.

4.4 SANITARY SEWAGE

Sanitary sewerage will be handled individually on each lot with a private sewage disposal system. Each system will be constructed to Alberta Labour, Plumbing Standards Branch specifications.

4.5 POWER

TransAlta Utilities has indicated to the developer that electrical service to the subdivision is available for both lot servicing and street lighting. The developer has the option of either overhead or underground servicing.

4.6 GAS

The Canadian Western Natural Gas Company has indicated to the developer that natural gas to the subdivision is available. C.W.N.G. presently has a 5 meter right-of-way traversing the property.

4.7 PHONE

AGT Limited will provide phone service to the subdivision.

The balance of the Duncan property is classified as LETHBRIDGE URBAN FRINGE (L.U.F.) pursuant to the Land Use Bylaw, and are for the most part, cropped. An area of approximately 14 acres in the South East corner of the property is being used as a soil reclamation site. Under permit and strict supervision of Alberta Environment, soil from two abandoned service stations was brought onto the property. Once spread and treated to neutralize the contaminants, the soil will be returned to be used as clean fill, etc. This process is also known as "Land Farming". It is anticipated that this site will continue to serve this function until market demands further subdivision.

4.0 THE DEVELOPMENT PLAN

The Development Plan is a basic layout illustrated on Drawing #5, intended to act as an outline plan to guide future subdivision of the area.

The Development Plan establishes this area to be developed exclusively for rural industrial use. It integrates recent subdivision in the area with a design anticipated to meet current and future light industrial requirements with a variety of lot sizes.

4.1 ACCESS

The developed area is presently accessed via a service road paralleling Highway #5. It approaches the Highway some 250 meters north of the subject property. This is the original access to the Duncan property and also serves as access to the McKenna property and the 80 acres to the north. This access road is to be the primary entrance to the AIRPORT INDUSTRIAL AREA and is presently being reconstructed. The process is somewhat complicated due to the presence of an S.M.R.I.D. ditch in the road right-of-way. (Drawing #6)

The irrigation district permitted the relocation of their ditch but were not in a position to cost share, therefore, it was agreed that the project would be a joint venture between the County of Lethbridge, Alberta Transportation and the Developer. It is expected that the service road will be completed by the time this document goes to public hearings.

Some consideration had been given to developing an entirely new access at the extreme south west corner of the development, but because this would have required the removal of the existing access, the concept was abandoned. It is understood that the existing access to Highway #5 may require upgrading once the industrial area is developed and traffic increases.

4.8 PHASING

It is anticipated that subdivision of the area will take place in phases, moving easterly from the existing industrial uses, roads and lots would be developed as market conditions demand.

5.0 DEVELOPMENT GUIDELINES

It is the owners intent to develop a high quality rural industrial park which will meet or exceed the existing standards of development presently outlined for Rural Industry in the Land Use Bylaw. Typical uses would include *bulk fuel storage, farm machinery and equipment sales and service, farm service product sales, agri-business and manufacturing*. Industrial uses related to the airport may find the AIRPORT INDUSTRIAL PARK an ideal location to set up shop.

5.1 MINIMUM LOT SIZE

The minimum lot size shall be no less than . 6 ha. (1.5 acres).

5.2 YARD REQUIREMENTS

Certain minimum yard requirements are required to provide fire separation and to allow areas for landscaping and parking.

Front yard setbacks should be a minimum of 10 meters from property line. While parking will be permitted in the front, a significant portion of the front should be landscaped.

A minimum of 6 meters sideyard should be maintained. This would allow a minimum separation of 12 meters between any buildings.

5.3 PARKING AND LOADING

No loading shall be carried out in the front yards. Buildings should be designed with loading doors on the side or rear.

A minimum of 1 parking stall shall be provided for every 60 sq. meters of building area. Parking areas are to be gravelled or hand surfaced to aid in dust suppression and weed control.

5.4 OUTDOOR STORAGE

The types of industrial uses anticipated to locate in the AIRPORT INDUSTRIAL PARK are likely to have extensive storage requirements. All outdoor storage not for display, shall be screened by a durable fence to the satisfaction of the County Development Officer.

5.5 EXTERIOR BUILDING FINISH

All construction will meet the Alberta Building Code. It is anticipated that most building finish will either be metal or concrete block. Certain restriction on area of metal roofing will apply due to the proximity of the Lethbridge Airport and its electronic facilities. Also, certain height limitations will apply. All applications for development permits will conform to the Airport Vicinity Protection Area regulations outlined in Section 2.4 of this document.

5.6 LANDSCAPING

All applications for a development permit should include a landscaping plan. Landscaping of front and sideyards are encouraged as well as screen planting used in conjunction with fencing to buffer storage areas.

Landscaping may consist of any or all of the following:

- trees, shrubs, lawn, flowers
- large feature rocks, bark chips, field stone
- berming and terracing
- other innovative landscaping

5.7 REFUSE

All development plans shall include an area for refuse collection. Smoke and blowing refuse is to be avoided and therefore, the following guidelines shall apply:

- 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.

6.0 CONCLUSION

Adoption of the proposed design and development standards outlined in this document is the first step towards achieving an orderly, planned, rural industrial area in the County of Lethbridge, adjacent to the Lethbridge Municipal Airport. At the same time, this AREA STRUCTURE PLAN will:

- Ensure that industrial uses within the area minimize adverse effects on adjacent properties.
- Protect and accommodate future Highway #5 improvements.
- Place no adverse effect on industrial development in the City of Lethbridge.