

1.0 PREFACE

1.1 *BACKGROUND TO THE AREA STRUCTURE PLAN*

The Fairmont Park area was annexed to the City of Lethbridge on January 1, 1984 as part of a comprehensive annexation of some 5,720 hectares from the County of Lethbridge. The annexation was intended to accommodate future growth and expansion requirements.

The Highways 4 & 5 Area Structure Plan was prepared in 1990 for an area of approximately 66 hectares in the general vicinity of the intersection of Highways 4 and 5, including part of the subject site. The plan was prepared to accommodate new development as well as some redevelopment in the area. It laid out land uses proposed for the area as well as a road network and utility servicing. The area structure plan included some 40 hectares of the subject lands which were designated for highway commercial use.

In December 1994 "The Fairways" Area Structure Plan was adopted by City Council and replaced the Highways 4 and 5 Area Structure Plan for the lands currently encompassed within the Fairmont Park area. In July 1995, "The Fairways" Area Structure Plan was replaced by the "Fairmont Park" Area Structure Plan. The revised plan eliminated the golf course from the central open space and incorporated a natural park system. The current plan (July 1999) reduces the size of the central open space feature and converts it from a natural park system to a manicured park system.

1.2 *ROLE OF THE AREA STRUCTURE PLAN*

Area Structure Plans are adopted by City Council to provide a framework for more detailed subdivision plans for new communities. This document is comprised of two parts. The initial part of this document constitutes the revised Area Structure Plan, which comes into effect only after the adopting bylaw has been given third reading by City Council following a public hearing. It is prepared and adopted in accordance with Section 633 of the Municipal Government Act. All subsequent plans of subdivision and land use redesignations must conform to the area structure plan policies. The second part of this document provides supporting information and is not included within the bylaw by which the area structure plan is adopted. Any changes to information contained in the supporting information will not require an amendment to the area structure plan.

Any municipal public facilities and improvements proposed within this plan (e.g., regional pathways, community recreational facilities, etc.) are subject to the City's capital budget priorities and approval process.

AREA STRUCTURE PLAN:

**2.0 PLANNING
AREA**

Fairmont Park is located in the southeast area of the City of Lethbridge, immediately to the south and east of the intersection of Highways 4 and 5. It is bounded by 43rd Street on the east and by agricultural land on the south.

This plan covers a total area of 87.7 ha (216.7 ac.) and encompasses a portion of the North 1/2 of Section 21, Township 8, Range 21, W/4.

Exhibit 2.0 illustrates the regional context while Exhibit 2.1 provides local context for the study area.

**3.0 PLANNING
CONCEPT**

The ultimate plan for Fairmont Park, as illustrated in Exhibit 3.0, envisions an integrated commercial and residential community in a master-planned setting. The residential component will be a mix of housing types, with single-family housing comprising close to 42% of the total area. Based on the proposed housing mix, the community could house a population of close to 1,900.

Highway and related commercial uses parallel Highways 4 and 5 and are separated from the residential community by an internal collector road system. A major park facility containing stormwater management ponds will be developed within the central portion of the site area.

A road connection is also proposed to the landholding immediately to the south. Therefore, the area will be served by an internal looped collector road system which will accommodate both commercial and residential traffic. Individual residential cells will be accessed via a system of local roads including cul-de-sacs, crescents and p-loops.

Ultimate access to Fairmont Park will be derived from collector road connections to Highways 4 and 5 and 43rd Street South. A road connection is also proposed to the landholding immediately to the south. Thereafter, the area will be served by an internal looped collector road system which will accommodate both commercial and residential traffic. Individual residential cells will be accessed via a system of local roads including cul-de-sacs, crescents, and p-loops.

An 80 X 80 m corner cut is shown in the extreme NE corner of the subdivision. This area (.36 ha.) will allow for future construction of a Highway 4/43rd Street interchange.

A 1.5 hectare public building site will be provided in the NE corner. It will likely be developed as a church site while an additional 4.6 hectare (approximate) site will be located east of the northerly access point to Highway 4, and north of the looped collector road. This site will be provided to facilitate development of government, education, health, religious, memorial and/or cultural facilities

A small RV parking lot (approximately 0.34 hectares) will also be provided in the NE corner.

The following summarizes the gross land use statistics for the Fairmont Park ASP study area:

• Low Density Residential	36.4 ha.
▪ Medium Density Residential	8.3 ha.
• Open Space (including storm ponds)	14.0 ha.
• Public Building Sites	6.1 ha.
• Highway Commercial:	19.2 ha.
• Seniors Care Facility/Adult Apartments	3.2 ha.
• Highway Interchange Area	.4ha.
▪ <u>RV Parking Lot</u>	.3ha.
Study Area Total	87.9ha.

The following summarizes distribution of the residential area by housing type and target density:

	Area * (hectares)	Target Density (people/hectare)	% mix of population	Population
Low Density	38.8	36.0	71.3	1,397
Medium Density Townhouses	1.5	60.5	4.6	91
Low Density Villas	4.7	23.1	5.6	109
Medium Density Villas	2.1	40.0	4.3	84
Seniors Care/Adult Apartments	2.8	100	14.2	279
Total	49.9	39.3	100.0	1,960

* Includes residential roads

Based on the above distribution, the average density for Fairmont Park's residential areas will be 39.3 people per gross hectare.

**4.0 PLANNING
POLICIES**

Much of the Fairmont Park area has already been developed. Exact locations and sizes of sites of the proposed remaining land uses shall be determined at the outline/tentative plan stage, subject to the following policies

:

4.1 GENERAL

- (a) The name "Fairmont Park" has been applied for the purposes of this Area Structure Plan.
- (b) The ultimate land use pattern and road network shall be generally as shown in Exhibit 3.0 and this plan shall serve as the basis for outline/tentative plans and land use redesignation applications and approvals.

4.2 RESIDENTIAL

- (a) Residential densities throughout Fairmont Park shall ultimately vary from 23 to 110 people per gross residential hectare, depending on the types of housing as identified and summarized in Section 3.0. Average density for Fairmont Park will be 39.6 persons per hectare. However, consideration should be given to approval of individual development proposals of densities either above or below the limits of this range, where considered to be appropriate by the approving authority.
- (b) Fairmont Park will be a mix of housing types, with approximately 69% of the population living in single detached housing and 16% in seniors' care units and/or adult apartments. Locations of the different housing types are shown in Exhibit 3.0.
- (c) The 3.2 hectare high density area along Highway 4, east of the Public Building site near the Fairway Road neighbourhood entrance, will likely contain seniors' residential care facilities and possibly adult apartments.

4.3 COMMERCIAL

- (a) Provision has been made in the plan for highway commercial uses to be located generally as shown in Exhibit 3.0. These parcels will be developed as large individual holdings containing uses such as grocery stores and home improvement centres, and smaller holdings to accommodate uses such as restaurants, banks and liquor stores.

- (b) The specific location, size and configuration of highway commercial uses shall be established at the outline/tentative plan stage.
- (c) Buffering from adjacent residential uses shall be accomplished primarily by road separation, backing residential lots onto the collector road system, the use of deeper lots and uniform screen fencing. In addition, architectural controls and landscaping will be implemented to minimize the impact.

4.4 OPEN SPACE

The configuration of the open space system, as shown in Exhibit 3.0, is conceptual only, and is subject to refinement at the outline/tentative plan stage. However, the following components shall be included:

4.4.1 Central Park Feature

- (a) A large, park/open space feature has been located within the central portion of the plan area. It is comprised of both wet and dry stormwater management ponds, passive open space, expansive manicured lawn areas, large shrub beds, shade trees and pathways.

4.4.2 Recreation Facilities

- (a) Larger-scale recreation facilities will not be provided until future development beyond this ASP area occurs. In the interim, residents may access major recreation facilities in other areas of the City.

4.4.3 Regional Trails and Local Pathways

- (a) Regional trail connections shall be provided from Fairmont Park to adjacent areas in conjunction with major access roads.
- (b) All regional trails and local pathways shall be developed to City standards.

**4.4.4 Private/Public
Open Space**

Approximately 14.0 ha. of the total Area Structure Plan area have been set aside for open space purposes. This open space network also contains wet and dry stormwater management facilities, which have been designed as part of a "manicured park" system as well as fulfilling a stormwater management function.

Public open space will consist of a neighbourhood park located in the S.E. corner of the project. The 1.6 ha. neighbourhood park in the S.E. corner of the project will include a playground structure. Public park space will be developed as the residential areas approach specified park locations.

4.5 TRANSPORTATION

The ultimate roadway network intended to serve Fairmont Park is shown conceptually in Exhibit 3.0. This map provides the basis for more detailed designs to be undertaken at the outline/tentative plan stage in accordance with the following policies:

- (a) Ultimate access from Highway 5 will be from three all-turns intersections.
- (b) Ultimate access from Highway 4 will be from two all-turns intersections. The existing easterly access is temporary, and will be relocated further east as shown in Exhibit 3.0.
- (c) Ultimate access from 43rd Street will be from one all-turns intersection.
- (d) Provision has been made for a collector road in the south central portion of the Plan area to connect with future residential development to the south.
- (e) Provision has been made for an interchange at the intersection of Highway 4 and 43rd Street, immediately northeast of the Plan area. At this point, the interchange design has not been finalized.
- (f) Design for Highway 4 and 43rd Street shall incorporate bicycle/pedestrian crossing elements. This will recognize the 43rd Street arterial potential to function as an open space corridor linking major features such as Henderson Lake and Six Mile Coulee.

- (g) Proposed intersections with the adjacent arterial roads shall be signalized at such time as traffic volumes warrant the need.
- (h) Ultimate direct access to the highway-commercial development shall be provided from two internal local service roads or from the internal collector road.
- (i) The internal local service roads which have been partially developed for the existing commercial uses shall be completed at such time as development of these commercial corridors proceeds further east and south.
- (j) Provision shall be made for the possible operation of public transit (bus) service on major and collector roads. The extent of service shall be provided as warranted by development.
- (k) Until such time as the internal looped collector road is completed, temporary facilities shall be provided for transit bus turnaround needs, subject to the approval of the City's Infrastructure Services Department.
- (l) In accordance with the City's policy, all residents should be located within a walking distance of 400 metres from the nearest anticipated transit stop, to be determined at the outline/tentative plan stage.

4.6 *SERVICING*

The ultimate servicing plan intended to serve Fairmont Park is shown conceptually on Exhibit 4.0. This exhibit provides the basis for more detailed design to be undertaken at the outline/tentative plan stage in accordance with the following policies:

4.6.1 Water Supply

The study area is located within a single water pressure zone. The existing commercial development is serviced from the 300 mm watermain which was extended east across Highway 5.

- (a) Primary water service for the Plan area shall be provided from a proposed 300 mm main extension across Highway 4 and extension of an existing 300 mm main which has recently been extended across Highway 5.
- (b) Water from SMRID will be utilized to support as well as enhance water quality in the storm water pond and

irrigation requirements (i.e., central park facility, storm ponds, etc.) within the Fairmont Park development.

- 4.6.2 Sanitary Sewers**
- (a) Sanitary service for the ultimate development of the Plan area will be provided by the existing extension of a 300 mm gravity sewer trunk across Highway 5.
 - (b) On-site trunk services will make use of the collector road alignment.
- 4.6.3 Storm Sewers**
- (a) Ultimate development of the Plan area will be serviced via a storm trunk force main connecting to a series of three onsite stormwater retention ponds, which will be located within the central open space network and discharge to the storm sewer infrastructure across Highway 5. The wet and dry stormwater management facilities have been incorporated into the central open space feature as part of a "manicured park" system.
- 4.6.4 Shallow Utilities**
- (a) Natural gas service will be provided from an extension of services available from the existing commercial development. Alternate service, should additional capacity be required, will be available from existing services on the north side of Highway 4.
 - (b) Short-term telephone services shall be provided from an existing switching centre adjacent to Highway 4. Ultimately, additional facilities will have to be developed south of the existing switching centre in order to service the entire study area.
 - (c) Electrical service to the study area shall be provided from an existing substation located on 43 Street, north of Highway 4. The City may loop a distribution line from the substation along Highway 4, the proposed 28th Street extension and the proposed 43rd Street South Extension in order to ensure power supply for future development east of Highway 5.

**SUPPORTING INFORMATION TO THE
"FAIRMONT PARK" AREA STRUCTURE PLAN
BY-LAW NO. 4972**

**5.0 EXISTING
CONDITIONS**

**5.1 TOPOGRAPHY
AND DRAINAGE** The area is relatively flat, however a ridge runs in an east-southeast direction through the northern part of the site. The land north of the ridge drains in a northeast direction; the land south of the ridge drains southward into Six Mile Coulee.

5.2 SOILS The soils in the Plan area are predominantly rated Class 1 with some Class 2 for agriculture by the Canada Land Inventory. Soils conditions pose no constraints to conventional building practices associated with residential and commercial construction.

**5.3 ARCHAEO-
LOGICAL AND
HISTORICAL
RESOURCES** The flat topography of the area combined with the distance from the escarpments suggests a low probability for the presence of prehistoric archaeological sites. No known historic period sites have been recorded in the proposed development area. A previous study of historical resources was undertaken in 1984 (Historical Resources Inventory: City of Lethbridge). The results of this study should be taken into consideration at the detailed design stages.

5.4 WILDLIFE The area is currently used by deer and other wildlife. In some city areas, wildlife infringe upon the urban environment and, as a result, Fairmont Park may experience similar problems. The City's Wildlife Management Plan addresses human-wildlife conflict and the need for public education and mitigation measures.

**6.0 CURRENT
LAND USE AND
OWNERSHIP**

**6.1 LAND
OWNERSHIP**

The lands already developed are owned by numerous homeowners and businesses. Most of the undeveloped residential lands (northeast part of the planning area), the central park area, and the lands designated for residential care facilities are currently owned by Fairview Development Corporation and Hillcrest Investments Ltd. Ownership is summarized in Exhibit 6.0.

**6.2 LAND USE/
ZONING**

The majority of the site is currently developed.

The northwest portion of the plan area has recently been developed for highway commercial uses. These uses, which are located adjacent to Highways 4 and 5, include a major food store, a liquor store outlet, gas station, restaurants, bank, offices, retail stores and mobile home sales outlet. In addition, a major building supplies store is proposed in the near term.

**7.0 PLANNING
CONTEXT**

**7.1 *HIGHWAYS
4 & 5 AREA
STRUCTURE
PLAN***

The Highways 4 & 5 Area Structure Plan was prepared by the City of Lethbridge in 1990. The purpose was to accommodate highway commercial, multi-family residential and mobile home park development in a portion of SE Lethbridge adjacent to the two highways, including lands in the Fairmont Park area immediately east of Highway 5 and south of Highway 4. Within the current Fairmont Park ASP area, some 24 hectares of land were designated as highway commercial. Development issues included the extension of existing services to the Highways 4 and 5 ASP study area, buffering future residential from the highway commercial land use, phasing development from west to east along Highway 4, and future changes to the adjacent road infrastructure.

**7.2 *SOUTHEAST
LETHBRIDGE
SEWER AND
WATER
EXTENSION
STUDY***

In 1988, the City of Lethbridge carried out a review of the water, sanitary, and storm servicing capacities in the southeast part of Lethbridge, including the developable area within Fairmont Park. This report determined that the 375 mm sanitary pipe serving nearby Lethbridge College and the 675 mm South East Trunk Sewer each have sufficient capacity to service the Highway 4 & 5 ASP area. In particular, a mix of highway commercial, mixed residential, and recreational land uses could be serviced.

A subsequent review of this study by IBI Group and the City of Lethbridge Environmental Utilities Department determined that a change in the land use allocation could still be accommodated by the present servicing capacity. A reduction in highway commercial land use and an increase in residential development would be involved in this reallocation of land use. Based on this, it was determined that the servicing capacity could accommodate the proposed developments only.

**7.3 FAIRMONT
PARK:
HIGHWAY 4
ACCESS
LOCATION**

This study was prepared by Swanson Transportation Consultants in 1990. The purpose was to determine the appropriate location for an access roadway to the Plan area from Highway 4, between Mayor Magrath Drive and 43rd Street. The study took into account the 1986 Functional Design Study for the proposed interchanges along Highway 4, at Mayor Magrath Drive and 43rd Street. The Swanson study concluded that the interchange at Mayor Magrath Drive would not be needed for 25 to 30 years. The collector road all-turns intersection was spaced accordingly, based on the assumption that both interchanges will eventually be developed.

The City has since decided that the Highway 4/Mayor Magrath Drive intersection will permanently remain an at-grade, signalized intersection. This allowed for development of an additional intersection on Mayor Magrath Drive - an all-turns intersection providing access into the northwest highway commercial area.

**7.4 STORMWATER
MANAGEMENT
CONCEPT**

The approved master stormwater drainage concept includes the provision of onsite ponding and the utilization of pumped stormwater discharge to the Tudor storm sewer system during off-peak storm events. On-site ponding and trapped low storage account for stormwater management to the 1:100 year storm event.

8.0 COMMUNITY SERVICES

8.1 SCHOOLS

There are an adequate number of elementary, junior high, and senior high schools with sufficient capacity presently located in the east and south portions of the City. School Boards policies will be to bus students from new areas to these schools in the short to medium term. It is expected that school boundaries will be adjusted accordingly to accommodate new areas. Based on a generation rate of 0.5 elementary (5-11 years) students per family-oriented household, full development could result in some 260 elementary students from the area.

8.2 POLICE SERVICE

Police protection will be provided to Fairmont Park from the central, downtown facility.

8.3 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICE

Both fire protection and emergency medical service will be provided from the present station located approximately 1 kilometre north on Mayor Magrath Drive.

8.4 PUBLIC HEALTH SERVICE

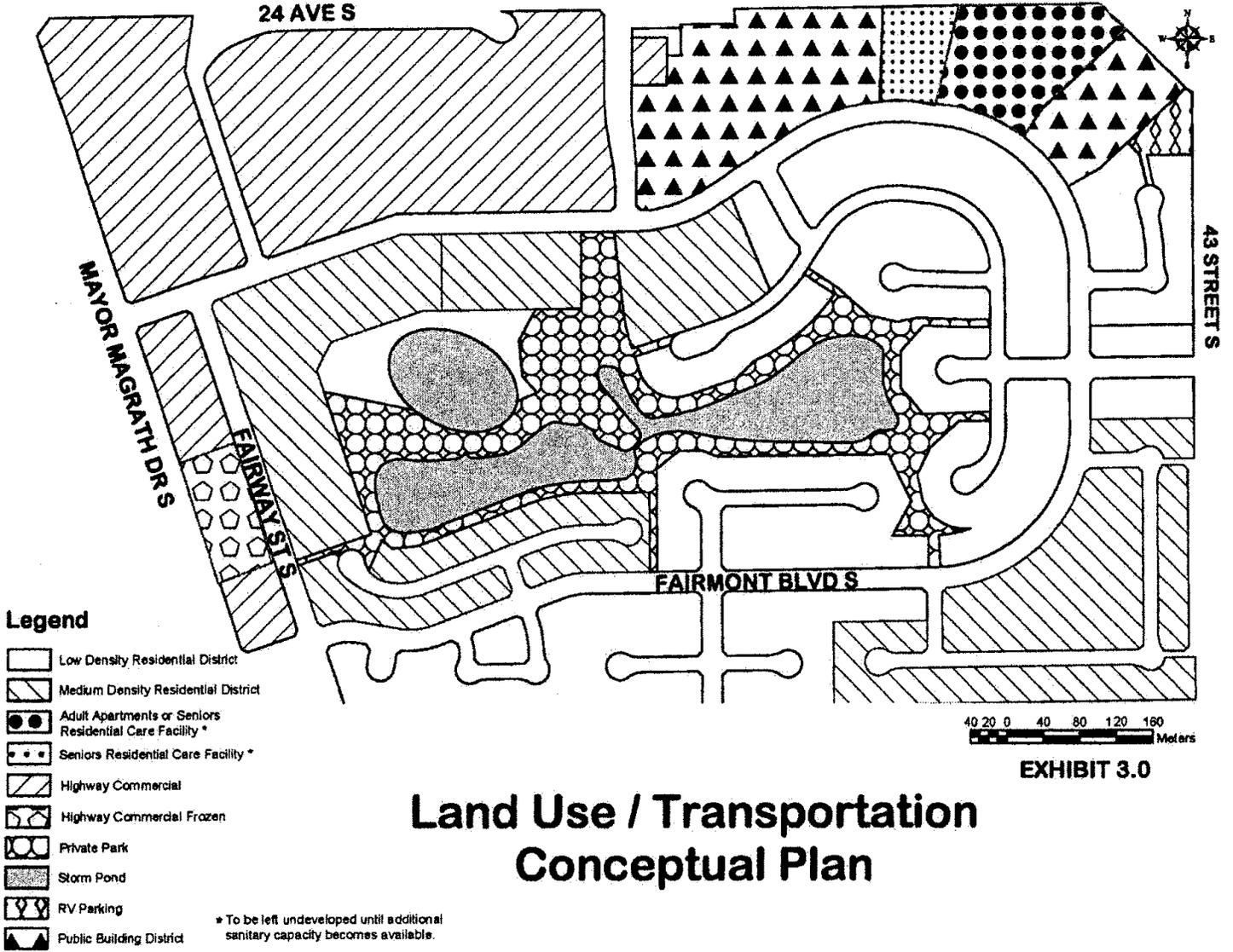
Both the Lethbridge Regional Hospital and the future St. Michael's continuing care centre are located approximately 3 kilometres to the north.

8.5 LIBRARY SERVICES

Service will be provided from the central library located in downtown Lethbridge. In addition, a bookmobile may be able to provide more direct service.

Appendix "A"

Exhibit 3.0



Land Use / Transportation Conceptual Plan