

Outline Plan

Amended
June 2024

Trilogy Real
Estate Group Inc.

THE PIERS

LAND USE CONCEPT



Amended by:
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APPROVED JULY 23, 2024 BY CITY COUNCIL RESOLUTION



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1 LAND USE CONCEPT

1.1 Overview

The purpose of The Piers Outline Plan is to establish a framework for the future subdivision and development of lands within the NE ¼ 28-8-22-4 east of Chinook Trail and South of Garry Drive. The West Lethbridge Phase II Area Structure Plan (ASP) was approved by City Council on May 16, 2005. Based upon the planning principles and objectives within the ASP, this Outline Plan provides more detailed information on land use and their intensity, the location of the elementary school sites, parks, open spaces, and pedestrian and vehicular circulation with The Piers Outline Plan area.

The Piers Outline Plan amendment was prepared to comply with requirements within the adopted West Lethbridge Phase II Area Structure Plan and is consistent with the City of Lethbridge Design Standards 2021 Edition. The purpose of this amendment is to relocate the stormwater management pond to a location that accommodates a natural drainage path and emergency overflow.

The technical analysis supporting The Piers land use concept overview is documented separately in *The Piers Outline Plan Technical Elements* report.

2 LAND USE STATISTICS

Table 2-1 Land Use Statistics

	AREA (ha)	% of GDA
Gross Development Area	59.87	
Municipal Reserve – Including:	5.40	9.02
• Parks	1.75	2.92
• Separate Elementary School Site	1.78	2.98
• Public Elementary School Site	1.87	3.12
Stormwater Management	3.11	5.19
Public Utility Lot/Walkway	0.15	0.25
Roadways – Including:	16.31	27.24
• Community Entrance Roadway	1.09	1.82
• Major Collector Roadway	3.68	6.15
• Minor Collector Roadway	1.06	1.77
• Local Roadway	8.40	14.03
• Lane	2.08	3.47
Total Residential Area	34.90	58.29



Table 2-2 Residential Land Uses

RESIDENTIAL	AREA (ha)	DENSITY (UPH)	TOTAL UNITS	PERSONS/UNIT	AREA POPULATION	% GDA
Low Density Residential	28.48	25	712	2.9	2065	47.57
Medium Density Residential	2.92	75	219	1.9	416	4.88
Swing Site	3.5	75	263	1.9	499	5.85
Total Residential Area	34.90	34.2	1194	-	2980	58.30

Notes:

1. GDA = Gross Development Area
2. UPH = Units Per Hectare
3. Medium Density Residential (MDR) (37UPH-75UPH) sites may be developed for street-orientated dwelling units, including townhouses, row houses, and multi-family dwellings.
4. Swing Sites (27UPH-75UPH) may be developed for single detached dwellings, semi-detached dwellings, street-orientated dwelling units, or multi-family dwellings. The housing type will be dependent on the City's housing needs and market demand.
5. The upper limit permitted densities of the medium and swing site areas (75UPH) will be used to calculate servicing and traffic impact analysis. The City's Municipal Development Plan requires a minimum of 27UPH for the overall subdivision. This minimum will dictate how many lower limited permitted densities may be used in the MDR (37-75UPH) and Swing Site (27UPH-75UPH) areas, ensuring that >27UPH overall is still achieved.

Table 2-3 Anticipated Student Generation

STUDENT GENERATION	ESTIMATED NO. STUDENTS PER DWELLING UNIT	STUDENT GENERATION ESTIMATE
Public School District		
Elementary Age (grades K-5)	0.170	203
Middle School Age (grades 6-8)	0.085	102
High School Age (grades 9-12)	0.113	135
Separate School District		
Elementary/Middle School Age (grades K-9)	0.125	150
High School Age (grades 10-12)	0.040	48
Total Students per Area Estimate		638

Note:

1. The Estimated No. of Students per Dwelling Unit used to calculate the student generation estimates is from Appendix C Student Generation in the West Lethbridge Phase II ASP.



3 LAND USE DESCRIPTION

3.1 Low Density Residential

Low Density Residential is proposed to be the predominant land use within The Piers Outline Plan, comprising 28.48 ha or 47.57% of the gross developmental area. Low density residential uses will include single detached and semi-detached housing types. Narrow lots are proposed for blocks with rear lane access to provide off-street parking and rear garage access.

Opportunities for secondary suite development in Low Density Residential will be supported on parcels with rear lane access, preferably (but not limited to) corner parcels and not on cul-de-sac bulbs without lane access.

Walk-out basements are proposed in locations primarily adjacent to the stormwater management facilities where the grade is suitable for this method of construction.

It is proposed that all lands designated for low density residential be redistricted from their current designation of Future Urban Development (FUD) before subdivision. The proposed land use concept shown in [Figure 3-1](#).

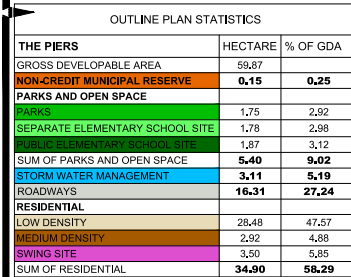
3.2 Medium Density Residential

Medium Density residential developments are proposed to encompass 2.92 ha or 4.88% of the gross development area. Street-oriented housing with rear yard access is anticipated to be the predominant form of housing in this category. The larger block of land in the southwest corner of the plan area along Chinook Trail offers the opportunity to potentially host apartment development. Medium density has been strategically located along higher-order roadways to offer convenient access for commuting and establish a strong street presence in the community. Housing in this category is also situated near future school sites and public greenspaces to offset the reduced private yard space resulting from higher density development.

3.3 Swing Site

Several areas have been identified as Swing Sites, providing flexibility to be developed for either single-detached dwellings or multi-unit dwelling types with rear vehicle access, such as townhouses, duplexes and four-plexes. The Swing Sites provide the opportunity for secondary suites. The location and basis for development of secondary suites will be subject to the regulations established by the City's Land Use Bylaw. The various forms of housing anticipated by this designation all fit well with The Piers and could be made available to respond to the local market demand as the area is built out. These sites are strategically located along collector roads, ensuring convenient access to various modes of transportation, and facilitating connections to green spaces, school sites, trails along Chinook Trail, and other nearby amenities. The use of a swing site designation allows the plan to adjust over time to changing circumstances without necessitating formal plan amendments, allowing development to respond rapidly to market demands and priorities.

IF NOT 25 mm ADJUST SCALES



THE PIERS

CIVIL
PLAN

AE PROJECT No.	2022-3258
SCALE	1:1000
APPROVED	B CRAWFORD
DATE	2024APR29
REV	A
DESCRIPTION	ISSUED FOR AMENDMENT



3.4 Parks and Open Space

Two elementary school sites are planned that will serve the surrounding neighbourhoods. Both proposed sites straddle adjacent neighbourhoods and require a partial dedication. The separate school site requires the dedication of 1.78 ha whereas the proposed public school site will require the dedication of 1.87 ha from The Piers. The two elementary school sites will provide park spaces to support active and passive recreation in The Piers.

The two trailheads connecting to Chinook Trail will provide pedestrians, cyclists, and other non-vehicular modes of transportation with a welcoming entrance into the Piers with soft and hard landscaped features along a pathway.

One linear park (0.14 ha) is located in the eastern portion of the plan area. It connects to a future separate elementary school site that will include soft landscaped features and a pathway for pedestrians, cyclists, and other non-vehicular modes of transportation to the school site.

The stormwater management facility will provide functional and attractive open space to The Piers Neighbourhood.

Cash-in-lieu will be made in place of a shortfall in municipal reserve dedication.

3.5 Future Land Recapture

It is understood that the existing Tamarack Gas Line located within the future Chinook Trail right-of-way (ROW) is expected to be abandoned and realigned (or removed) in the future. This future realignment/removal and additional infrastructure planning, including deep and shallow utilities, may reduce the Chinook Trail right-of-way requirements. If the realignment of the Tamarack Gas Line and other utility requirements leads to a reduced ROW requirement for Chinook Trail, the Piers would be able to recapture the additional land and plan for it as a part of the development area.