



# GARRY STATION OUTLINE PLAN

**AMENDMENT**



FEBRUARY 2017

Approved by the Municipal Planning Commission March 21, 2017



Garry Station Outline Plan Amendment  
Melcor Developments Ltd.  
City of Lethbridge Real Estate and Land Development

# GARRY STATION OUTLINE PLAN AMENDMENT

February, 2017

*Prepared for*  
MELCOR DEVELOPMENTS LTD.  
CITY OF LETHBRIDGE REAL ESTATE AND LAND DEVELOPMENT  
Lethbridge, Alberta

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NO CHANGES TO THE APPENDICES AS PREVIOUSLY SUBMITTED



# 1 INTRODUCTION

The Garry Station Outline Plan was approved by the Municipal Planning Commission on June 21, 2011. Land Use Bylaw 5727 an amendment to the Land Use Bylaw 5700 was approved September 12, 2011. The Outline Plan was further revised in early 2017.

The Garry Station Outline Plan provided a logical extension to development in the existing communities of The Crossings and The Piers. The design of the Outline Plan was consistent with the policies and intent of the West Lethbridge Phase 2 Area Structure Plan and remains so for this Outline Plan Amendment.

The Garry Station Outline Plan Amendment has been completed to:

- Reflect current market trends in housing through the addition of secondary suite opportunities and row housing
- Redefine drainage catchments so that each developer can proceed sequentially without interdependence
- Provide a larger open space suitable for a community amenity
- Increase community connectivity

The plan area boundary has been revised to reflect only lands to the east of 30<sup>th</sup> Street West and owned by Melcor Developments Ltd. and City of Lethbridge RELD. Lands to the west of 30<sup>th</sup> Street are not included as they have already been built out to completion. Refer to **Figure 1.1A – Outline Plan Amendment Boundary**. It should be noted that all related information, in the OLP Amendment document, refers to this indicated boundary.

**Table 1.1A** provides a quick comparison between previous unit/population statistics and amended units/population statistics. Refer to **Figure 1.2A – Existing Land Use** and **Figure 7.1A – Proposed Land Use** for more detailed information.



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GARRY STATION | FIGURE 1.1A

# Outline Plan Amendment Boundary

Garry Station Lands East of 30th Street West

PREPARED FOR: MELCOR / REID

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MELCOR DEVELOPMENTS LTD.  
Gross Developable Area (GDA) 48.80 ha± (120.58 ac±)

Existing Land Use	Area
P-B	0.22 ha± (0.54 ac±)
P-R	5.31 ha± (13.12 ac±)
P-R (Non-Credit)	5.41 ha± (13.37 ac±)
Public (R/W)	12.26 ha± (30.29 ac±)
<b>Total</b>	<b>23.20 ha± (57.32 ac±)</b>

	Area	UPH	Total Units	Household Size	Projected Population
Low Density (R-L)	4.99 ha± (12.33 ac±)	25	124	2.9	359
Low Density (R-CL)	12.44 ha± (30.74 ac±)	20	248	2.9	719
Medium Density (R-37)	1.85 ha± (4.57 ac±)	37	68	1.9	129
Medium Density (R-75)	4.43 ha± (10.95 ac±)	75	332	1.9	630
Medium Density (R-CM)	0.22 ha± (0.54 ac±)	37	8	1.9	15
Urban Innovations (U-I)	1.67 ha± (4.12 ac±)	37	61	1.9	115
<b>Total</b>	<b>25.60 ha± (63.25 ac±)</b>		<b>841</b>		<b>1967</b>

Net Developable Area (NDA) 25.60 ha± (63.25 ac±)  
Density (Units/ha) = 17.6

Creditable Reserve Provided = 5.53 ha (11.33%)

CITY OF LETHBRIDGE - RELD  
Gross Developable Area (GDA) 30.87 ha± (76.28 ac±)

Existing Land Use	Area
P-B	1.81 ha± (4.47 ac±)
P-R	1.51 ha± (3.73 ac±)
P-R (Non-Credit)	1.40 ha± (3.46 ac±)
Public (R/W)	8.15 ha± (20.14 ac±)
<b>Total</b>	<b>12.47 ha± (31.80 ac±)</b>

	Area	UPH	Total Units	Household Size	Projected Population
Low Density (R-L)	9.95 ha± (24.59 ac±)	25	248	2.9	719
Low Density (R-CL)	6.06 ha± (14.97 ac±)	20	121	2.9	350
Medium Density (R-37)	0.42 ha± (1.04 ac±)	37	15	1.9	28
Urban Innovations (U-I)	1.57 ha± (3.88 ac±)	37	58	1.9	110
<b>Total</b>	<b>18.00 ha± (44.48 ac±)</b>		<b>442</b>		<b>1207</b>

Net Developable Area (NDA) 18.00 ha± (44.48 ac±)  
Density (Units/ha) = 14.3

Creditable Reserve Provided = 3.32 ha (10.75%)

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Notes:

- Existing Statistics shown are based on the Amendment Area only.

GARRY STATION FIGURE 1.2A

## Existing Land Use

Garry Station Lands East of 30th Street West

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**Table 1.1A Existing/Proposed Unit & Projected Population Comparison**

	Existing OLP Units	Existing Units/ha	Existing OLP Projected Population	Proposed Amendment Units	Proposed Units/ha	Proposed OLP Projected Population
Melcor Developments Ltd. 48.80 ha GDA (120.58 ac)	841	17.6	1967	891	18.3	2203
Real Estate and Land Development 30.87 ha GDA (76.28 ac)	442	14.3	1207	473	15.3	1313
Garry Station Amendment Area Total 79.67 ha GDA (196.86 ac)	1283	16.1	3174	1364	17.1	3516

## 2 LOCATION & AREA CONTEXT

THIS SECTION REMAINS UNCHANGED.



## 3 LAND OWNERSHIP

THIS SECTION REMAINS UNCHANGED.

**NOTE:** The plan area boundary has been revised to reflect only lands to the east of 30<sup>th</sup> Street West and owned by Melcor Developments Ltd. and City of Lethbridge RELD. Refer to **Figure 1.1A – Outline Plan Amendment Boundary**. It should be noted that all related information in the OLP Amendment document refer to this indicated boundary.

## 4 POLICY CONTEXT

THIS SECTION REMAINS UNCHANGED.

## 5 COMMUNITY VISION & DESIGN

THIS SECTION REMAINS UNCHANGED.



# 6 OPEN SPACE LAND USE

THIS SECTION REMAINS UNCHANGED EXCEPT FOR THE FOLLOWING:

## 6.3 RESERVE DEDICATION ANALYSIS

A summary of the total municipal reserve by developer and amendment area has been summarized below.

Table 6.1A Reserve Dedication				
	Gross Developable Area	Reserve Owing	Reserve Provided	Percent of Gross Developable Area
Melcor Developments Ltd.	48.80 ha± (120.58 ac±)	4.88 ha± (12.06 ac±)	5.04 ha± (12.45 ac±)	10.33%
Real Estate and Land Development	30.87 ha± (76.28 ac±)	3.09 ha± (7.63 ac±)	2.18 ha ha± (5.39 ac±)	7.06%
Garry Station Amendment Area Total	79.67 ha± (196.88 ac±)	7.96 ha± (19.67 ac±)	7.22 ha± (17.84 ac±)	9.06%

Melcor intends to create a BMX Pump Track as an amenity feature within the dry pond and is open to discuss other options with City Parks to meet the requirements of creditable municipal reserve. The dry pond area has been included in the 5Ha identified above

Final Municipal Reserve dedications will be finalized through subdivision process and payments of cash in lieu of dedicated space may be utilized by the developer if required.

Please refer to *Figure 6.1A - Open Space Network*



WEST  
HIGHLANDS

COUNTRY  
MEADOWS



GARRY DRIVE

NON CREDIT

NON CREDIT

**COMMUNITY PARK:**  
CREDITABLE MR = 3.81 Ha  
- PLAY EQUIPMENT (2-12 YEARS)  
- THEMED SHELTER/MEETING PLACE  
- GATEWAY ENTRANCE MARKERS  
- INTERPRETIVE HISTORICAL RAILWAY  
NODES THROUGHOUT  
- LOCAL CONNECTOR PATHWAY CIRCUITS  
- PASSIVE RECREATION SPACE  
- URBAN FOREST AREAS

METIS TRAIL W

INDIAN  
BATTLE  
HEIGHTS

30th STREET W

**DRYPOND:**  
CREDITABLE MR = 0.79 Ha  
- BMX TRACK  
- WOOD RUMBLE STRIPS  
- WOOD RAMPS

**LINEAR PARK:**  
CREDITABLE MR = 0.59 Ha  
- NON-VEHICULAR CONNECTOR  
- LOCAL CONNECTOR PATHWAY  
- PATHWAY LIGHTING

FITNESS STATIONS OR  
RESPITE NODES

THE  
PIERS

**SCHOOL SITE:**  
CREDITABLE MR = 1.28 Ha  
- BASKETBALL COURT  
- YOUTH SOCCER PITCH  
- SOFTBALL DIAMOND  
- PLAYGROUND EQUIPMENT  
(6-12 YEARS)

**POCKET PARK:**  
CREDITABLE MR = 0.75 Ha  
- PASSIVE RECREATION FOR ALL AGES  
- ENTRANCE MONUMENT FEATURES  
- LOCAL CONNECTOR PATHWAY CIRCUIT  
- REGIONAL MULTI-USE PATHWAY  
CONNECTIONS  
- FITNESS TRAILS AND/OR RESPITE NODES

ENTRY MONUMENT FEATURE

THE  
CROSSINGS

Legend

- Outline Plan Amendment Boundary
- Public Building, Parks & Recreation (P-B)
- Parks and Recreation (P-R)

- Open Space (OS-R n/c)
- Stormwater Management Facility
- ..... Local Connector Pathways / Sidewalks
- ..... BMX Pump Track

- - - - - Regional Multi-Use Pathway
- ✱ Themed Gateway Entrance to Central Park
- ✱ Special Park Amenity Features
- ✱ Community Entry and Theme Elements



# 7 RESIDENTIAL LAND USE & DENSITY

The Garry Station Outline Plan Amendment continues to incorporate a variety of residential land uses to provide a wide range of housing opportunities and levels of affordability. The amended districts and number of units by developer are detailed below.

## 7.1 LOW DENSITY RESIDENTIAL

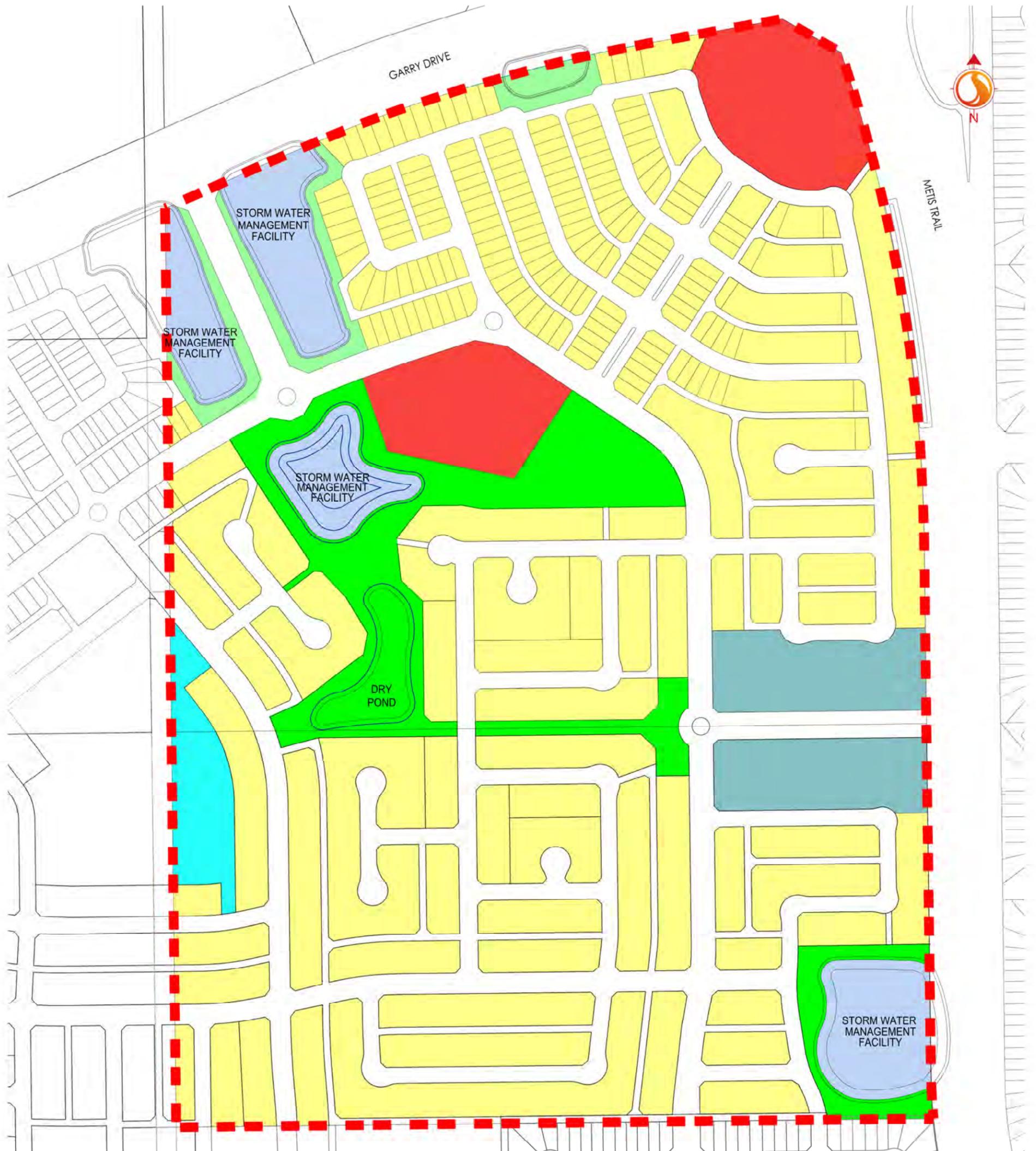
Low Density residential is defined in this Outline Plan Amendment as being single family detached homes, as well as attached homes including duplexes, secondary suites, and ROW housing. Secondary Suites may be permitted provided they are located only in areas with lane access, preferably on corner parcels and not on cul de sac bulbs where parking will not be an issue. Townhouse units shall be placed in areas with lane access where parking will not become an issue. The Garry Station Outline Plan Amendment provides the following distribution throughout the plan area.

Melcor Developments Ltd.		City of Lethbridge RELD		Total	
Area	Units	Area	Units	Area	Units
20.73 ha (51.22 ac)	512	16.65 ha (41.14 ac)	415	<b>37.38 ha (92.36 ac)</b>	<b>927</b>

## 7.2 MEDIUM DENSITY RESIDENTIAL

The Garry Station Outline Plan Amendment provides the following distribution at the northeast corner of the community and northern portion of the central park. The site adjacent to the central park space will continue to provide opportunity for development of senior housing in proximity to transit facilities and the large open space system.

Melcor Developments Ltd.		City of Lethbridge RELD		Total	
Area	Units	Area	Units	Area	Units
4.25 ha (10.50 ac)	318	-	-	<b>4.25 ha (10.50 ac)</b>	<b>318</b>



**MELCOR DEVELOPMENTS LTD.**

Gross Developable Area (GDA) 48.80 ha± (120.58 ac±)

Land Use	Area	%GDA	UPH	Total Units	Household Size	Projected Population
School Site	0.30 ha± (0.74 ac±)	0.61%				
Open Space	4.74 ha± (11.71 ac±)	9.71%				
Open Space Non-Credit	4.78 ha± (11.81 ac±)	9.80%				
Public (R/W)	12.33 ha± (30.47 ac±)	25.27%				
<b>Total</b>	<b>22.15 ha± (54.74 ac±)</b>	<b>45.39%</b>				
Low Density	20.73 ha± (51.22 ac±)	42.48%	25	512	2.9	1484
Medium Density	4.25 ha± (10.50 ac±)	8.71%	75	318	1.9	604
Mixed Use	1.67 ha± (4.13 ac±)	3.42%	37	61	1.9	115
<b>Total</b>	<b>26.65 ha± (65.85 ac±)</b>	<b>54.61%</b>		<b>891</b>		<b>2203</b>
Net Developable Area (NDA)	26.65 ha± (65.85 ac±)					
Density (Units/ha) = 18.3						

**CITY OF LETHBRIDGE - RELD**

Gross Developable Area (GDA) 30.87 ha± (76.28 ac±)

Land Use	Area	%GDA	UPH	Total Units	Household Size	Projected Population
School Site	0.98 ha± (2.42 ac±)	3.17%				
Open Space	1.20 ha± (2.96 ac±)	3.89%				
Open Space Non-Credit	1.50 ha± (3.71 ac±)	4.86%				
Public (R/W)	8.97 ha± (22.16 ac±)	29.06%				
<b>Total</b>	<b>12.65 ha± (31.25 ac±)</b>	<b>40.98%</b>				
Low Density	16.65 ha± (41.14 ac±)	2.43%	25	415	2.9	1203
Mixed Use	1.57 ha± (3.88 ac±)	5.09%	37	58	1.9	110
<b>Total</b>	<b>18.22 ha± (45.02 ac±)</b>	<b>59.02%</b>		<b>473</b>		<b>1313</b>
Net Developable Area (NDA)	18.22 ha± (45.02 ac±)					
Density (Units/ha) = 15.3						

**Legend**

- Outline Plan Amendment Boundary
- Public Building, Parks & Recreation
- Low Density Residential
- Parks and Recreation
- Medium Density Residential
- Open Space Non Credit
- Mixed Use
- Storm Water Management (TO HWL)

**Notes:**

- Low Density Rate of 25 UPH has been derived based on a review of current building trends (Secondary Suites ROW housing and Duplexes).
- Existing Statistics shown are based on the Amendment Area only.

GARRY STATION | FIGURE 7.1A

**Proposed Land Use**

**Proposed Land Use Designations**

PREPARED FOR: Melcor / RELD

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### 7.3 MIXED USE

The Garry Station Outline Plan Amendment provides the following distribution to accommodate flexibility and innovation into the land use concept. The area is located adjacent to the Metis Trail entrance road and will be developed with a ‘High Street’ concept, creating the opportunity to accommodate mixed-use development. The area vertically integrates land use by placing retail use at grade with office and residential use on the upper floors, creating safe and attractive street-level pedestrian activity. Please refer to **Section 9.0 – Transportation** of the original Outline Plan document.

Melcor Developments Ltd.		City of Lethbridge RELD		Total	
Area	Units	Area	Units	Area	Units
1.67 ha (4.12 ac)	61	1.57 ha (3.88 ac)	58	<b>3.24 ha (8.00 ac)</b>	<b>119</b>

### 7.4 ANTICIPATED DENSITY

The anticipated density for the Garry Station Outline Plan Amendment area is calculated below:

$$\begin{aligned}
 & \underline{1364 \text{ units}} \\
 & 79.67/\text{ha}\pm (196.87/\text{ac}\pm) \\
 & = 17.1 \text{ upha}\pm (6.9 \text{ upac}\pm)
 \end{aligned}$$

The anticipated density for the Garry Station OLP Amendment area increases marginally to 17.1upha± (6.9 upac±) from 16.1upha± (6.5 upac±). The density is consistent with policy objectives of the Area Structure Plan that encourage increased densities and provide a range of innovative housing to meet market demands. The increase is partially due to an increase in the use of narrower lots.

**Figure 7.1A - Proposed Land Use Designations** identifies the layout and proposed land uses within the Garry Station Outline Plan Amendment boundary.



## 7.8 LAND USE SUMMARY AND STATISTICS

The following table summarizes the land uses and provides total statistics for the combined landowners of the Garry Station Outline Plan Amendment:

Land Use	Total Area	Units	Household Size	Projected Pop.
Low Density	37.38 ha (92.36 ac)	927	2.9	*2687
Medium Density	4.25 ha (10.50 ac)	318	1.9	604
Mixed Use	3.24 ha± (8.00 ac±)	119	1.9	*225
<b>Total</b>	<b>44.87 ha± (110.86 ac±)</b>	<b>1364</b>		<b>3516</b>
Public Building (P-B)	1.28 ha± (3.16 ac±)			
Parks & Rec. (P-R)	5.94 ha± (14.67 ac±)			
Parks & Rec. (non-credit)	6.28 ha± (15.52 ac±)			
Public Right of Ways	21.30 ha± (52.63 ac±)			
<b>Total</b>	<b>34.80 ha± (85.99 ac±)</b>			

\*Population may differ by +/-1 based on Developer boundaries and rounding see figure 7.1A

# 8 ARCHITECTURAL STANDARDS

THIS SECTION REMAINS UNCHANGED.



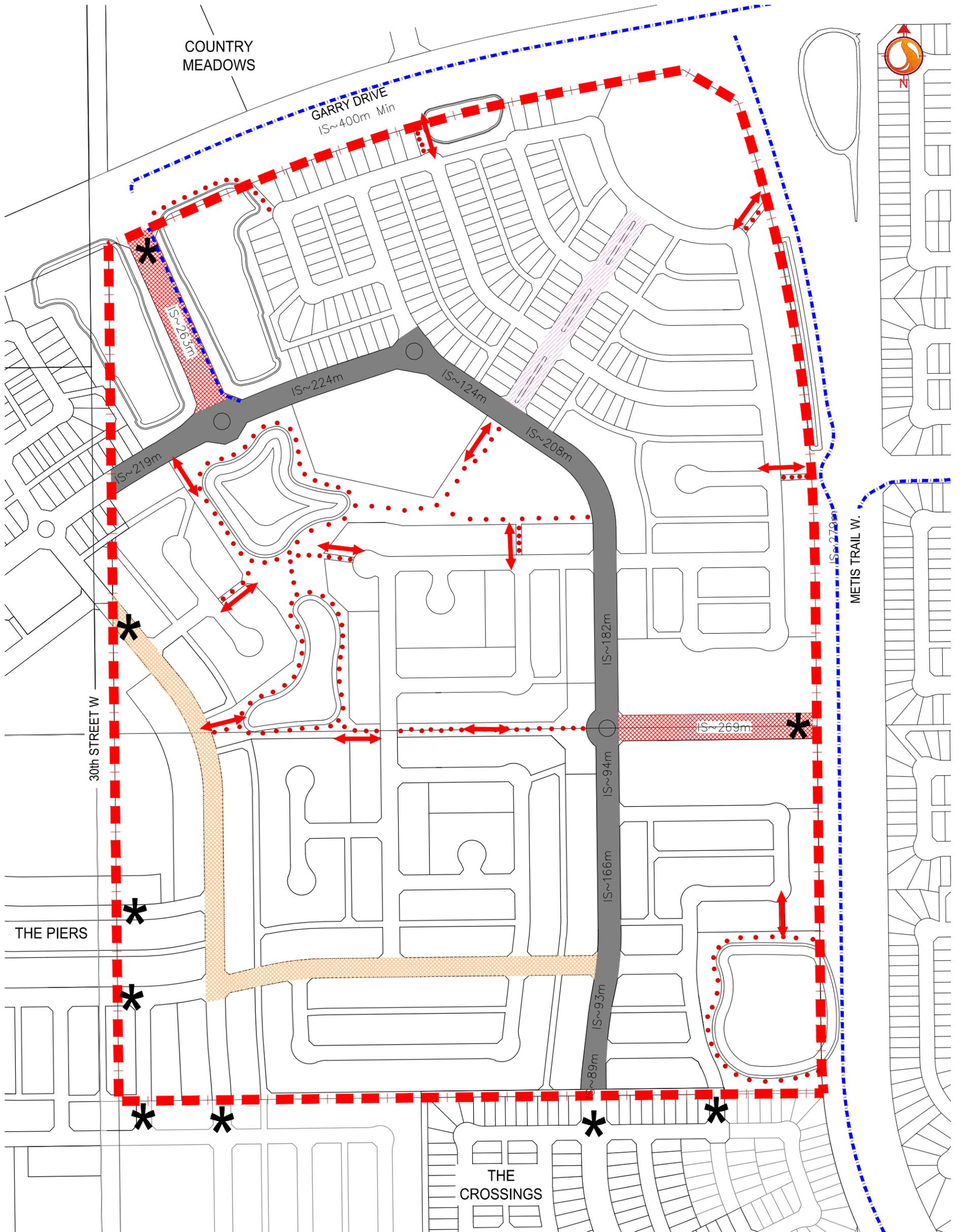
# 9 TRANSPORTATION

## THIS SECTION REMAINS UNCHANGED HOWEVER:

Pedestrian linkage patterns have been adjusted slightly to conform to the new layout as per *Figure 9.1A – Transportation Network*. The location of transit stops has not changed.

# 10 TRANSIT & MAILBOX SERVICES

Currently the transit route in Garry Station utilizes the Garry Drive community entrance and the internal collector roadway network including Garry Station Port West and Aquitania Boulevard West. The ultimate transit routing through Garry Station will be determined by LA Transit, additional bus stops will be added pending future detailed design and construction staging.



- |  |                      |                                      |
|--|----------------------|--------------------------------------|
| Outline Plan Amendment Boundary                      | Feature Road         | IS~400m Intersection Spacing         |
| Pedestrian Linkages                                  | Minor Collector      | Local Connector Pathways             |
| Connection Points to Existing & Planned Road Network | Major Collector      | Regional Pedestrian & Bikeway System |
| Community Entrance Roadway "Feature Road"            | Potential Roundabout |                                      |



# 11 SITE SERVICING

The following sections provide a brief overview of the revised servicing strategy for Garry Station. A revision to **Appendix C, Design Servicing Brief** has not been completed and relevant technical changes for the lands east of 30<sup>th</sup> Street are identified below.

## 11.1 STORM WATER MANAGEMENT

As identified in the introduction, revisions to storm water management have been completed to better allow Melcor and the City to develop their lands sequentially with less dependence on another for the creation of a storm water management facility. Interdependence cannot be eliminated due to terrain; however, both developers can construct most of their communities prior to requiring assistance from each other. In addition, increased community connectivity has allowed for the development of multiple overland flow routes through the neighborhood. Regarding boundary condition with the Piers and Crossings, Stantec has confirmed that the highpoint locations can be achieved, but will require further coordination with the Piers OLP Amendment.

For our amendment, we have identified pond sizing and catchment areas in **Table 11.1A** below utilizing a storage rate of 1000m<sup>3</sup>/Ha. The catchment area to existing ponds B, E and F have remained unchanged. **Table 11.2A** identifies minor system flows (90L/s/Ha) and major system flows (200L/s/Ha). In addition, minimum grades and right of way cross-sections have been identified for overland flow conveyance.

**Ponds A & B** are *existing* wet ponds and pond catchment areas will remain unchanged.

**Pond C1** has been designed to be a zero release Wet Pond that discharges to Pond B off peak.

**Pond C2** has been designed to be a zero release Dry Pond that discharges to Pond C1 off peak.

**Pond E** is as an *existing* dry pond facility and that connects to an existing City of Lethbridge storm water management facility at the SE corner of the Garry Drive and Métis Trail intersection. The catchment for Pond E has been modified due to new roadway alignments and removal of a lane while maintaining the same overall area.

**Pond F** is an existing dry pond facility and has been created to deal with a low area in the Garry Drive Right of Way.

**Pond G** has been designed to be zero release and operate as a wet pond facility. This pond will drain through a future storm sewer system in Métis Trail. Due to site topography, the Métis Trail road right-of-way will be used as an overland flow route for a small sub catchment (3.96 ha) within the Pond G drainage boundary. This overland flow will discharge into Pond G via a ditch system on the west side of Metis Trail.



Table 11.1A

Drainage Boundary & Pond	Pond Type	Catchment Area	Active Storage Pond Volume
A & B	Wet	24.5 ha	24,500 m <sup>3</sup>
C1	Wet	12.7 ha	12,700 m <sup>3</sup>
C2	Dry	12.7 ha	12,700 m <sup>3</sup>
E	Dry	2.3 ha	2,300 m <sup>3</sup>
F	Dry	3.6 ha	3,600 m <sup>3</sup>
G	Wet	28.1 ha	28,100 m <sup>3</sup>

Table 11.2A

Catchment		Sub Catchment		Minor System Flow (m <sup>3</sup> /s)	Major System		
ID	Area (Ha)	ID	Area (Ha)		Flow (m <sup>3</sup> /s)	Min. Downstream Grade	Downstream Structure
G	28.1	G1	3.27	0.294	0.654	0.60%	6m Walkway w/ 150mm Curb
		G2	14.49	1.304	2.898	2.00%	21m ROW w/ Standard C&G
		G3	1.73	0.156	0.346	0.60%	16.5m ROW
		G4	12.26	1.103	2.452	1.40%	21m ROW w/ Standard C&G
		G5	6.32	0.569	1.264	1.30%	21m ROW
		G6	2.65	0.239	0.530	0.60%	21m ROW
		G7	1.59	0.143	0.318	0.60%	16.5m ROW
		G8	2.94	N/A	0.508	2.00%	15m Grass Swale
C	25.4	C1	1.18	0.627	0.236	0.60%	6m Walkway – 150mm Curb
		C2	5.97	0.537	1.194	2.50%	15m Grass Swale
		C3	1.92	0.173	0.384	0.60%	15m Grass Swale
		C4	5.22	N/A	1.044	0.60%	6m Walkway – 150mm Curb
		C5	3.96	0.356	0.792	1.60%	16.5m ROW
		C6	2.54	0.229	0.508	0.70%	16.5m ROW
		C7	5.31	0.478	1.062	7.50%	15m Grass Swale



**Figure 11.1A, Storm Water Management/Major System**– illustrates the proposed storm water management facilities and overland flow routes servicing Garry Station.

**Figure 11.2A, Storm Water Management/Minor System**– illustrates the proposed storm water management facilities and minor storm sewer system servicing Garry Station. This figure has been revised to include the future RAW Water Supply and connection points to the minor system.

## 11.2 SANITARY SERVICING

The sanitary servicing strategy remains largely unchanged except for the addition of a potential for a sanitary line connection to Metis Trail and peak flow calculations.

Due to the completion of the sanitary sewer trunk line extension along Metis Trail, a third sewer connection has been identified on **Figure 11.3A – Sanitary Servicing** through Garry Station’s community access to Metis Trail. This third connection point could provide additional development strategies as it will allow development in this area in advance of extensions from the south or north provided other infrastructures (Water, Storm and Arterial) are all already in place.

Peak Sewage flow from within the amendment area has been increased to 81 L/s from 74 L/s. Given an additional sewer connection to sewer trunk line in Metis, it is unlikely that the extension of sewer from Crossings will approach its residual capacity as identified in the original plan **Appendix C, Design Servicing Brief**.

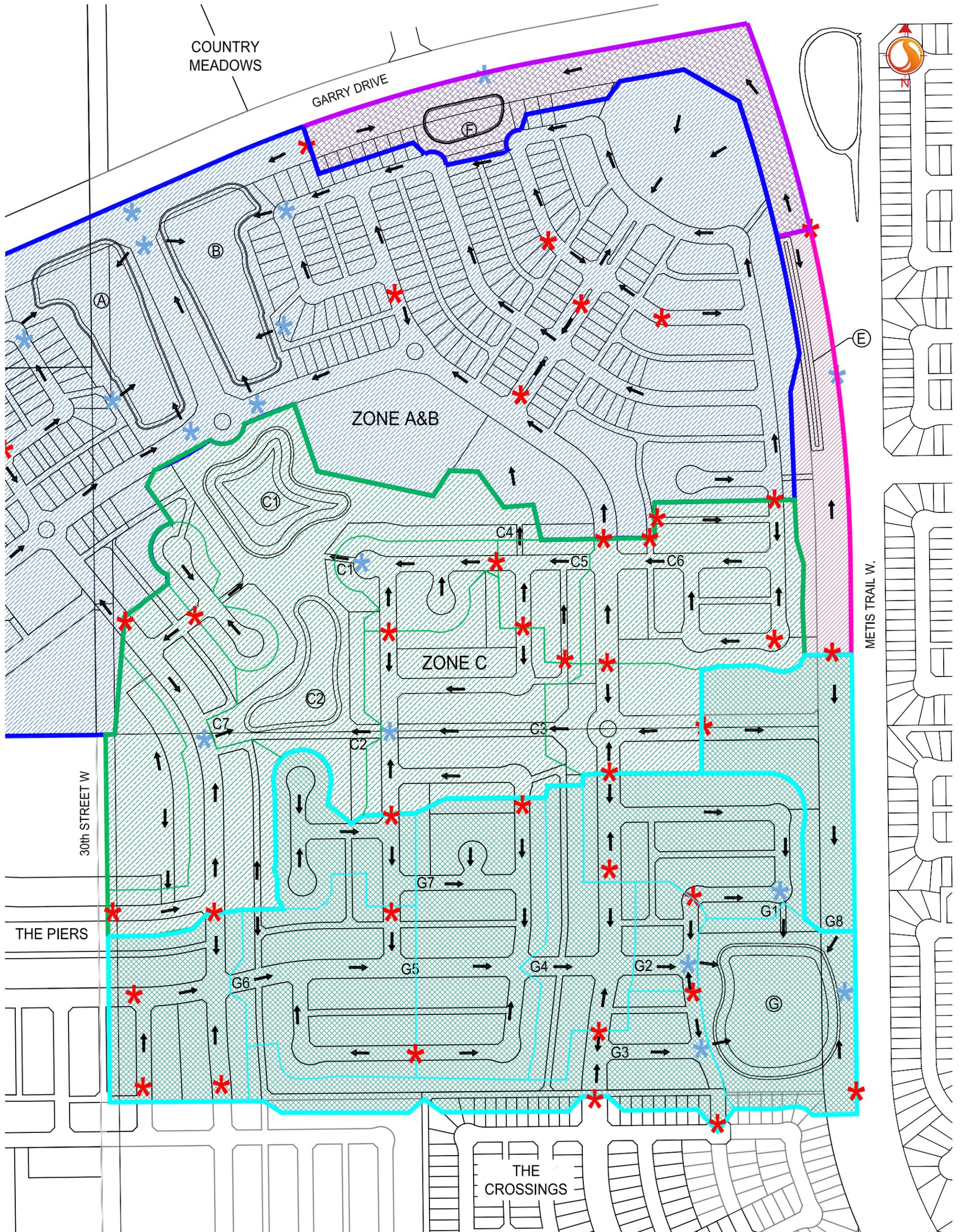
## 11.3 WATER SERVICING

The water servicing strategy remains largely unchanged except for the addition of additional looping opportunities and water demands on the system. Refer to **Figure 11.4A – Water Servicing**.

Water looping through new community connectivity will provide better system balance and redundancy in case of system breaks. The following table has been added to compare the estimated water demands between the existing OLP population and the proposed amendment population. Calculations are based off the information in Table 2: Estimated Water Demands in the technical design brief appendix.

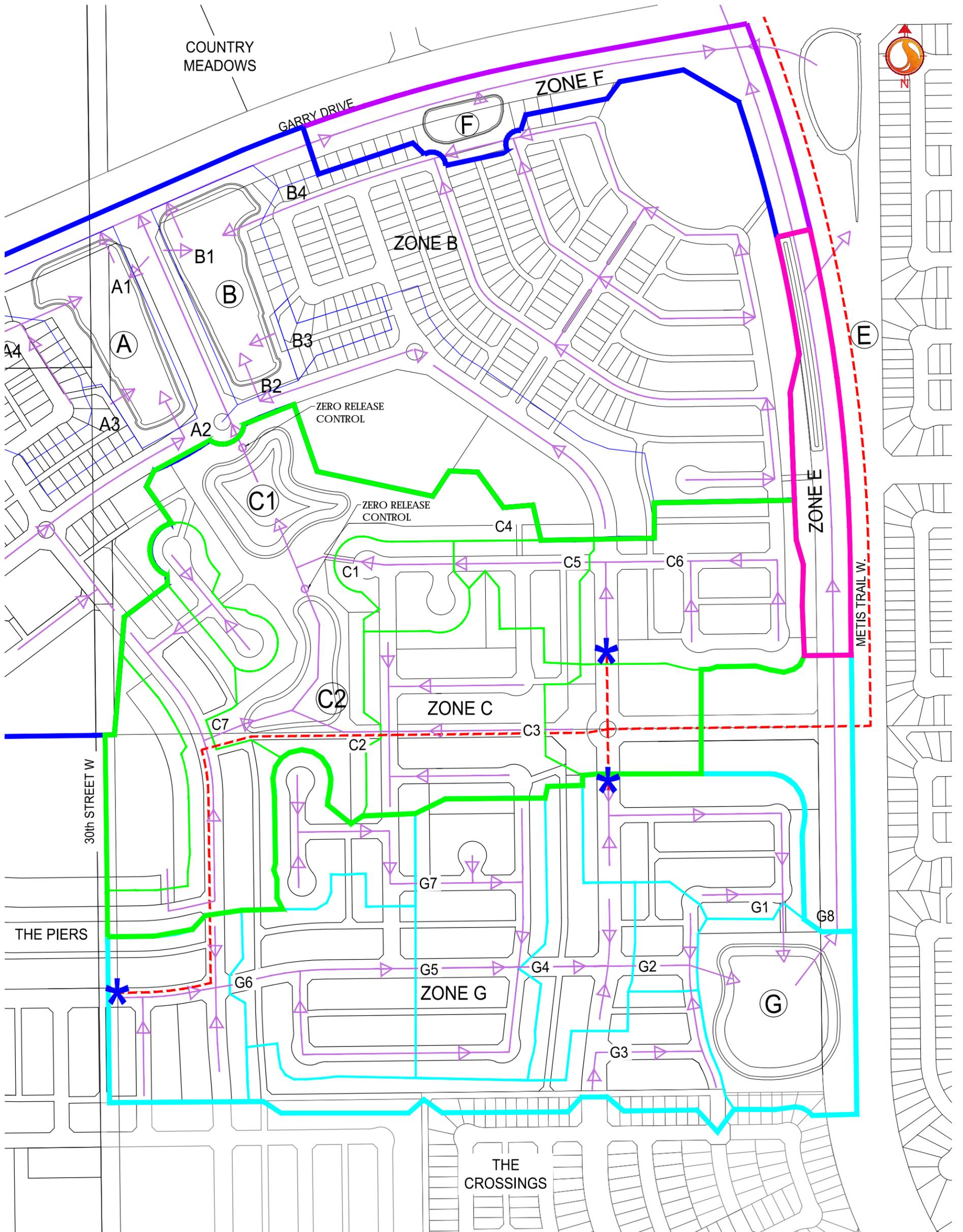
Estimated Water Demands	Projected Population	Average Day Demand (ADD) (415L/cap/day)	Maximum Day Demand (2.2 x ADD)	Peak Hour (3.5 x ADD)
Existing OLP*	3174	1.31 ML/day	2.88 ML/day	4.58 ML/day
Garry Station Amendment Area	3516	1.18 ML/day	2.60 ML/day	4.13 ML/day

\*These calculations are based on the amendment area only as outlined in figure 1.1A



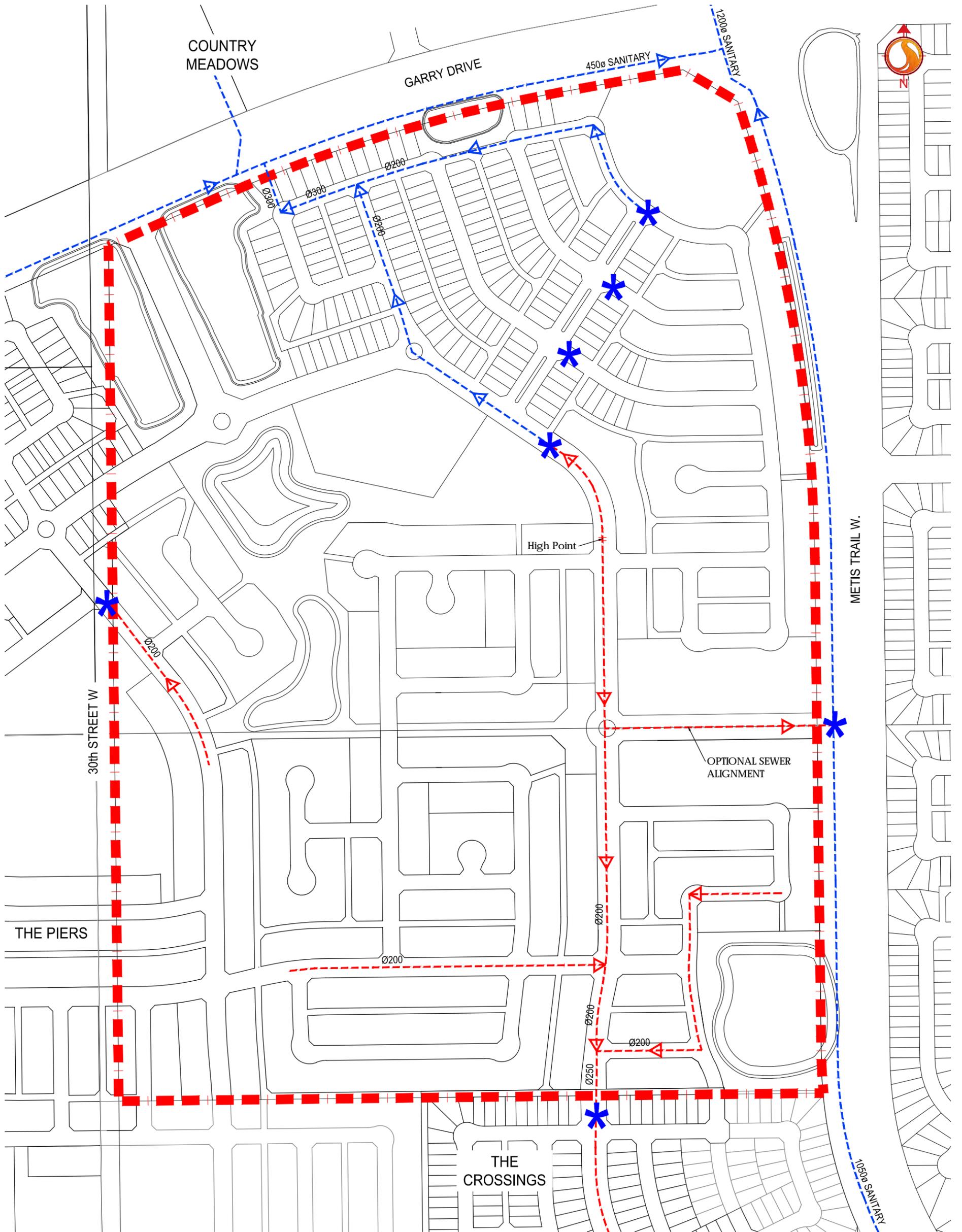
NOTE: TRAPPED LOWS HAVE NOT BEEN INDICATED BUT WILL BE INCORPORATED AT STRATEGIC LOCATIONS DURING DETAILED DESIGN.

- Legend
- \* High Point
  - \* Low Point
  - Overland Flow Direction
  - A Storm Catchment and Pond Identification
  - A1 Storm Subcatchment



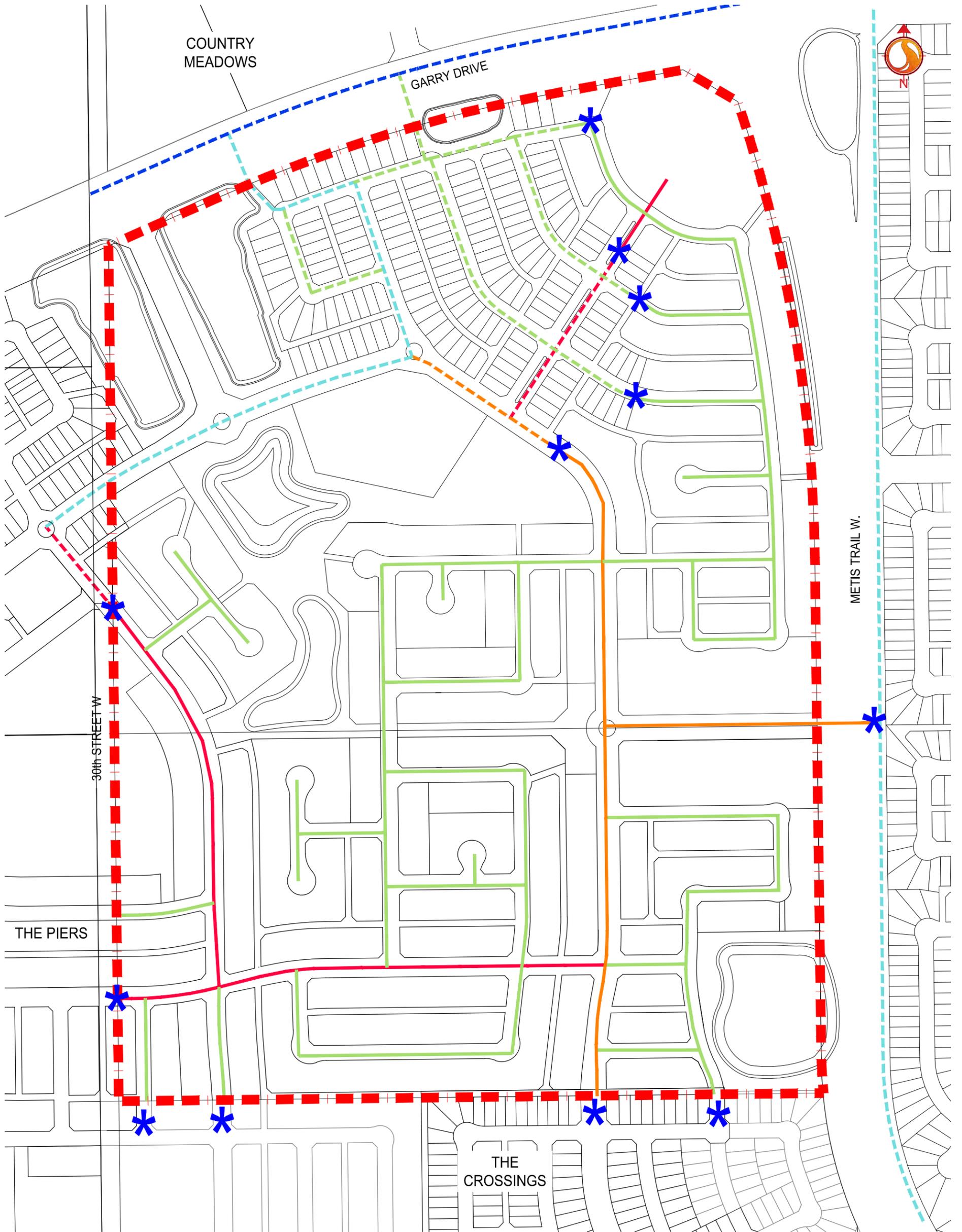
NOTE: TRAPPED LOWS HAVE NOT BEEN INDICATED BUT WILL BE INCORPORATED AT STRATEGIC LOCATIONS DURING DETAILED DESIGN.

- Legend
-  Storm Sewer and Flow Direction
  -  Storm Catchment and Pond Identification
  -  Storm Subcatchment
  -  Raw Water Supply
  -  Raw Water Supply Connection Point



NOTE: ONLY MAIN SANITARY SEWER ALIGNMENTS HAVE BEEN SHOWN FOR CLARITY. SANITARY SEWER IS TO BE Ø200 UNLESS OTHERWISE INDICATED.

- Legend
- Outline Plan Amendment Boundary
  - Future Sewer
  - Existing Sewer
  - Connect to Existing Sewer Trunk



Legend

- |                                 |               |   |
|---------------------------------|---------------|---|
| Outline Plan Amendment Boundary | Existing 250ø | Existing 400ø                             |
| Proposed 200ø                   | Proposed 300ø | Existing 600ø                             |
| Existing 200ø                   | Existing 300ø | Connect to Existing (or future) Watermain |
| Proposed 250ø                   |               |   |



# 12 PROPOSED PHASING

It is anticipated that each land owner will develop their own phasing strategy for Garry Station. **Figure 12.1A, Proposed Phasing** – illustrates the proposed phasing for Garry Station based on land ownership of the Outline Plan Amendment. Storm Water Management Facility requirements have been labelled beside the proposed phase.

## INTERNAL BOUNDARY CONDITIONS (Melcor and City)

The details of boundary conditions for cost sharing of the community entrance, shared storm water management facilities and shared open space will be negotiated and reflected in future Service Agreements.

## BOUNDARY CONDITIONS

Key external boundary conditions that should be reviewed at the time of subdivision include:

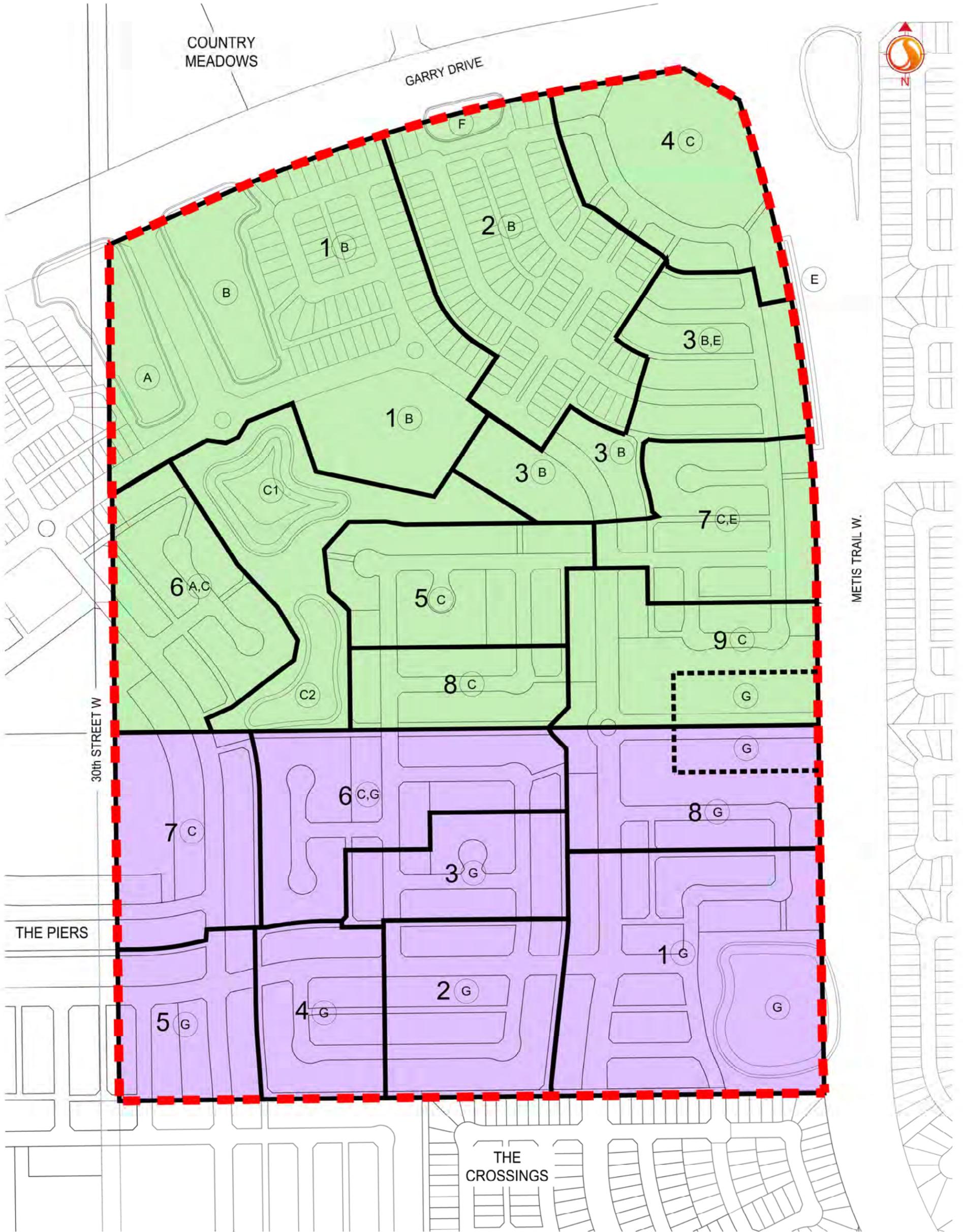
- School site development for phases adjacent to school
- Status of Piers and Crossings development and coordination of boundary grading
- Metis Trail design and construction for phases adjacent to the arterial
- Cost sharing of shared storm water management facilities

# 13 FIRE PROTECTION

THIS SECTION REMAINS UNCHANGED.

# 14 SUSTAINABILITY

THIS SECTION REMAINS UNCHANGED.



Legend

- MELCOR Developments LTD.
- City of Lethbridge Real Estate & Land Development

2

PHASE SEQUENCE

A,B

POND(S) REQUIRED

NTS



112947011  
February 1, 2017

V:\1129\active\112947011\drawings\sheet\_files\figures\47011\_fig\_12.1a\_Proposed Phasing.dwg

GARRY STATION | FIGURE 12.1A

## Proposed Phasing

Garry Station Lands East of 30th Street West

PREPARED FOR: Melcor / RELD

CONCEPT ONLY: THIS DRAWING IS AN ARTISTIC REPRESENTATION OF DESIGNS PREPARED BY STANTEC CONSULTING LTD. IT IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE. COPYRIGHT RESERVED.



# 15 CONCLUSION

The Garry Station Outline Plan Amendment continues to provide a logical extension to development in the existing Crossings subdivision and future Piers subdivision. The design conforms to the policies and intent of the West Lethbridge Phase 2 Area Structure Plan and includes a variety of residential land uses providing the flexibility to incorporate innovative housing design and concepts. Inspired by the historic connection of Lethbridge to the railway, the vision of the community continues to offer a unique opportunity for existing and future residents.

Melcor Developments Ltd. and the City of Lethbridge Real Estate and Land Development, respectfully request Outline Plan Amendment approval by Municipal Planning Commission and subsequent approved land use by Lethbridge City Council to accommodate continued development of the Garry Station development.



# GARRY STATION OUTLINE PLAN



GARRY STATION

JUNE 2011

Approved by the Municipal Planning Commission June 21, 2011

Adjusted by City Council July 26, 2016 - Bylaw 6005

Amended by the Municipal Planning Commission March 21, 2017



Garry Station Outline Plan  
Melcor Developments Ltd.  
Gemini Property and Land Developments Ltd.  
City of Lethbridge Real Estate and Land Development

## GARRY STATION OUTLINE PLAN

June, 2011

*Prepared for:*  
MELCOR DEVELOPMENTS LTD.  
GEMINI PROPERTY AND LAND DEVELOPMENTS LTD.  
CITY OF LETHBRIDGE REAL ESTATE AND LAND DEVELOPMENT  
Lethbridge, Alberta

*Prepared by:*  
STANTEC CONSULTING LTD.  
Lethbridge, Alberta



*Project No. 112938701*



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# 1 INTRODUCTION

Garry Station is located in the northwestern portion of the fast developing sector of West Lethbridge. Comprising an area of approximately 275 acres, Garry Station forms part of the larger West Lethbridge Phase II Area Structure Plan approved by the City of Lethbridge in 2005. In response to the lifestyle opportunities this area of the city offers, Melcor Developments Ltd., the City of Lethbridge Real Estate and Land Development group, and Gemini Property and Land Developments Ltd. (herein referred to as the 'Garry Station Landowner Group') have provided a comprehensively designed plan for Garry Station.

The Garry Station Outline Plan provides a logical extension to development in the existing communities of The Crossings and The Piers. The design of the Outline Plan is consistent with the policies and intent of the West Lethbridge Phase 2 Area Structure Plan as further identified in Section 4, Policy Context.

The vision for Garry Station is based on a blend of two concepts, a nostalgic perspective based on a theme of Lethbridge's historic relationship with railways and rail travel, and a contemporary view, reflecting today's values of sustainability, creative opportunities for changing lifestyles, and design principles that promote well-being.

The plan has been designed as a modified grid layout which provides both pedestrian and vehicular connectivity throughout the community. An extensive open space system incorporates linear parks, a school site, and storm pond amenities, and creates active and passive recreational opportunities for future residents.

Land uses within Garry Station have been selected to reflect current market trends including single family housing, both laned and laneless, and multi-family housing with varying densities. To account for opportunities to create innovative housing types which currently may not be reflected in the market, the Urban Innovation land use district has been selected in three locations. This will provide the applicants the opportunity and flexibility to create new housing types and lead market trends.



# 2 LOCATION & AREA CONTEXT

## 2.1 LOCATION

The Garry Station Outline Plan area falls within the West Lethbridge Phase 2 Area Structure Plan.

The subject lands are bound to the north by the future extension of Garry Drive, to the east by the future extension of Métis Trail and the residential community of Indian Battle Heights and Willowbrook, to the south by The Crossings development, and to the west by The Piers development.

## 2.2 TOPOGRAPHY

The subject lands consist of gently undulating prairie landscape that is typical of the Lethbridge region. In general, the lands slope moderately from the interior sections to the perimeter. The topography of the site provides no constraints or challenges to the development of the site. The existing topography informed the design of the community and the location of the storm ponds.

## 2.3 EXISTING LAND USE

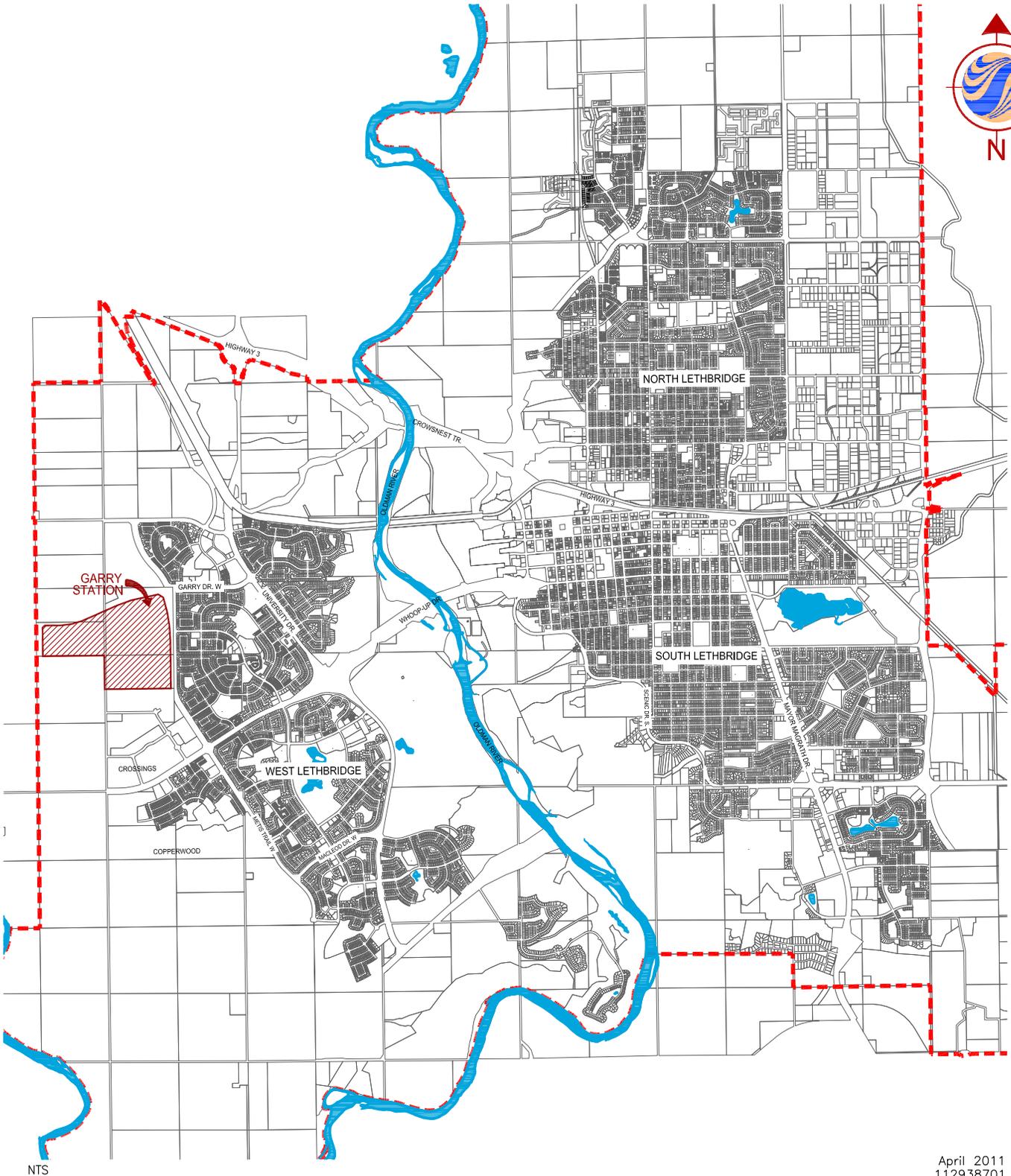
The subject lands are currently designed Urban Reserve (UR) on the eastern parcels of the plan area and Direct Control District (DC) Bylaw 4590 on the western parcel. The intent of the Urban Reserve District is to protect lands for future development and subdivision once appropriate servicing and planning policies have been implemented. The Direct Control District approved by Lethbridge City Council in 1993 permitted the subdivision of the quarter section into two equal parcels, allowing one dwelling unit for each parcel.

The surrounding land uses consist of existing residential housing to the east in the community of Indian Battle Heights and Willowbrook; planned and approved residential development to the south and west in the developments of Crossing and The Piers. The lands to the north are dedicated as Urban Reserve and are currently under review through the City of Lethbridge Outline Plan process.

**Figure 2.1, Location Plan** – illustrates the location of Garry Station in a citywide context.

**Figure 2.2, Aerial Photo** – indicates the subject lands in relation to existing and future development in the west sector of the City of Lethbridge.

**Figure 2.3, Existing Land Use** – illustrates the current Land Uses within and surrounding the plan area.



April 2011  
112938701

Legend

-  City of Lethbridge Limits
-  Garry Station

Client/Project

Melcor Developments Ltd., Gemini  
City of Lethbridge RELD  
GARRY STATION OUTLINE PLAN

Figure No.

2.1

Title

Location Plan



**Stantec**



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 City of Lethbridge Limits

 Garry Station

Client/Project

Melcor Developments Ltd., Gemini

City of Lethbridge RELD

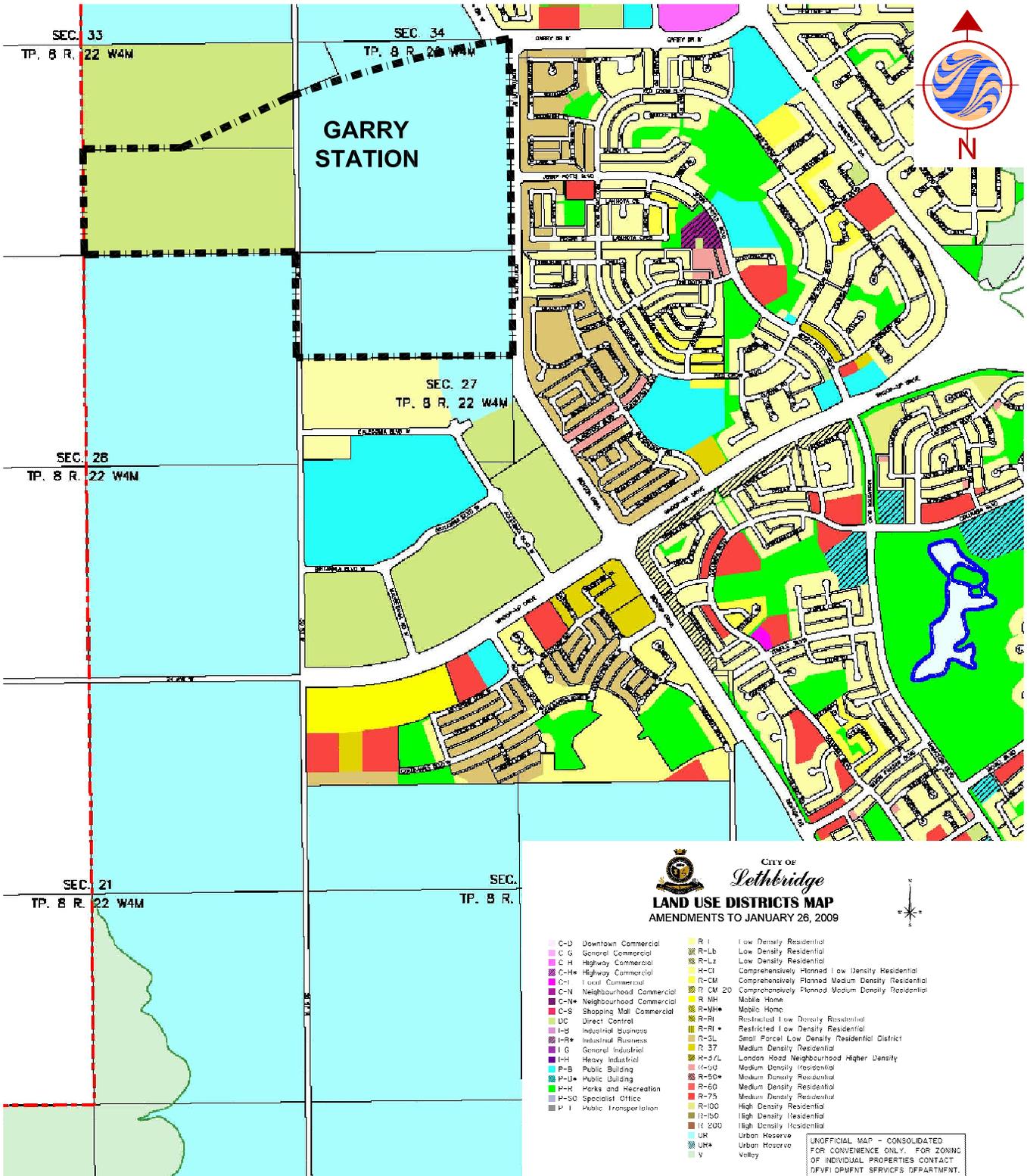
**GARRY STATION OUTLINE PLAN**

Figure No.

**2.2**

Title

**Aerial Photo**



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**Stantec**

Client/Project  
 Melcor Developments Ltd., Gemini  
 City of Lethbridge RELD  
 GARRY STATION OUTLINE PLAN

Figure No.  
 2.3

Title  
 Existing Land Use



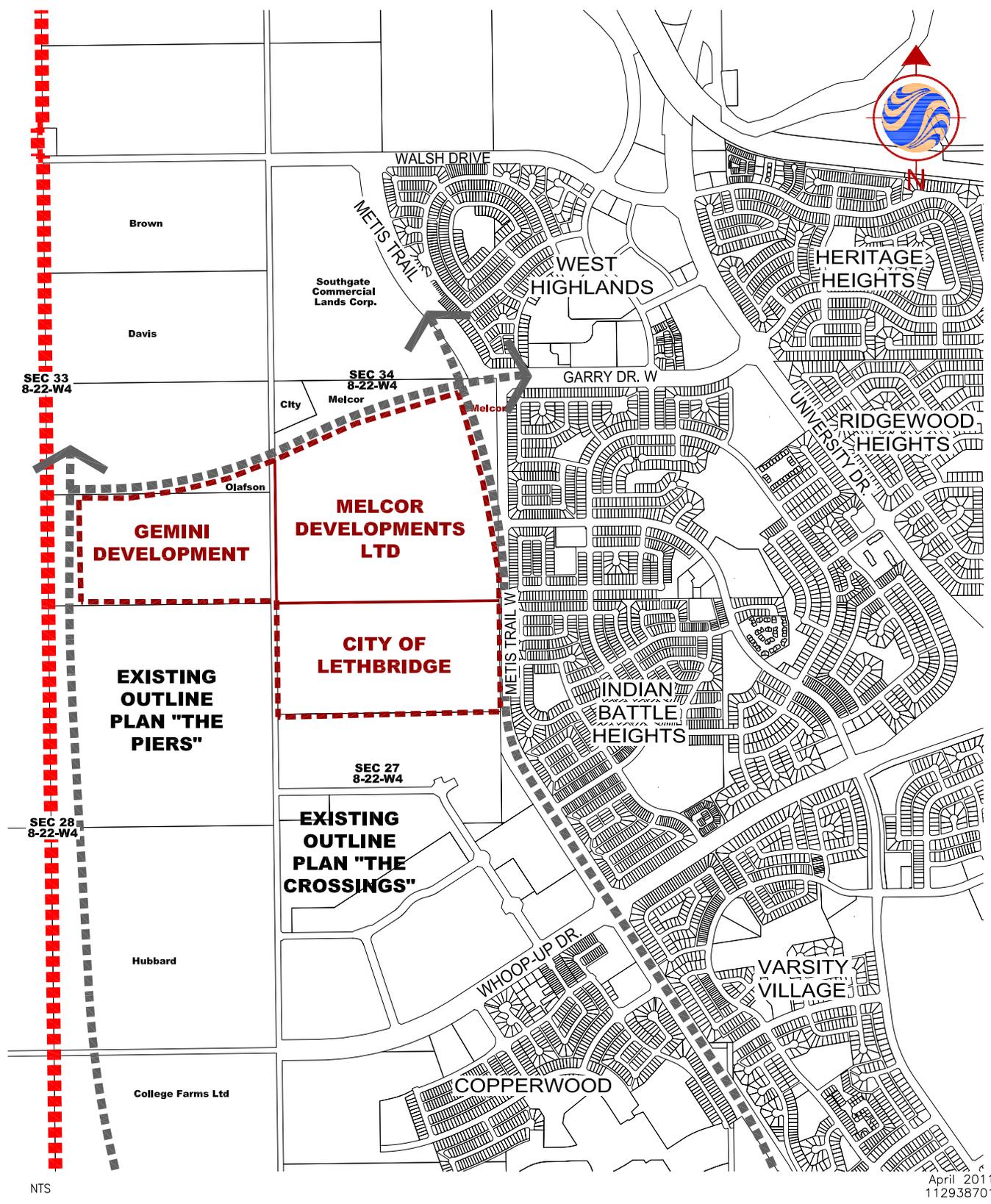
# 3 LAND OWNERSHIP

The Garry Station Outline Plan area consists of four separate ownership parcels and the 30<sup>th</sup> Street West Public Right of Way. The following outlines the land ownership and legal descriptions for the parcels within the Garry Station plan boundary:

- Melcor Development Ltd. – Portions of the SW Quarter of Section 34, Township 8, Range 22, West of the Fourth Meridian. 48.85 ha± (120.71 ac±)
- Gemini Property and Land Developments Ltd. – Portions of the SE Quarter of Section 33, Township 8, Range 22, West of the Fourth Meridian. 32.4 ha± (80.0 ac±)
- The City of Lethbridge Real Estate and Land Development – Portions of the NW Quarter of Section 27, Township 8, Range 22, West of the Fourth Meridian. 31.66 ha± (78.23 ac±)
- Debra L. Dudley-Olafson – Portions of the SE Quarter to Section 33, Township 8, Range 22, West of the Fourth Meridian. 1.79 ha± (4.42 ac±)

The Certificates of Title have been provided in **Appendix A – Certificate of Titles**.

**Figure 3.1, Land Ownership** – identifies the ownership within the plan boundary.



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112938701



**Stantec**

- Legend
- ▬▬▬ City of Lethbridge Limits
  - - - Garry Station
  - - - Future Arterial Roads

Client/Project  
**Melcor Developments Ltd., Gemini**  
 City of Lethbridge RELD  
**GARRY STATION OUTLINE PLAN**

Figure No.  
**3.1**

Title  
**Land Ownership**



# 4 POLICY CONTEXT

## 4.1 WEST LETHBRIDGE STAGE II AREA STRUCTURE PLAN

A majority of the lands included in the Garry Station Outline Plan are located within the limits of West Lethbridge Phase II Area Structure Plan, which was approved by Lethbridge City Council in 2005. The Area Structure Plan provides an overview of major land uses, transportation networks, scheduled servicing, community facilities and amenities, and the sequence of development for the Area Structure Plan area.

The Garry Station Outline Plan has been prepared in accordance with the planning principles and objectives identified in the West Lethbridge Stage II Area Structure Plan including but not limited to:

- **Principle 1:** *Provide a framework that will facilitate financial viability of future development through the orderly and economic extension of services and strategic allocation of land uses.*
  - The Garry Station Outline Plan provides orderly extensions of existing infrastructure including the extension of Garry Drive and Métis Trail and the extension of existing water and sanitary connections.
  - Local commercial land uses have also been located adjacent to the main eastern entrance into Garry Station off of Métis Trail to provide maximum visibility and access.
- **Principle 2:** *Promote walkability by creating functional, safe and attractive pedestrian environments.*
  - The open space system provides a central park which is connected to a larger multi-modal transportation network comprised of both regional, multi-use and local connector pathways for pedestrians and cyclists. The design of the system has eliminated mid-block crossings and potential locations for pedestrian / vehicular conflicts. Further details on the Garry Station open space system are provided in **Section 6, Open Space Land Use**.
- **Principle 3:** *Foster integrated neighbourhoods that encourage a wider range of housing choice for different age and income groups.*
  - The proposed land uses incorporates a variety of residential land uses that provide opportunities for single-family homes both laned and laneless, duplex dwellings, and multi-family units including townhomes, and apartments. The selected land uses also provide the opportunity for innovative housing and mixed use developments. There is also the potential to develop seniors housing within the medium density districts. Further details on residential lands uses are provided in **Section 7, Residential Land Use & Density**.
- **Principle 4:** *Provide a logical, safe, and efficient hierarchy of transportation systems within the ASP area to address the public transit, private automobile, and truck movement, pedestrian and bicycle transportation needs of residents and businesses.*



- The design of the internal roadway system incorporates roundabouts along the collector system to reduce traffic speeds and provide a safer environment for pedestrian and bicycle traffic. The design of the community incorporates a multi-modal system which promotes alternatives to the automobile.
- **Principle 5:** *Create a sense of place that adds visual interest and fosters social interaction, where people want to spend time.*
  - A strong community vision has informed the design of the community. A sense of place has been created through an aesthetic northern entrance with water features on both sides, complemented by the central park which provides a terminating vista at the entrance to the community. Roundabouts throughout the community create focal points and act as way-finding features and the 'High Street' concept on the eastern entrance to the community creates both a focal point and social gathering place for the entire community. Further details on community vision and design are provided in **Section 5, Community Vision & Design**.
- **Principle 6:** *Design attractive and functional open spaces.*
  - The community vision has been incorporated into the design of the community and the amenities of the open space. The open space has been designed to provide easy access to all residents and future detailed design will illustrate the programming and active and passive recreational opportunities within the open space system. Storm Water Management facilities have been incorporated into the design of the Garry Station plan to provide a secondary role as aesthetic amenity to the community. Further details on the Garry Station open space system are provided in **Section 6, Open Space Land Use**.
- **Principle 7:** *Foster the safety and comfort of residents to enhance livability.*
  - The design of the open space parks and linear pathways systems incorporate wide corridors surrounded by housing in order to provide 'eyes on the park'. The open space system is intended to be used by residents year round and on a daily basis.
- **Principle 8:** *Accommodate needed community services and recreational opportunities.*
  - A variety of lands uses have been provided to appeal to a variety of demographics. The open space network provides both passive and active recreational opportunities, including a school site for future residents.
  - A daycare facility for this new community would be a valuable community service.
- **Principle 9:** *Encourage mixed use development within the Community Core to create opportunities to live, work, shop, play, and learn.*
  - Although the Garry Station lands are not located within the Community Core identified in the Area Structure Plan, the Garry Station plan does utilize the Urban Innovation District to accommodate a potential mixed-use development on the eastern entrance into the community. This development could include live/work units, traditional mixed use with residential above commercial, or provide a new and innovative design approach.



# 5 COMMUNITY VISION & DESIGN

The Garry Station Landowners Group organized a visioning workshop for City Administration, Landowners, and Consultants with the intent of generating a direction for the community vision and theme. (Please refer to Appendix K – Gate 2 Sign-Off for Visioning Document). The workshop also focused on the elements, ideas, and concepts that enhance a community. Through the visioning workshop process, key themes emerged that were incorporated into the vision and design of the community including:

- Creating a sense of place;
- Utilizing the strong historical connection between Lethbridge and the railroad/railway;
- Incorporation of sustainable elements; and
- Design based on human scale and ‘people friendly’ elements;

These key themes have been incorporated into the community vision and design of Garry Station.

## 5.1 COMMUNITY VISION

The vision for Garry Station is based on a blend of two concepts, a nostalgic perspective based on a theme of Lethbridge’s historic relationship with railways and rail travel, and a contemporary view, reflecting today’s values of sustainability, creative opportunities for changing lifestyles, and design principles that promote well-being.

Garry Station is a vision of the old and the new. Lethbridge’s famous and iconic High Level Bridge connects with the spirit of pioneer railway builders and passengers of yesteryear, a time when rail travel could be both pleasant and challenging, and when arrival at a railway station was a welcome relief. Garry Station represents the final destination of the rail adventure, a journey linked with Lethbridge’s historical past.

Our vision also recognizes the values of that era: quiet residential streets suitable for walking and playing, and a family oriented culture with opportunities for socializing. Garry Station incorporates the values of a contemporary society; a society which increasingly values healthy lifestyles and environmental stewardship.

The location of railway stations during the construction of the Canadian Pacific Railway, determined where communities and cities were born, and is one of the most influential factors which shaped the growth of western Canada. The name Garry Station was derived from the importance of the railway station to the community. The images of a rail station era and its related values matched with the needs and trends of today’s society and is the foundation for the vision, theme, amenities and land use concepts which are being developed within Garry Station.



## 5.2 COMMUNITY DESIGN

The visioning workshop resulted in unique elements and characteristics that were consistent throughout the discussions and included:

- Strong entry to the community;
- Centrally located park;
- Pedestrian and bicycle connectivity;
- Mixed-use site adjacent to the eastern entrance; and
- Roundabouts on collector roadways.

The Garry Station Outline Plan which evolved from the visioning workshop to the conceptual stage was provided to the City of Lethbridge in the Gate 2 submission (Appendix K). The concept incorporates the above noted elements into a comprehensive community design.

The community focuses on a strong central park that promotes connectivity within the plan area and provides active and passive recreational opportunities. A portion of a school site has been integrated into the open space system, providing an important educational and community facility. The school site is located central to Garry Station and the Piers, providing equal access for future residents of both communities.

The central park provides a terminating vista for both the north and east entrances contributing to the strength of the community entrances. Each entrance is distinctly unique. The northern entrance is framed by two storm water facilities that will be designed to enhance the aesthetic of the entrance. The eastern entrance is proposed as a 'High Street' concept providing a strong sense of place. Both entrances are a T-intersection design with a roundabout connecting to the internal collector system. The central theme of the community – *Railway Heritage* – will influence the detailed design of these entrances.

A variety of land use districts have been selected throughout the plan area to accommodate a mix of housing styles to address a broad range of demographics. The land uses also provide opportunities to implement innovative design and creativity. Urban innovation zones and large medium density parcels will allow for an exploration of the railway theme. The distinctive architecture of railway stations would be well suited to larger structures like apartment buildings, town homes and high street commercial/medium density zone.

The road network is consistent with the ASP and has been designed as a modified grid layout which increases both vehicular and pedestrian connectivity throughout the community. The road network design balances pedestrian and bicycle routes along collector roads to promote alternative modes of transportation.



# 6 OPEN SPACE LAND USE

## 6.1 OPEN SPACE

The Open Space system within Garry Station has been comprehensively designed to incorporate the ideas, concepts, and elements identified in the design workshop and the principles and objectives of the Area Structure Plan. The Open Space network in Garry Station will celebrate and embrace Lethbridge's historical vision and railway past. The following summarizes the main amenities of the open space system:

### ■ Central Park

The Central Park is the predominant focus of the open space system. It incorporates a local connector multi-modal pathway network that links the park to all areas of Garry Station and future residents. The location of the storm water management facility has been incorporated into the design of the park and will be utilized as an aesthetic amenity to enhance the experience of the park.

The Central Park will be classified as a Community Core Park that will meet the needs of its users of all ages for years to come. Centrally located, the Park will include: themed interpretive historical railway nodes, convenient rest stops, a small shelter meeting area, 5 gateway entrances, play equipment for children ages 2 – 12 years, well treed groupings to enhance our urban forest adjacent to passive areas outstretched with local connector pathways bordering a feature pond. The Central park will clearly showcase the identity and character of Garry Station.

### ■ School Site

A portion of a public elementary school site for Lethbridge School District #51 has been incorporated adjacent to The Piers development to complete the size requirement of the school site identified in the Area Structure Plan. The school site has been located central to Garry Station and The Piers to provide accessibility to residents of both communities. The site will include a modern school building and a variety of recreational amenities including playground equipment, basketball court, youth soccer pitch, soft ball field and passive flat open space. These programming requirements will meet the needs of the School District and the community. The school site layout has been provided in **Appendix H – Lethbridge School District Site Layout**.

### ■ Frontage Park

The design of this park is integrated with the adjacent Urban Innovation District. This unique linear park design has housing fronting onto the park space, replacing the street with a pedestrian and bicycle corridor and creating a more pedestrian friendly environment as an alternative to conventional design where housing typically backs onto park space. The park provides visible amenity to residents walking to the northwest dry pond activities and creates a sense of place for the northwest corner of Garry Station. Comprehensive planning of this park will be required during the subdivision of the UI parcel.



■ **Roundabouts**

Landscaping treatment of roundabouts will be finalized during detailed design at the subdivision stage.

■ **Storm Water Management Facilities**

The storm water management facilities have been incorporated into the open space designs throughout the community. The facilities will be utilized as an aesthetic amenity and function to enhance a sense of arrival and the park experience.

## 6.2 CONNECTIVITY

The visioning workshop identified a strong desire to create an efficient network of bikeways and pathways to promote walkability and encourage alternate modes of transportation. The central park network connects people to each area and is supported by strong pedestrian and bicycle routes throughout the community.

The Garry Station pedestrian network connects to the existing pathway plans from the Crossings development to provide a strong pedestrian linkage south to the core commercial, educational and recreational amenities. This multi-modal linkage will provide residents in both communities with alternative modes of transportation to and from shared amenities.

## 6.3 RESERVE DEDICATION ANALYSIS

The provision of public parks and open space within the Garry Station represents 11.4% of the net developable land which is in conformance with the 10% reserve obligation required by the *Municipal Government Act*. A summary of the total reserve dedication for Garry Station is as follows:

	Developable Area	Reserve Owing	Reserve Provided	Percent of Developable Area
Garry Station	111.4 ha± (275.0 ac±)	11.1 ha± (27.5 ac±)	12.7 ha± (31.4 ac±)	11.4%

Land Owner Breakdown	Reserve Provided	Percent of Developable Area
Melcor Developments Ltd.	5.57 ha± (13.8 ac±)	5.0%
Gemini Property and Land Developments	3.11 ha± (7.7 ac±)	2.8%
Real Estate and Land Development	3.97 ha± (9.8ac±)	3.6%
Debra L. Dudley-Olafson	0	0
TOTAL	12.65 ha± (31.4 ac±)	11.4%

Figure 6.1, **Open Space Network** – illustrates the prominent neighbourhood and open space that connects to the city’s bikeway and pathway network.



## 6.4 SEASONAL WET AREAS

Figure 1, Appendix D, of the Geotechnical Evaluation identifies seasonal wet areas. The developer shall submit Alberta Environment approval concurrent with any request to begin area grading on any seasonal wet area identified in the noted Figure 1. Requirements can be found in the Provincial Wetland Restoration/ Compensation Guide, Alberta Environment.

# Country Meadows

## MODIFIED NEIGHBOURHOOD PARK:

- CREDITABLE MR = 1.51 Ha  
 OPTIONS INCLUDE
- OUTDOOR FITNESS EQUIPMENT
  - SKATEBOARD APPARATUS
  - STORMWATER COMPONENT
  - LOCAL CONNECTOR PATHWAY CIRCUIT
  - REGIONAL PATHWAY CONNECTION
  - PASSIVE RECREATION FOR ALL AGES
  - THEMED SIGNAGE WITH INTERPRETIVE NODES
  - MOUNTAIN BIKE / SKATEBOARD CHALLENGE

LAND FEATURE OR HUMMOCK

PLAYGROUND EQUIPMENT OR ARCHITECTURAL ELEMENT FOR GATHERING AND VIEWING

## LINEAR PARK:

- CREDITABLE MR=0.18Ha
- NON-VEHICULAR CONNECTIONS
  - LOCAL CONNECTOR PATHWAY
  - PATHWAY LIGHTING

FUTURE CHINOOK TR.

GARRY DR. W

NON-CREDIT

NON-CREDIT

NON-CREDIT

METIS TRAIL W

## The Piers

## SCHOOL SITE:

- CREDITABLE MR=4.13Ha
- BASKETBALL COURT
  - YOUTH SOCCER PITCH
  - SOFTBALL DIAMOND
  - PLAYGROUND EQUIPMENT (6-12 YEARS)

ENTRY MONUMENT FEATURE

## COMMUNITY CORE PARK:

- CREDITABLE MR = 5.88 Ha
- PLAY EQUIPMENT (2-12 YEARS)
  - THEMED SHELTER/MEETING PLACE
  - GATEWAY ENTRANCE MARKERS
  - INTERPRETIVE HISTORICAL RAILWAY NODES THROUGHOUT
  - LOCAL CONNECTOR PATHWAY CIRCUITS
  - PASSIVE RECREATION SPACE
  - URBAN FOREST AREAS

## LINEAR PARK:

CREDITABLE MR = 0.10 Ha

FITNESS STATIONS OR RESPITE NODES

## MODIFIED POCKET PARK:

- CREDITABLE MR= 0.84 Ha
- PASSIVE RECREATION FOR ALL AGES
  - ENTRANCE MONUMENT FEATURES
  - LOCAL CONNECTOR PATHWAY CIRCUIT
  - REGIONAL MULTI-USE PATHWAY CONNECTIONS
  - FITNESS TRAILS AND/OR RESPITE NODES

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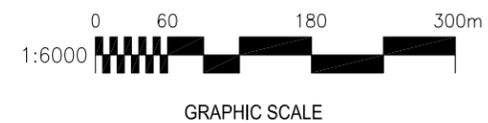
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ORIGINAL SHEET - ANSI B



### Legend

- |  |   |  |   |
|--|---|--|---|
|  | Garry Station                             |  | Local Connector Pathways / Sidewalks    |
|  | Public Building, Parks & Recreation (P-B) |  | Regional Multi-Use Pathway              |
|  | Parks and Recreation (P-R)                |  | Themed Gateway Entrance to Central Park |
|  | Open Space (OS-R n/c)                     |  | Special Park Amenity Features           |
|  | Stormwater Management Facility            |  | Community Entry and Theme Elements      |



Melcor Developments Ltd., Gemini  
 City of Lethbridge RELD  
 GARRY STATION OUTLINE PLAN

6.1

Open Space Network



# 7

## RESIDENTIAL LAND USE & DENSITY

The Garry Station Outline Plan incorporates a variety of Residential Land Uses to provide a wide range of housing opportunities and levels of affordability. The land use districts selected provide the opportunity for single-family homes both laned and laneless, duplex dwellings, and multi-family units including townhomes, and apartment. The selected land uses also provide the opportunity for innovative housing and mixed use developments.

### 7.1 LOW DENSITY RESIDENTIAL DISTRICT (R-L)

The Garry Station Outline Plan provides 23.96 ha± (59.21 ac±) of land dedicated Low Density Residential District (R-L) and is anticipated to accommodate 599 units. R-L land use has been incorporated throughout the plan area. As a discretionary use – Secondary Suites – are allowed in this zoning district. Density calculations are based on 25 units per hectare.

### 7.2 COMPREHENSIVELY PLANNED LOW DENSITY RESIDENTIAL DISTRICT (R-CL)

The Garry Station Outline Plan provides 24.66 ha± (60.93 ac±) of land dedicated Comprehensively Planned Low Density Residential District (R-CL) and is anticipated to accommodate 493 units. R-CL land use has been incorporated throughout the plan area.

### 7.3 MEDIUM DENSITY RESIDENTIAL (R-37)

The Garry Station Outline Plan provides 3.60 ha± (8.90 ac±) of land dedicated Medium Density Residential District (R-37) and is anticipated to accommodate 133 units. R-37 land use has been incorporated adjacent to the 'High Street' concept at the eastern entrance to Garry Station and adjacent to the school site. Lots adjacent to the school site will be granted a front setback waiver if required.

### 7.4 MEDIUM DENSITY RESIDENTIAL (R-75)

The Garry Station Outline Plan provides 6.08 ha± (15.03 ac±) of land dedicated Medium Density Residential District (R-75) and is anticipated to accommodate 456 units. R-75 land use has been incorporated into the plan area at the northeast corner of the community, the northern portion of the central park, and mixed within low density residential districts in the western portion of the plan area.

The location of an R-75 site adjacent to the central park space provides the opportunity for the development of seniors housing in proximity to transit facilities and the large open space system.

### 7.5 COMPREHENSIVELY PLANNED MEDIUM DENSITY RESIDENTIAL (R-CM)

The Garry Station Outline Plan provides 0.22 ha± (0.55 ac±) of land dedicated Comprehensively Planned Medium Residential District (R-CM) and is anticipated to accommodate 8 units. R-CM land use has been incorporated on a parcel within the eastern portion of the plan area.



## 7.6 URBAN INNOVATION (UI)

The Garry Station Outline Plan provides 3.71 ha± (9.17 ac±) of land dedicated Urban Innovation District (UI) and is anticipated to accommodate 137 units. The intent of this district is to accommodate flexibility and innovation into the land use concept.

In the “north-west corner” of the plan area, the Urban Innovation District has been utilized to accommodate two blocks fronting onto open space with vehicular access from the rear. Pedestrian access will be available from both the front and rear yards. Front pedestrian access to the homes will be provided by sidewalks located within the open space. The design of the site creates a more pedestrian friendly environment and unique connection to the open space system. The open space area will also operate as an overland flow route in the event of severe rainfall.

The final area utilizing the Urban Innovation District is located adjacent to the eastern entry point. It is intended that this area will be developed with a ‘High Street’ concept, creating the opportunity to accommodate mixed-use and/or live work units. (Please refer to Appendix K – Gate 2 Sign-Off and Document).

## 7.7 ANTICIPATED DENSITY

The anticipated density for the Garry Station Outline Plan area is calculated below:

$$\begin{aligned} & 1826 \text{ units} \\ & 111.37/\text{ha}\pm (275.22/\text{ac}\pm) \\ & = 16.3 \text{ upha}\pm (6.64 \text{ upac}\pm) \end{aligned}$$

The anticipated density for Garry Station is 16.3 upha± (6.6 upac±). The density achieved in Garry Station is consistent with policy objectives of the Area Structure Plan to encourage increased densities and provide a range of innovative housing to meet market demands.

**Figure 7.1, Proposed Land Use Designations** – identifies the layout and proposed land uses within the Garry Station Outline Plan boundary.



## 7.8 LAND USE SUMMARY AND STATISTICS

The following tables summaries the land uses and provides statistics for the Garry Station Outline Plan application:

Land Use	Total Area	Units	Household Size	Projected Pop.
*Low Density (R-L)	23.96 ha± (59.21 ac±)	599	2.9	1738
Low Density (R-CL)	24.66 ha± (60.93 ac±)	493	2.9	1430
Medium Density (R-37)	3.60 ha± (8.90 ac±)	133	1.9	252
Medium Density (R-75)	6.08 ha± (15.03 ac±)	456	1.9	867
Medium Density (R-CM)	0.22 ha± (0.55 ac±)	8	1.9	16
Urban Innovation (UI)	3.71 ha± (9.17 ac±)	137	1.9	261
<b>Total</b>	<b>62.23 ha± (153.79 ac±)</b>	<b>1826</b>		<b>4564</b>
Public Right of Way	28.44 ha± (70.27 ac±)			
Public Building (P-B)	4.13 ha± (10.21 ac±)			
Parks & Rec. (P-R)	8.52 ha± (21.06 ac±)			
Open Space (non-credit)	8.05 ha± (19.89 ac±)			
<b>Total</b>	<b>111.37 ha± (275.22 ac±)</b>			

\*Low Density R-L - 479 lots with potential for 599 units

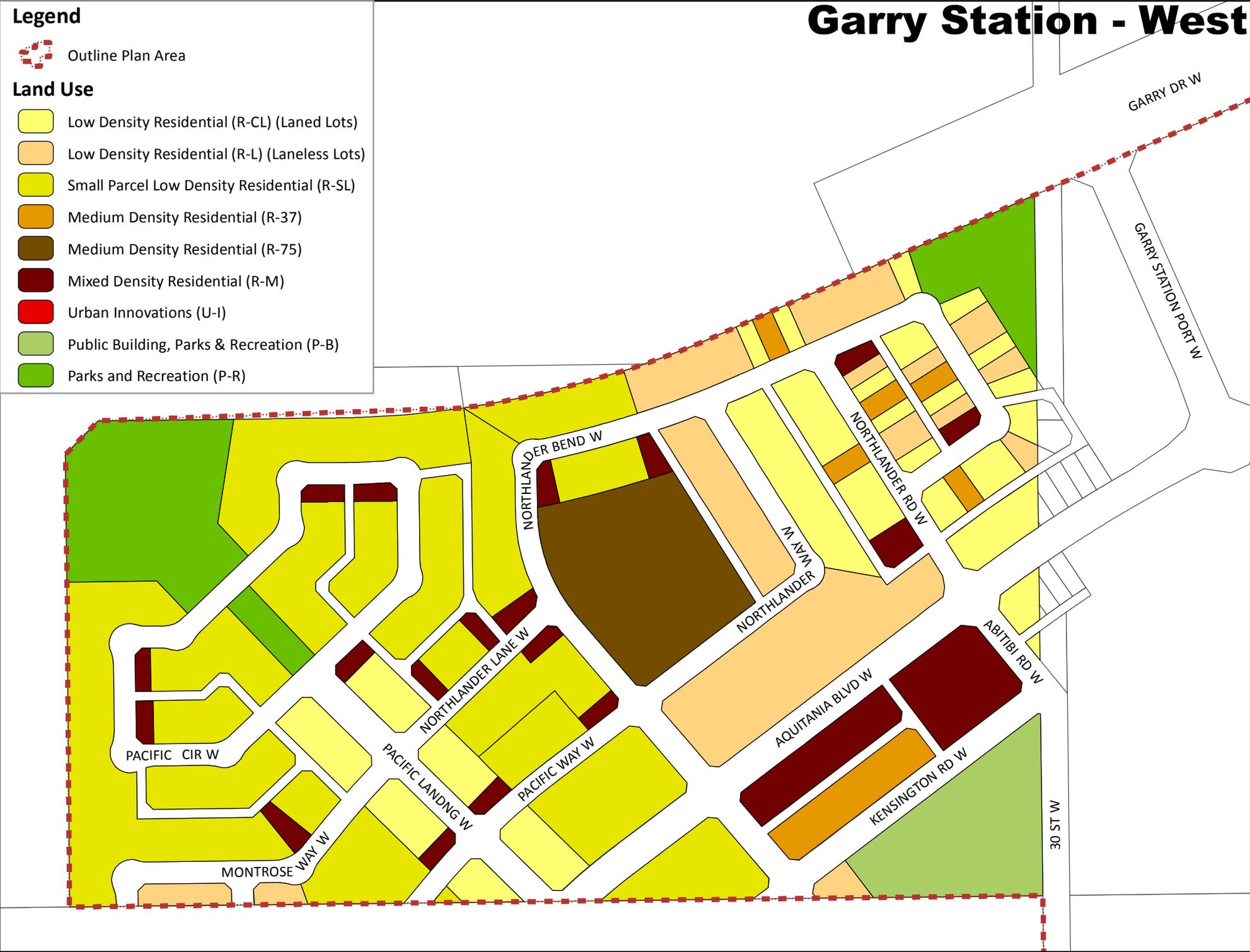
# Garry Station - West

## Legend

 Outline Plan Area

## Land Use

-  Low Density Residential (R-CL) (Laned Lots)
-  Low Density Residential (R-L) (Laneless Lots)
-  Small Parcel Low Density Residential (R-SL)
-  Medium Density Residential (R-37)
-  Medium Density Residential (R-75)
-  Mixed Density Residential (R-M)
-  Urban Innovations (U-I)
-  Public Building, Parks & Recreation (P-B)
-  Parks and Recreation (P-R)



# Garry Station - East

GARRY DRIVE

MEIS TRAIL



## MELCOR DEVELOPMENTS LTD.

Gross Developable Area (GDA) 48.80 ha± (120.58 ac±)

Land Use	Area	%GDA	UPH	Total Units	Household Size	Projected Population
School Site	0.30 ha± (0.74 ac±)	0.61%				
Open Space	4.74 ha± (11.71 ac±)	9.71%				
Open Space Non-Credit	4.78 ha± (11.81 ac±)	9.80%				
Public (R/W)	12.33 ha± (30.47 ac±)	25.27%				
<b>Total</b>	<b>22.15 ha± (54.74 ac±)</b>	<b>45.39%</b>				
Low Density	20.73 ha± (51.22 ac±)	42.48%	25	512	2.9	1484
Medium Density	4.25 ha± (10.50 ac±)	8.71%	75	318	1.9	604
Mixed Use	1.67 ha± (4.13 ac±)	3.42%	37	61	1.9	115
<b>Total</b>	<b>26.65 ha± (65.85 ac±)</b>	<b>54.61%</b>		<b>891</b>		<b>2203</b>
Net Developable Area (NDA)	26.65 ha± (65.85 ac±)					
Density (Units/ha) = 18.3						

## CITY OF LETHBRIDGE - RELD

Gross Developable Area (GDA) 30.87 ha± (76.28 ac±)

Land Use	Area	%GDA	UPH	Total Units	Household Size	Projected Population
School Site	0.98 ha± (2.42 ac±)	3.17%				
Open Space	1.20 ha± (2.96 ac±)	3.89%				
Open Space Non-Credit	1.50 ha± (3.71 ac±)	4.86%				
Public (R/W)	8.97 ha± (22.16 ac±)	29.06%				
<b>Total</b>	<b>12.65 ha± (31.25 ac±)</b>	<b>40.98%</b>				
Low Density	16.65 ha± (41.14 ac±)	2.43%	25	415	2.9	1203
Mixed Use	1.57 ha± (3.88 ac±)	5.09%	37	58	1.9	110
<b>Total</b>	<b>18.22 ha± (45.02 ac±)</b>	<b>59.02%</b>		<b>473</b>		<b>1313</b>
Net Developable Area (NDA)	18.22 ha± (45.02 ac±)					
Density (Units/ha) = 15.3						

### Legend

- Outline Plan Amendment Boundary
- Public Building, Parks & Recreation
- Low Density Residential
- Parks and Recreation
- Medium Density Residential
- Open Space Non Credit
- Storm Water Management (TO HWL)
- Storm Water Management (TO HWL)

SCALE 1:4,000



112947011  
February 1, 2017

### Notes:

- Low Density Rate of 25 UPH has been derived based on a review of current building trends (Secondary Suites ROW housing and Duplexes).
- Existing Statistics shown are based on the Amendment Area only.

GARRY STATION | FIGURE 7.1A

## Proposed Land Use

### Proposed Land Use Designations

PREPARED FOR: Melcor / RELD

CONCEPT ONLY: THIS DRAWING IS AN ARTISTIC REPRESENTATION OF DESIGNS PREPARED BY STANTEC CONSULTING LTD. IT IS CONCEPTUAL IN NATURE AND SUBJECT TO CHANGE. COPYRIGHT RESERVED.



# 8 ARCHITECTURAL STANDARDS

The built form of the development will be subject to design guidelines. These guidelines will be initiated and implemented by the development team and will include design guidelines such as:

- Minimum/Maximum building footprints;
- Requirements for attached/detached garages;
- Fencing design and materials;
- Roofing materials;
- Diversity of building design;
- Exterior finish; and
- Landscaping requirements.

The detailed design guidelines will be developed and enforced at the subdivision stage of development. In a general sense, the railway design theme will be incorporated into public spaces. The distinctive roof forms, broad eaves, pedestrian platforms and architectural details will also be encouraged in multi-family and pedestrian friendly mixed use building designs.



# 9 TRANSPORTATION

## 9.1 ARTERIAL ROAD DEVELOPMENT & SITE ACCESS

Garry Station will be bounded by future arterial roadways on 3 of its boundaries. Metis Trail on the east and Garry Drive on the north boundary have undergone a functional design process which established the alignment and grade for Metis Trail and Garry Drive. There are two access points to the arterial network; one on Metis Trail and one on Garry Drive. The future Chinook Trail arterial roadway bounds the west limit of the development. No access points to Chinook Trail are planned within Garry Station.

The City of Lethbridge has indicated that 1.5m “sound buffer zone” could be utilized for the purpose of shared storm water management for both the arterial right-of-way and the development. At a minimum, post and chain fencing will be incorporated to separate arterial roadway from the storm water management facility. All storm water management facilities and associated infrastructure is to be located within the 1.5m buffer area.

## 9.2 ROAD CLASSIFICATIONS

A circulation collector roadway has been established through previous planning at the Area Structure Plan level and confirmed in the Outline Plan/TIA process for both The Piers and The Crossings Outline Plans. The planning and visioning processes for Garry Station have resulted in the design to develop a feature collector road to encourage enhanced landscape presence while meeting the traffic functional requirements. The City of Lethbridge has indicated their willingness to work with developers at the detailed design stage in order to develop a non-standard road cross-section.

Centerline to Centerline spacing has been identified on the future collector roads shown on **Figure 9.1 Preliminary Transportation Network**. The following is a list of Roadway Classifications that have been proposed in conjunction with the completion of the Traffic Impact Assessment:

- **Community Entrances**

Garry Station community entrances off of Garry Drive and Metis Trail have been classified as Super-Collectors based on the Daily Traffic Volumes. It is the Developer’s intent to develop these entrances as Feature Roads with input from the City of Lethbridge during the detailed design. From a functional position, the entrances must operate at a Super-Collector standard.

- **Collectors**

The internal circulatory Collector linking Garry Station to The Crossings and The Piers has been classified as a Major Collector. A Minor Collector loop has been proposed adjacent to the school site.



### ■ Feature Roads

Feature Roads will be developed based on non-standard cross-sections that may utilize treed boulevards, low impact design techniques and landscaping. It is understood that the City of Lethbridge will assist with the development of non-standard cross-sections at the detail design stage. This includes the “High Street” concept for the community access off of Metis Trail. Please refer to Appendix K and the illustration below.

## 9.3 ROUNDABOUTS

In areas where roundabouts are located on residential frontages, driveway access will not be permitted and lanes will be incorporated to provide access for parking and garages. Street parking will not be permitted as indicated in Appendix L– Gate 3 Sign-Off and Document, Figure 9.0.

## 9.4 TRANSPORTATION IMPACT ASSESSMENT

Transportation impact on the surrounding arterial road network and road classification in the plan area has been determined in a Transportation Impact Assessment. This report is included in Appendix B.

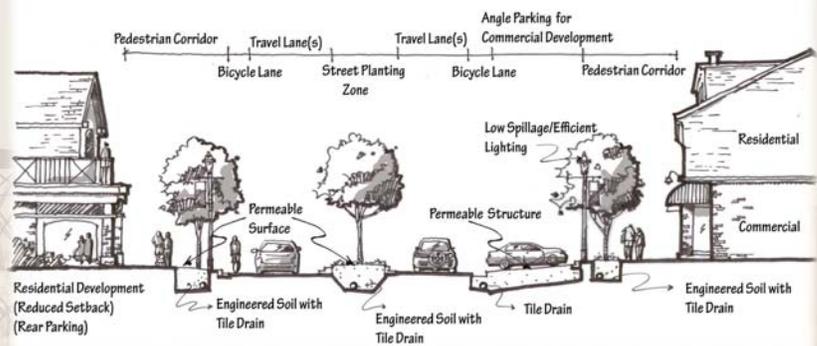
**Figure 9.1, Transportation Network** – outlines the transportation network within and surrounding the Garry Station Outline Plan area.

**Appendix B, Transportation Impact Assessment** – contains in its entirety the Garry Station Traffic Impact Assessment.

## HIGH STREET CONCEPT



HIGH STREET CONCEPT ( SECTION )



A “high street” provides innovative opportunities to vertically integrate uses by placing retail uses at grade with office and residential uses on the upper floors, creating safe and attractive street-level pedestrian activity.

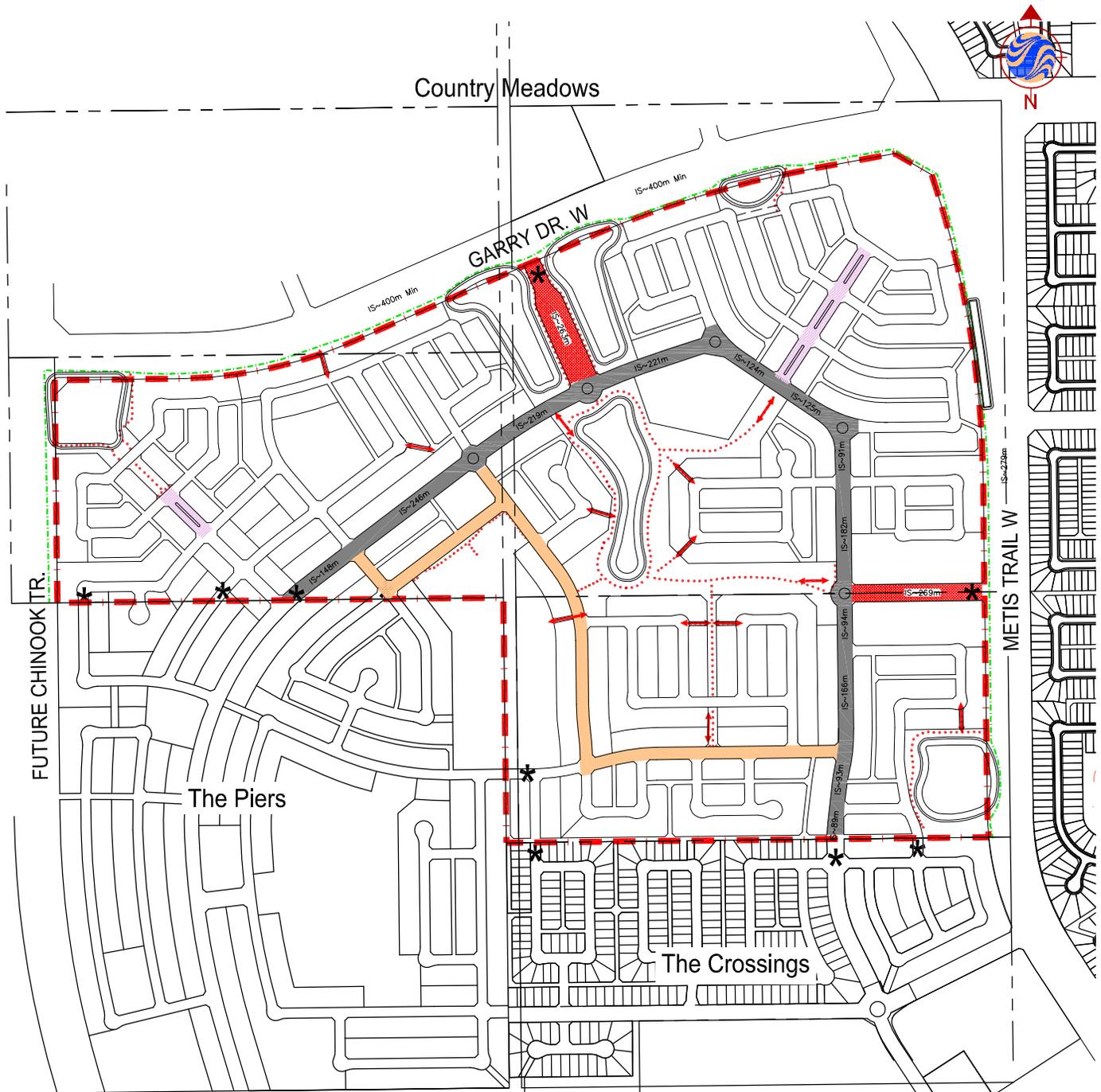


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Lethbridge

Gemini Property &  
Land Development

MELCOR  
DEVELOPMENTS LTD.





Notes: REFER TO TIA FOR DETAILED ASSESSMENT OF ROADWAY CLASSIFICATIONS

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Legend

- Garry Station Pedestrian Linkages
- Connection Points to Existing & Planned Road Network
- Community Entrance Roadway "Feature Road"
- Feature Road
- Minor Collector
- Major Collector



Potential Roundabout



Conceptual Entrance

IS~400m

Intersection Spacing

Local Connector Pathways

Regional Pedestrian & Bikeway System

Client/Project

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City of Lethbridge RELD  
GARRY STATION OUTLINE PLAN

Figure No.

9.1

Title

Transportation Network



# 10 TRANSIT & MAILBOX SERVICES

## 10.1 TRANSIT

The transit routes will initially utilize the collector roadway network potentially utilizing both the Garry Drive and Métis Trail community entrances. Preliminary bus stops have been identified, but are subject to change pending future detailed design and construction staging.

Specific transit items include but are not limited to:

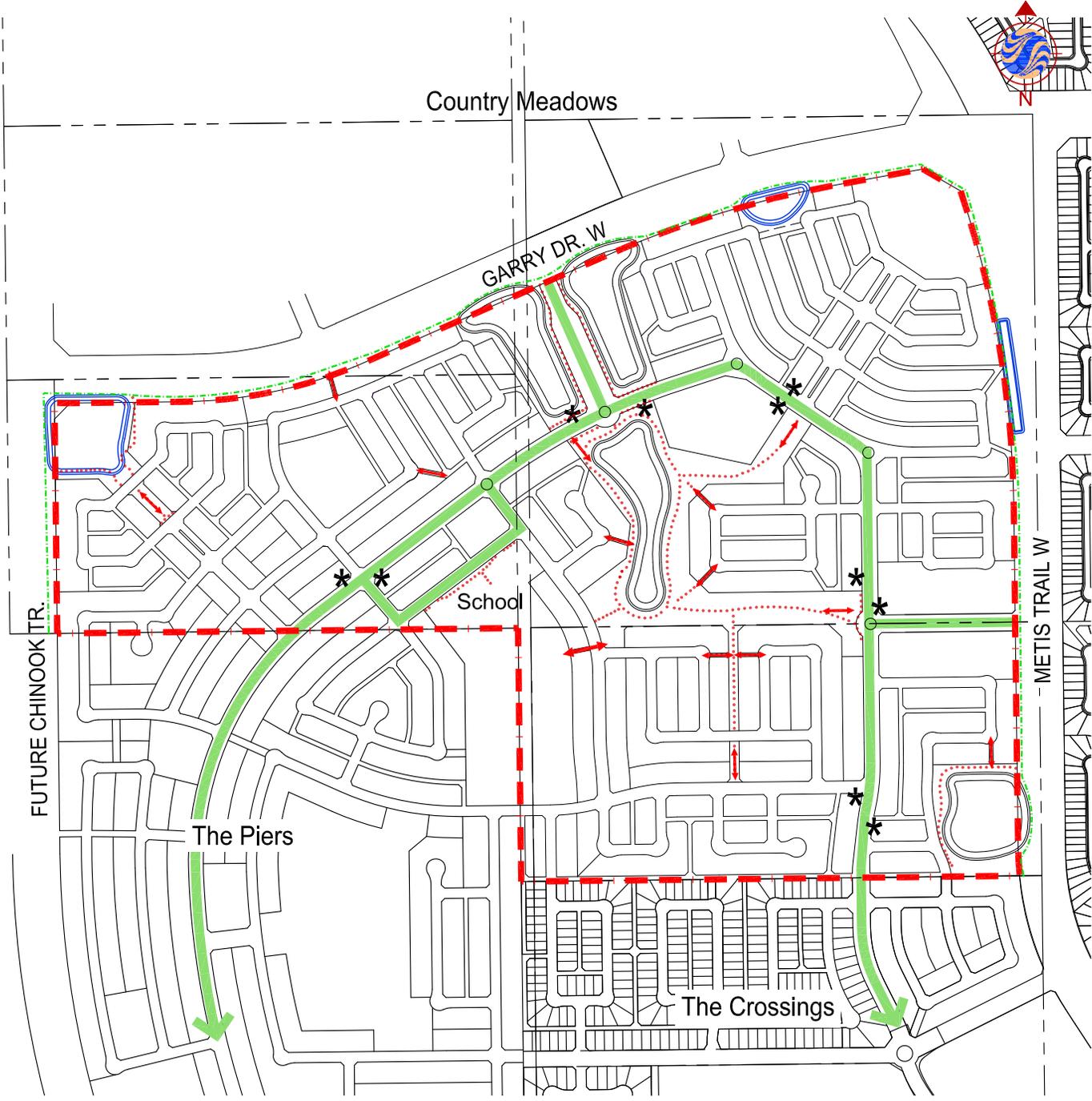
- Walking distance to bus routes fall within transit guidelines with regard to maximum distances;
- The NE R75 Medium Density Site meets transit guidelines for a medium density site (~250m); and
- A minor collector road loop will be required to service the Piers/Garry Station school site.

Ultimate transit routing through Garry Station will be determined by LA Transit.

**Figure 10.1, Transit Servicing Plan** – illustrates the proposed preliminary transit route through Garry Station.

## 10.2 COMMUNITY MAILBOX LOCATIONS

The final location of community mailboxes will be determined in conjunction with Canada Post at the time of detailed design. Community mailboxes are typically located adjacent the City sidewalk along the long frontage of corner lots, or along the openings to park space. Transit bus stop locations will not be combined with community mailbox sites.



Notes: All preliminary road classifications are to be confirmed in the TIA.

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Legend

-  Garry Station
-  Pedestrian Linkages
-  Transit Route
-  Local Connector Pathways
-  Regional Pathway System
-  Proposed Bus Stop

Client/Project

Melcor Developments Ltd., Gemini  
City of Lethbridge RELD  
GARRY STATION OUTLINE PLAN

Figure No.

10.1

Title

Transit Servicing Plan



# 11

## SITE SERVICING

The following sections provide a brief overview of the servicing strategy for Garry Station. Further detailed information was provided during the Gate 3 process (Appendix L) in the Garry Station Design Servicing Brief dated November 2010. The Design Servicing Brief has been updated for this submission.

**Appendix C, Design Servicing Brief** – identifies a further detailed analysis of the servicing to Garry Station.

### 11.1 STORM WATER MANAGEMENT

Where practical, catchment areas have been defined by natural topography in an effort to minimize excessive earthwork. These boundaries extend to the centerline of the adjacent arterial roadways thereby allowing for the combined control of runoff from the development and arterials.

Storm water treatment will be accommodated through wet ponds and, in the case of dry ponds, low impact design techniques.

Due to offsite constraints, Garry Station storm water ponds will need to operate at a near “zero” release rate. The City has indicated that Garry Station storm water detention facilities will need to connect to the 1800mm diameter storm line that extends from the west boundary of West Highlands along the projection of Tartan Boulevard. Record drawings indicate that the depth of this existing line should be sufficient to service Garry Station.

During long duration rainfall events, the manual operation of a pond may not be practical, or possible, given other emergency issues the City may be facing. To compensate for this, the City has indicated that a minimal release rate to the existing storm trunk system will eliminate the need for the manual operation of the pond. The preliminary discussions about a release rate of 4L/s/ha will be allowed in the detailed design stage of the development process.

A make-up water supply system will be constructed to bring irrigation water from the pipeline in Garry Drive and running west into Garry Station. The make-up water supply system will be constructed in such a way that a single system can be used to supply water to ponds in Garry Station, Country Meadows and The Piers. The detailed design of the make-up water mains and required pumps will be completed as part of the detailed design. As development progresses, the make-up water line will be extended through the development to the boundary of the The Piers.

Based on our analysis to date, the following pond concepts are presented for City consideration:

**Ponds A & B** – have been designated as wet ponds, and will discharge to a future storm trunk in Garry Drive.

**Pond C** – will be a Wet Pond that discharges to Ponds A & B, or the Garry Drive storm sewer trunk.



**Pond D** – will operate as a dry pond facility. This dry pond will be connected to a future wet pond in the southwest corner of Country Meadows. Prior to construction of the Country Meadows pond, the dry pond will be connected to a storm sewer in Garry Drive. Should interim treatment be required due to construction staging, mechanical treatment might also be considered or a dry pond hybrid (with treatment forebay). These details will be resolved at the detailed design approval stage.

**Pond E** – will operate as a dry pond facility and will connect to a future City of Lethbridge storm water management facility at the SE corner of the Garry Drive and Métis Trail intersection.

**Pond F** – will operate as a drypond facility and has been created to deal with a low area in the Garry Drive Right of Way. This pond will be permitted to discharge directly to the Garry Drive trunk main.

**Pond G** – will operate as a wet pond facility. It is anticipated that this pond will drain through a future minor storm sewer system in Métis Trail and will connect to the previously identified storm trunk extending from West Highlands. Due to site topography, the Métis Trail road right-of-way will be used as an overland flow route for a small sub catchment (3.9 ha) within the Pond G drainage boundary. This overland flow will discharge into Pond G via a ditch style system.

**Figure 11.1, Storm Water Management/Major System**– illustrates the proposed storm water management facilities and overland flow routes servicing Garry Station.

**Figure 11.2, Storm Water Management/Minor System**– illustrates the proposed storm water management facilities and minor storm sewer system servicing Garry Station.

**Figure 12.1, Proposed Phasing** – indicates how ponds are linked to stage development.

## 11.2 SANITARY SERVICING

Previous planning documents have indicated that substantial upgrades or new installations will be required to the sanitary sewer collection system on the City of Lethbridge’s West Side in order to provide adequate service to future developments. It is understood that the City will construct a new sanitary sewer trunk line through the Bridge Drive Utility Corridor that will be installed along Walsh Drive, Métis Trail and Garry Drive. The proposed sewer trunk in Métis Trail will match the elevation existing 600mm diameter sewer that extends west of West Highlands along the projection of Tartan Boulevard.

Initially, the outline plan area will be provided sanitary sewer service by connecting to the existing sanitary sewer trunk extending into Metis Trail from Tartan Boulevard. This connection will allow the first phase of development to proceed. Upon completion of the Bridge Drive Utility Corridor a total of 60 ha of development shared between the Country Meadows and Garry Station plan areas can be served through the Tartan Boulevard trunk. Ultimately, capacity will be provided through a new sanitary sewer trunk running west along Walsh Drive and south along Metis Trail. The ultimate servicing trunks will be constructed as required to meet development demand.

The Country Meadows Area Structure Plan indicates that a 1200mm diameter sewer trunk will be extended from Walsh Drive South along Métis Trail and that a 450mm diameter sewer trunk will be installed along Garry Drive as part of the new Bridge Drive Utility Corridor.



For the purpose of our preliminary evaluation, we have outlined two distinct sewersheds. Sewershed A will drain to Garry Drive and Sewershed B will drain to the Crossings as outlined on **Figure 11.3 Sanitary Servicing**. It should be noted that, based on site topography, the boundary between Sewershed A and B is somewhat flexible provided that a discharge of 30L/s discharge to the Crossings is not exceeded.

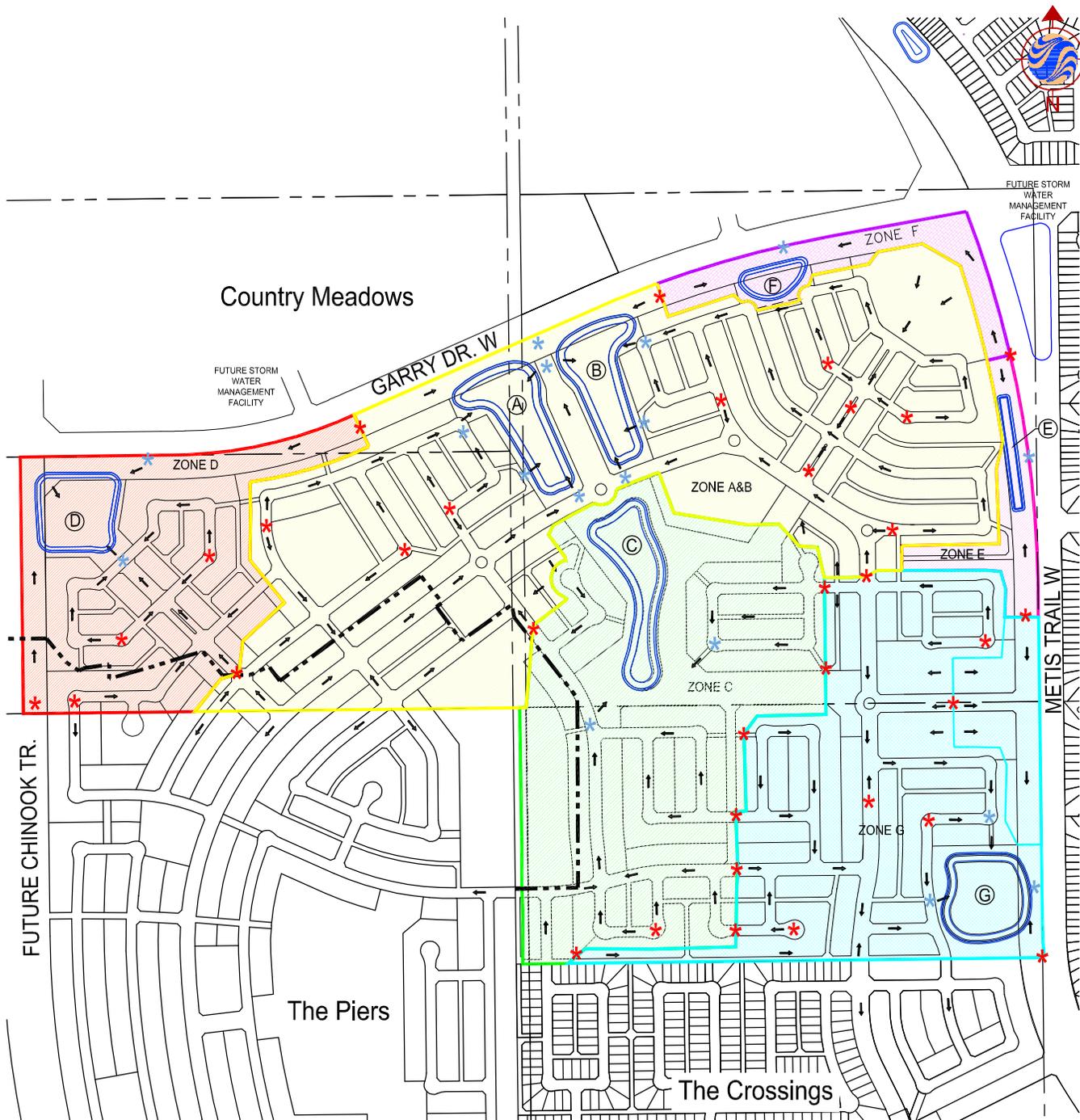
**Figure 11.3 Sanitary Servicing** – illustrates the proposed sanitary connection points, estimated peak sewage flow and sewersheds.

### 11.3 WATER SERVICING

The servicing of Garry Station, from the perspective of potable water, will be ultimately supported by the development of a Treated Water Reservoir/Pumping Station that will be located on the north side of Garry Drive within the Country Meadows Outline Plan Boundary. Construction of this reservoir and pump station is currently underway.

The development will be flanked by major transmission lines. Specifically, a future 600mm diameter water line in Garry Drive and the existing 400mm diameter water line located in the Métis Trail right of way. These transmission mains will be linked to the Crossings and Piers development areas south of Garry Station via a 400mm diameter line from the Piers and a 300mm diameter line from the Crossings through Garry Station.

Garry Station's internal water distribution network will be designed as a grid style system that will provide appropriate water looping during the course of staged development. Phase I water looping has been identified on **Figure 11.4 Water Servicing**. It is anticipated that the majority of service lines will be 200mm. Water modeling results of the proposed water distribution network has not been requested by the City at this time. The water distribution system and its connection points have been indicated on **Figure 11.4 Water Servicing**.



NOTE: TRAPPED LOWS HAVE NOT BEEN INDICATED BUT WILL BE INCORPORATED AT STRATEGIC LOCATIONS DURING DETAILED DESIGN.

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**Stantec**

Legend

- \* High Point
- \* Low Point
- Overland Flow Direction
- Piers Outline Drainage Boundary
- Ⓐ Storm Catchment and Pond Identification

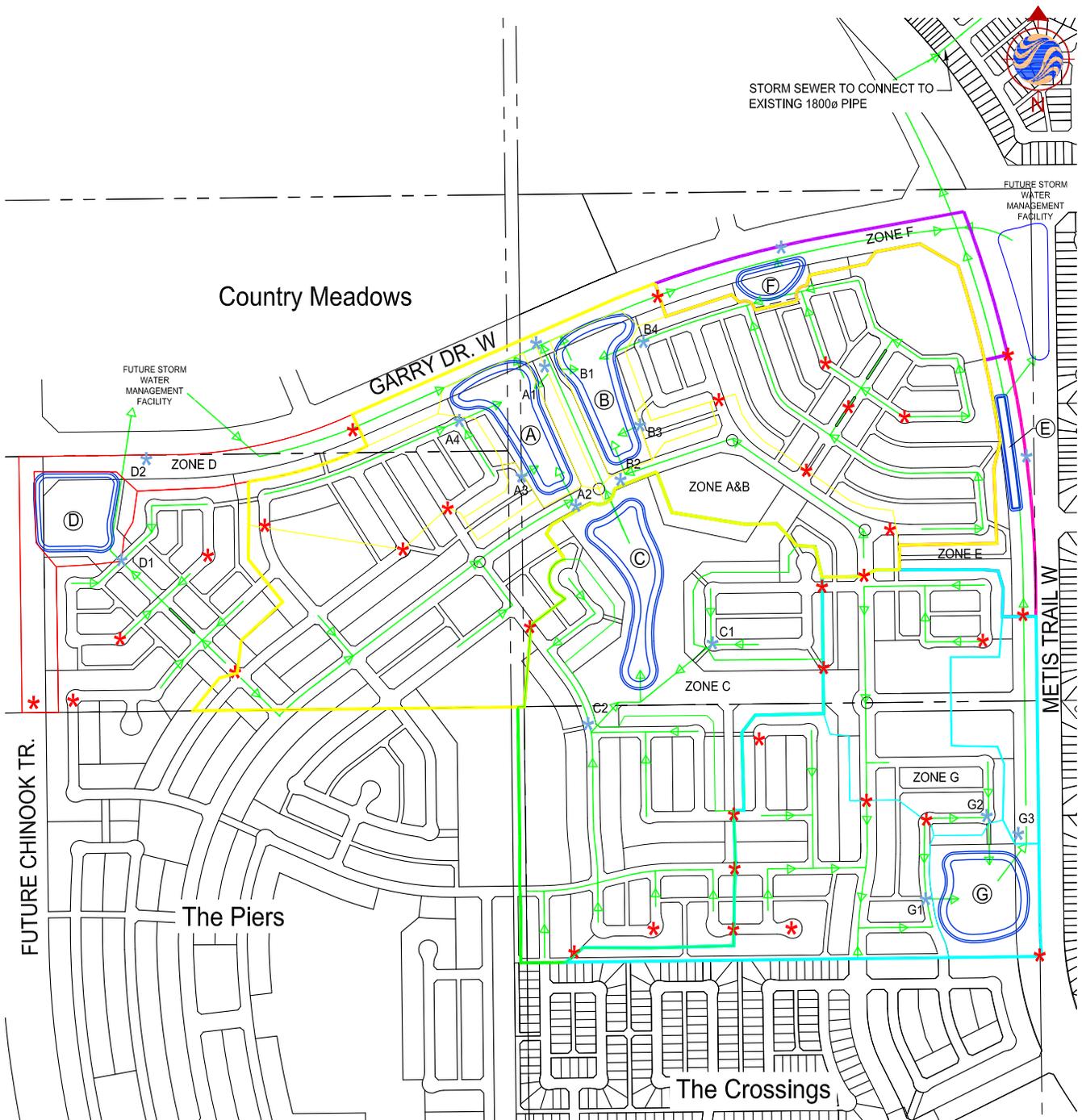
Client/Project

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GARRY STATION OUTLINE PLAN

Figure No.  
11.1

Title

Storm Water Management  
Major System



NOTE: TRAPPED LOWS HAVE NOT BEEN INDICATED BUT WILL BE INCORPORATED AT STRATEGIC LOCATIONS DURING DETAILED DESIGN.

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**Stantec**

Legend

- \* High Point
- \* Low Point
- Storm Sewer and Flow Direction
- A Storm Catchment and Pond Identification
- A1 Storm Subcatchment

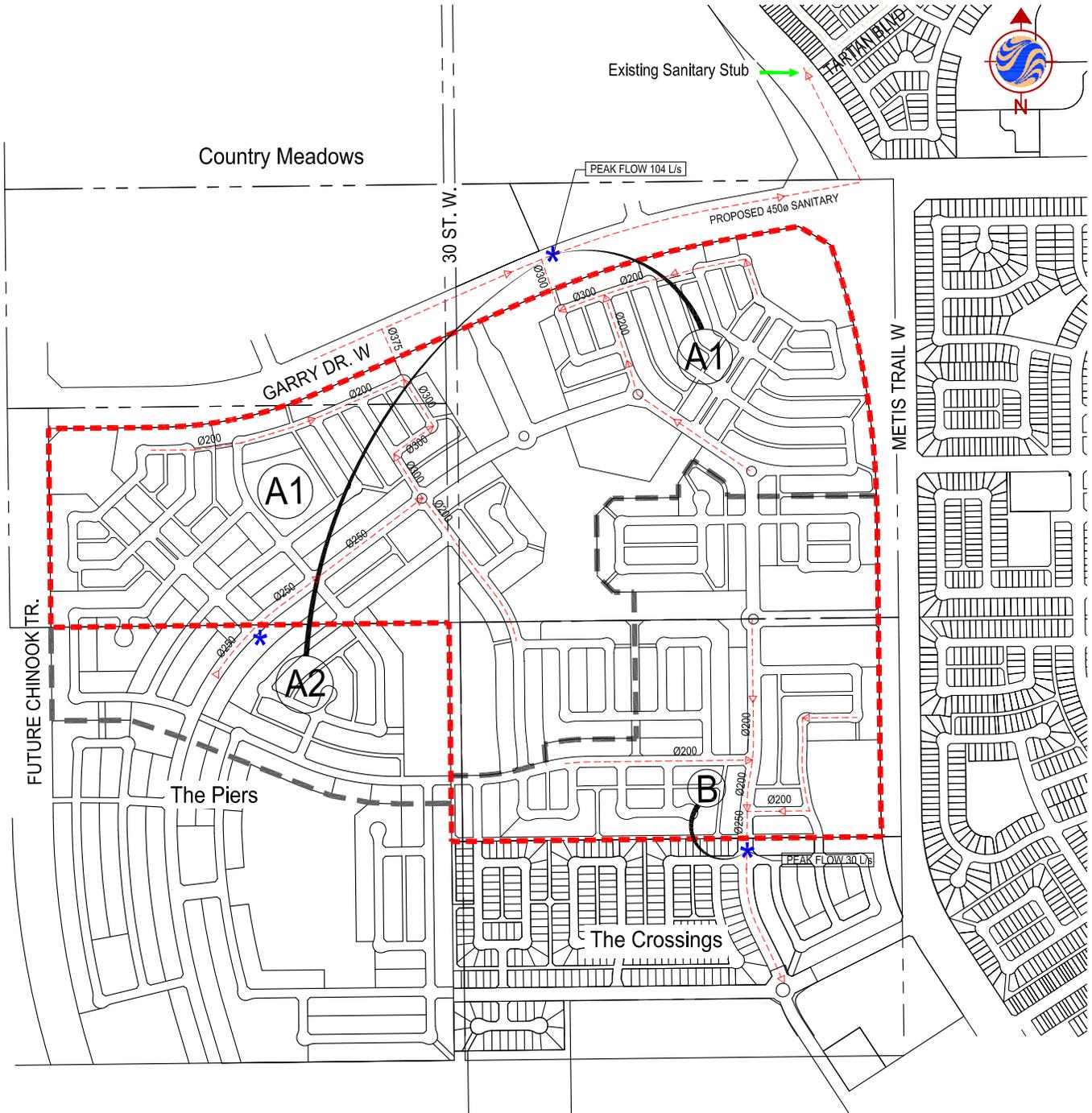
Client/Project

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GARRY STATION OUTLINE PLAN

Figure No.  
**11.2**

Title

**Storm Water Management  
Minor System**



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**Stantec**

- Legend
- - - - - Garry Station
  - Sewershed Boundary
  - A Sewershed Label
  - \* Connect to future Sewer Trunk
  - - - - - Future Sewer Trunks

Note: Only Main Sanitary Sewer Alignments have been shown for clarity.  
Sanitary Sewer is to be Ø200 unless otherwise indicated.

Client/Project

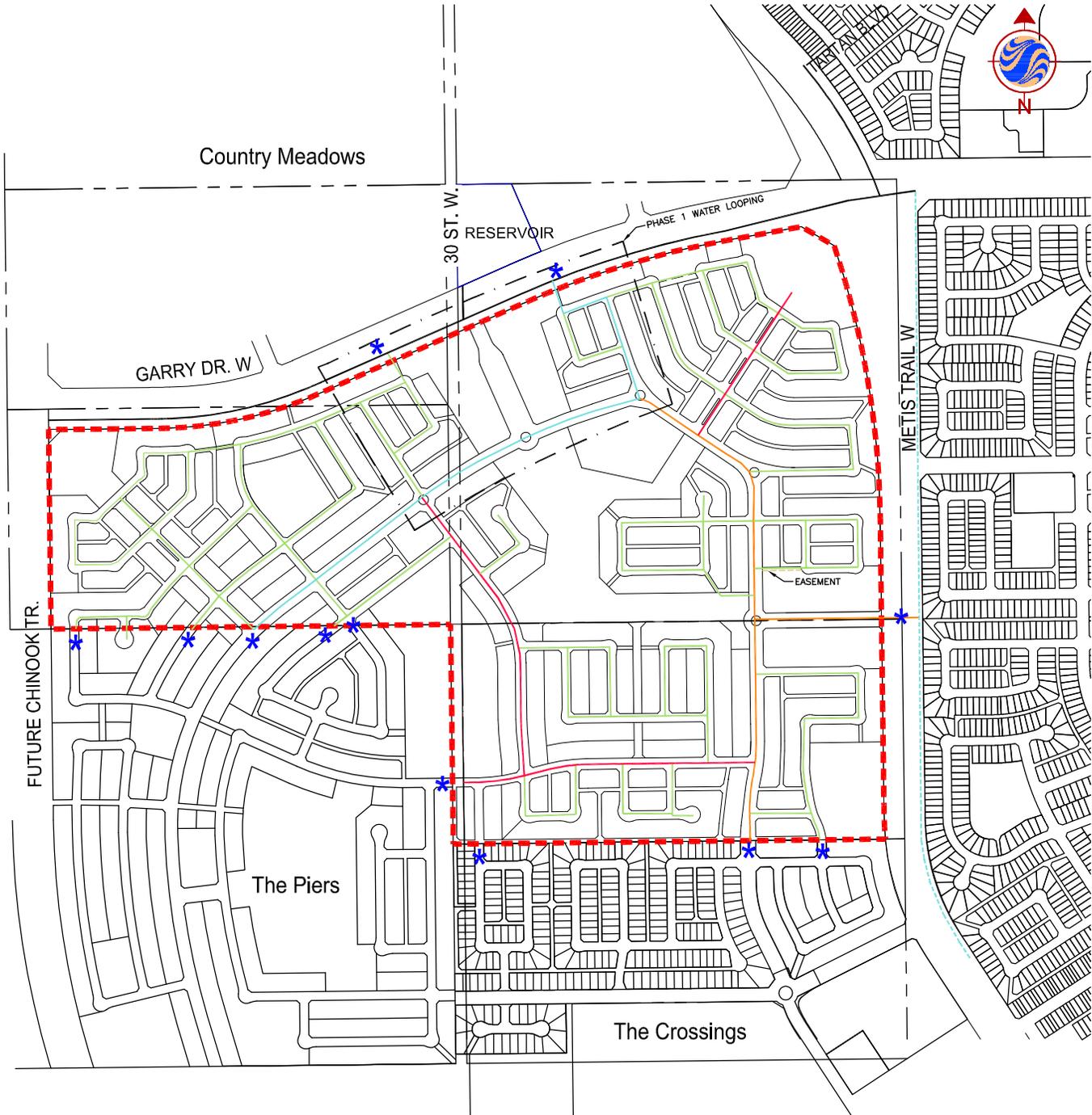
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GARRY STATION OUTLINE PLAN

Figure No.

11.3

Title

Sanitary Servicing



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**Stantec**

Legend

- - - Garry Station
- Proposed 200ø
- Proposed 250ø
- Proposed 300ø
- Proposed 400ø
- - - Existing 400ø
- Proposed 600ø
- \* Connect to Existing (or future) Watermain

Client/Project

Melcor Developments Ltd., Gemini  
City of Lethbridge RELD  
GARRY STATION OUTLINE PLAN

Figure No.

11.4

Title

Connection Points  
Water Servicing



# 1 2 PROPOSED PHASING

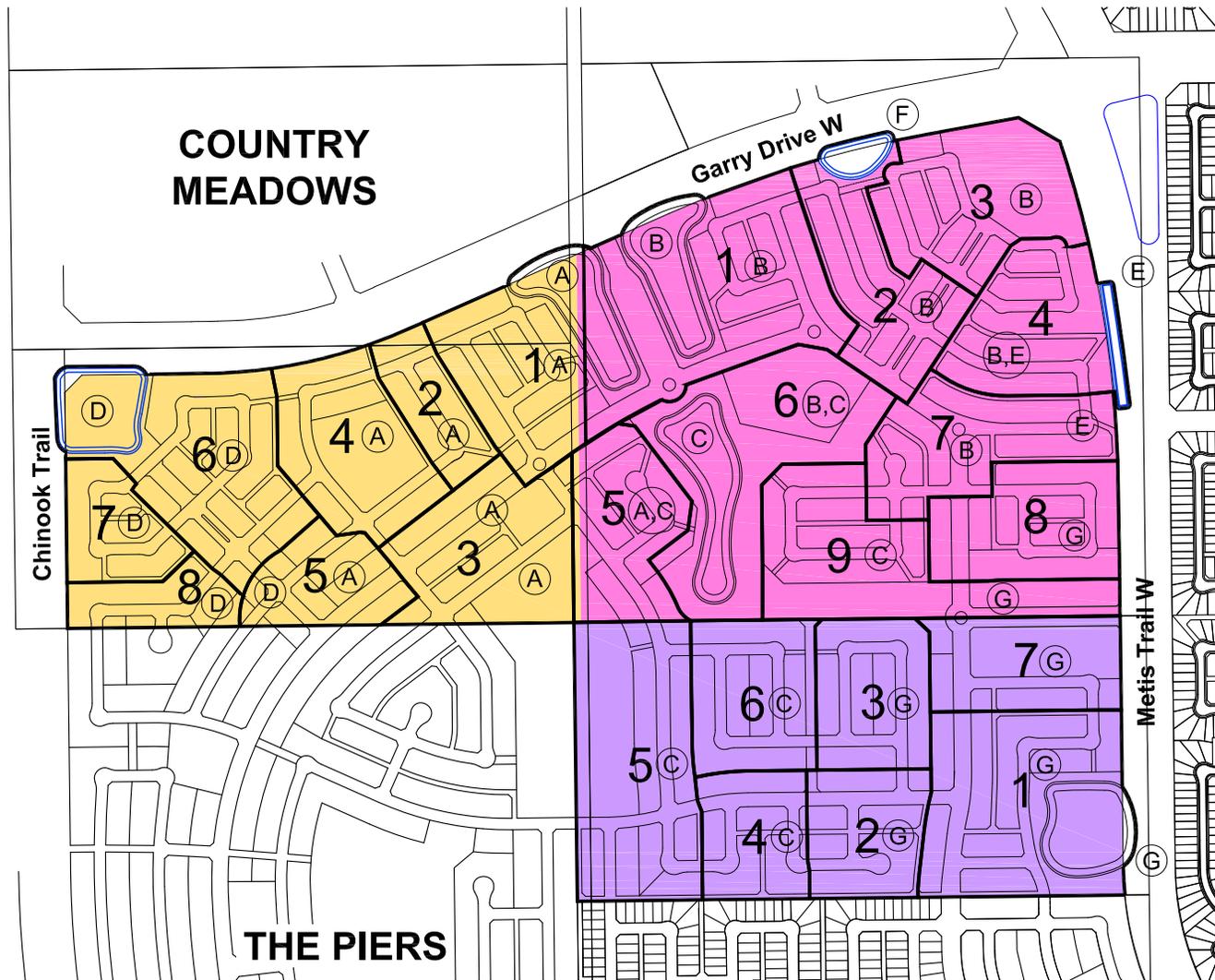
It is anticipated that each land owner will develop their own phasing strategy for Garry Station. **Figure 12.1, Proposed Phasing** – illustrates the proposed phasing for Garry Station based on land ownership. Proposed Phasing is based on the logical extension of existing infrastructure, and the construction of critical new infrastructure including storm water management facilities. The City of Lethbridge has indicated that partial completion of phases that has the effect of delaying adjacent owners from beginning development is unacceptable.

## BOUNDARY CONDITIONS

The details of boundary conditions for cost sharing of the super collector, stormwater management facilities and appropriate recoveries will be negotiated and reflected in future Service Agreements.

Development of the access to Metris Trail between Phases 8 and 7 will require the cooperation of the two developers. The cost sharing of this work will be covered under a boundary condition within the Service Agreement. When the Metis Trail roadway construction is imminent, the City will make it a special condition of further development in Garry Station, that the land required for the entrance be subdivided by each developer so that the completion of the entrance road is not delayed.

During the phased construction of Garry Station, detours and road closures to 30th Street will be required. 30th Street is currently used by the local farming community to move large equipment. Access to farm land will not be obstructed by development as the farming community will still be able to access the north and south portions of 30th Street from Range Road #224 which is the next county road west of 30th Street.



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- City of Lethbridge Real Estate & Land Development
- GEMINI Properties & Land Developments Ltd.

**2** PHASE SEQUENCE

**(A,B)** POND(S) REQUIRED

Client/Project

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GARRY STATION OUTLINE PLAN

Figure No.

12.1

Title

Proposed Phasing



# 1 3 FIRE PROTECTION

Access to the site is accommodated through two primary connections along Métis Trail and Garry Drive providing alternate points of access for emergency vehicles and equipment. Secondary Connections to Garry Station through The Piers and The Crossings will provide additional access points to Garry Station at the time of full build out. Public roadways will be designed to meet the current City of Lethbridge Design Standards to ensure safe emergency vehicle passage.

The City of Lethbridge has completed "Emergency Response Time Modeling" for Garry Station, and has concluded that Garry Station falls within acceptable emergency response times. **Refer to Appendix I: High Intensity Residential Fire Analysis City of Lethbridge Sign-off.**



# 14 SUSTAINABILITY

Garry Station has incorporated principles of sustainable design into the community. A variety of land use districts have been selected throughout the plan area to accommodate a mix of housing styles to address a wide range of market demographics. The land uses also provide opportunities to implement innovative design and creativity.

A comprehensive open space network achieves connectivity while creating a sense of place which promotes active and passive recreational opportunities as well as promoting alternative modes of transportation. The network connects future residents with commercial and educational amenities to the south.

In the interest of sustainable development, high maintenance park areas have been minimized and xeriscaping principles will be used to create an aesthetic and functional open space network.

The layout of the community was strategically designed to minimize grading, including locating storm water management facilities in natural low areas. Storm Water Management Facilities will be utilized to irrigate open space areas along with make-up water from the Lethbridge Northern Irrigation District: Refer to **Appendix G: Lethbridge Northern Irrigation District Water Conveyance Letter**.



# 15 CONCLUSION

The Garry Station Outline Plan provides a logical extension to development in the communities of The Crossings and The Piers. The design of the Outline Plan conforms to the policies and intent of the West Lethbridge Phase 2 Area Structure Plan. The plan incorporates a variety of residential land uses providing the flexibility to incorporate innovative housing design and concepts. The extensive open space system has created a community that offers modal choices to future residents. Inspired by the historic connection of Lethbridge to the railway, the vision of the community offers a unique opportunity for existing and future residents of Lethbridge.

The City of Lethbridge Real Estate and Land Development, Melcor Developments Ltd., and Gemini Property and Land Developments Ltd. respectfully request Outline Plan approval by Municipal Planning Commission and subsequent approval land use by Lethbridge City Council to accommodate commencement of the Garry Station development.

The Garry Station Outline Plan was approved by the City of Lethbridge Municipal Planning Commission on, \_\_\_\_\_.