

# WESTMINSTER

## Area Redevelopment Plan



CITY OF  
*Lethbridge*



## **Land Acknowledgement**

The City of Lethbridge acknowledges that the place we now call Lethbridge has for many generations had another name given to it by the Siksikaitstapi, the Blackfoot Peoples. The name is Sikóóhkotok, a reference to the black rocks found in the area. The City of Lethbridge is located in the traditional territory of the Blackfoot Peoples, and within Treaty 7 lands. The City of Lethbridge is also home to the Métis Nation of Alberta, Region III. We pay respect to all Indigenous Peoples past, present and future, by recognising and respecting their cultural heritage, beliefs, inherent rights and relationship to the land.



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## Policy Interpretation

Area Redevelopment Plans are statutory plans. They are long-term guiding documents which present policies designed to achieve the neighbourhood's goals; within the Plan, the goals take the form of the Land Use Concept.

The Plan uses language that provides either specific or general policy direction. Where specific direction is used, such as the built form policies and the general policies, the Plan must be exactly followed. Where general direction is given, such as the Land Use Concept future development direction, flexibility should be used in the interpretation of the Plan.

Where the term 'shall' is used in a statement, the direction the statement provides is considered mandatory; exceptions would require an amendment to the Plan.

Where the term 'should' is used in a statement, the direction the statement provides is intended to be followed; however, the direction may be deviated from in order to address specific circumstances while still achieving the general intent of the statement.

Where the policies in this Plan vary from those in the Land Use Bylaw, this Plan shall take precedence in regards to discretionary uses.

Any municipal improvements or City-funded projects proposed or implied in the plan are subject to available funding. In accordance with section 637 of the MGA, the adoption of the Plan does not require the City to undertake any of the projects referred to herein.



# 1. Introduction

An Area Redevelopment Plan (ARP) is a guiding document developed in close collaboration with residents and other stakeholders, setting out what types of development should be supported by the the ARP Area. It is not a prescription which describes exactly what will happen, and it is not a blueprint to be enacted directly by the City. Implementation of the Plan depends on a large number of actors, led by private developers and home-owners, with the City playing the role of regulator and facilitator.

## Purpose

The purpose of the Westminster Area Redevelopment Plan (ARP), hereon referred to as the Plan, is to provide a planning framework that will guide the long-term redevelopment and land use of the neighbourhood of Westminster, in accordance with the City of Lethbridge Integrated Community Sustainability Plan / Municipal Development Plan (ICSP/MDP). The Plan addresses land use, transportation, parks and open spaces, and utilities and servicing within the neighbourhood. The Plan has been prepared in conformity with both the South Saskatchewan Regional Plan (SSRP) and with Sections 634 and 635 of the Municipal Government Act, which address the adoption of ARPs and stipulate which matters must and may be addressed. In accordance with Section 638.1 of the Municipal Government Act, the SSRP will prevail in the event of a conflict or inconsistency with the ARP.

## Plan Organisation

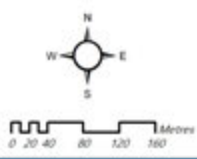
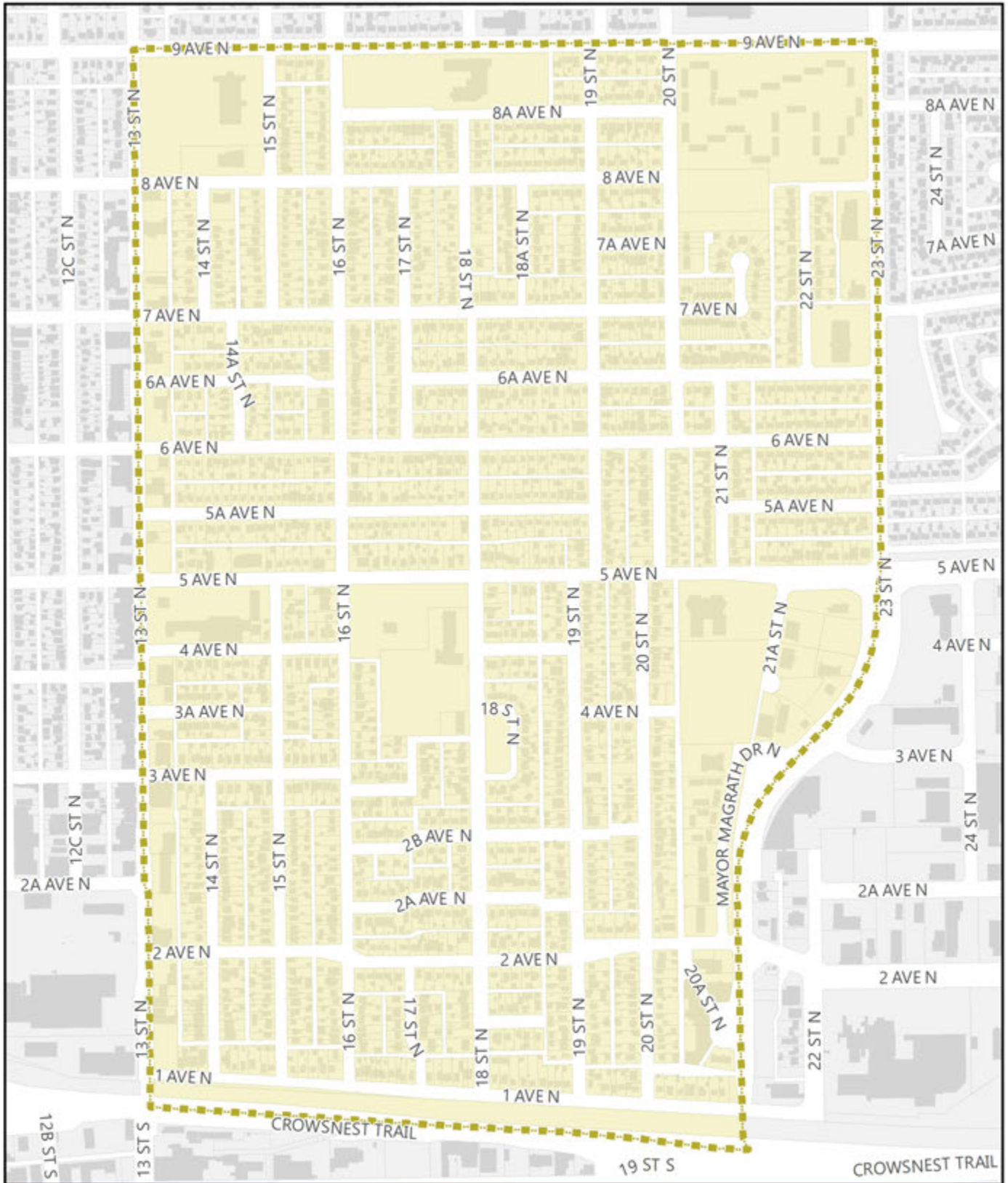
The Plan is organized into the following sections:

1. Introduction – describes the purpose of the Plan and how it relates to existing planning.
2. Neighbourhood Profile – provides context on the neighbourhood.
3. Land Use Concept – lays out the context, future development direction, and built form policies for sub-areas within the neighbourhood.
4. General Policies – sets out the specific objectives and policies that will guide development and neighbourhood improvements.
5. Implementation and Monitoring – establishes next steps and ongoing monitoring.
6. Appendices – provide supporting information.

## Plan Area

The Westminster neighbourhood is located in north Lethbridge, as shown in Map 1: Plan Area. The Plan Area contains approximately 166 hectares (410 acres) of land, and is bound on all sides by other existing neighbourhoods, including Winston Churchill to the north, Upper Eastside (also known as Hamilton or the Warehouse District) to the south, Majestic Place and Anderson Industrial Park to the east, and Senator Buchanan to the west.





**Legend**  
 Westminster Area  
 Redevelopment  
 Plan Boundary

Westminster neighbourhood runs from 1 Ave N to 9 Ave N, and from 13 St N to Mayor Magrath Dr N. Shopping, restaurants and other commercial property border 13 St N and Mayor Magrath Dr N/23 St N. Homes date back as far as 1886 and reach up to the present, with many wartime houses. The Westminster community is home to three schools, several parks, and various recreation facilities.  
 Data source: All layers, City of Lethbridge, 2019.

Map 1: Plan Area





# Compliance with Existing Policies and Plans

The Plan must align and be compliant with existing higher order plans and policies. The Plan has been prepared in consideration of existing statutory plans including the South Saskatchewan Regional Plan and the Integrated Community Sustainability Plan/Municipal Development Plan. In addition to the statutory plans, the Plan has also been prepared with consideration of Land Use Bylaw, and other non-statutory plans, studies, and reports including the Central Neighbourhoods Issues Identification Study (2010), Transportation Master Plan (2013), Cycling Master Plan (2017), Forestry Management Plan (1991), and the Efficient Land Use Strategy part of the South Saskatchewan Regional Plan Compliance Initiative (2019).

## South Saskatchewan Regional Plan (SSRP)

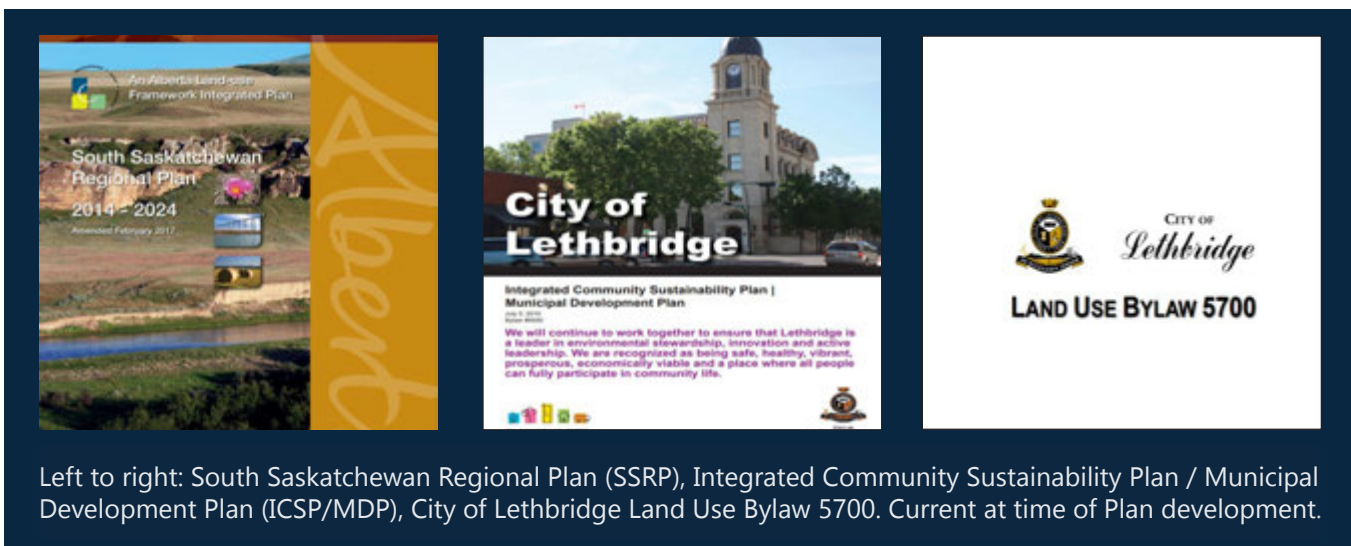
The SSRP was adopted by the Province in 2014, and is the regional plan for Southern Alberta. It uses a cumulative effects management approach to set policy direction for municipalities to achieve environmental, economic, and social outcomes. Based on the outcomes, the SSRP includes a number of more specific objectives and policies that pertain directly to the Plan including those related to environmental and historic resources, the efficient use of land, and community development.

## Integrated Community Sustainability Plan/Municipal Development Plan (ICSP/MDP)

The ICSP/MDP was adopted by Council in 2010 and provides a framework that guides future community growth and development, ensuring it is carried out in a manner that benefits the entire community. Recognizing that some parts of the City may require specific considerations due to particular circumstances (such as age and pressure for change), the ICSP/MDP indicates that further detailed plans are required for certain areas. The preparation of ARPs provides the level of detail necessary to meet the particular needs of these areas. The Plan also provides broad policy regarding land use, transportation, infrastructure, and future development.

## City of Lethbridge Land Use Bylaw

A Land Use bylaw is required for every municipality in Alberta as per the requirements in the Municipal Government Act. The Land Use Bylaw sets out the rules for what kind of building or activity can take place on private property and it outlines the process for issuing Development Permits that give approval for that new building or activity. The Land Use Bylaw has been referenced in the preparation of the Plan, specifically with policies around land use and built form. The current Land Use Bylaw was adopted by Council in 2011 and may be updated in the future.





# Process

Development of the Plan commenced in May 2016 and was completed in 2020. The process included review and alignment with existing regional and citywide plans, policies, and strategies to ensure the Westminster neighbourhood contributes to the goals of the city and region. Data gathering and policy development was achieved in close collaboration with the Westminster Area Redevelopment Plan Advisory Committee (WARP Advisory Committee) and a number of City of Lethbridge departments. The WARP Advisory Committee is comprised of neighbourhood stakeholders including the Westminster Neighbourhood Association (WNA), the Westminster Village Committee (WVC), residents, and business owners. Details of the WARP Advisory Committee membership can be found in Appendix B.

The project was carried out in phases, as follows:

1. Phase 1 – Introduction
  - a. Key Steps: Introduce the project to the public and the neighbourhood associations
  - b. Public Engagement: Hold an open house and meeting with neighbourhood associations
2. Phase 2 – Neighbourhood Analysis
  - a. Key Steps: Building an assessment of current building conditions and data gathering
  - b. Public Engagement: Open house
3. Phase 3 – Stakeholder Collaboration and Policy Development
  - a. Key Steps: Information sharing and discussion on each of the policy sections in the Plan.
  - b. Public Engagement: WARP Advisory Committee Meetings
4. Phase 4 – Drafting and Revising the Plan
  - a. Key Steps: Developing content of the Plan in alignment with Phase 3
  - b. Public Engagement: WARP Advisory Committee meetings and open house
5. Phase 5 – Plan Approval
  - a. Key Steps: Present the draft Plan for Council approval
  - b. Public Engagement: Public Hearing
6. Phase 6 – Plan Implementation
  - a. Key Steps: Ongoing implementation and monitoring
  - b. Public Engagement: Report annually on implementation progress to City Council, this will be open to the public.







## 2. Neighbourhood Profile

This section provides background context on the Westminster neighbourhood. The information included in this section is intended to provide insight into the neighbourhood's development over the years, as well as to provide a snapshot of its current state (as of 2019) to enable monitoring of long-term change.

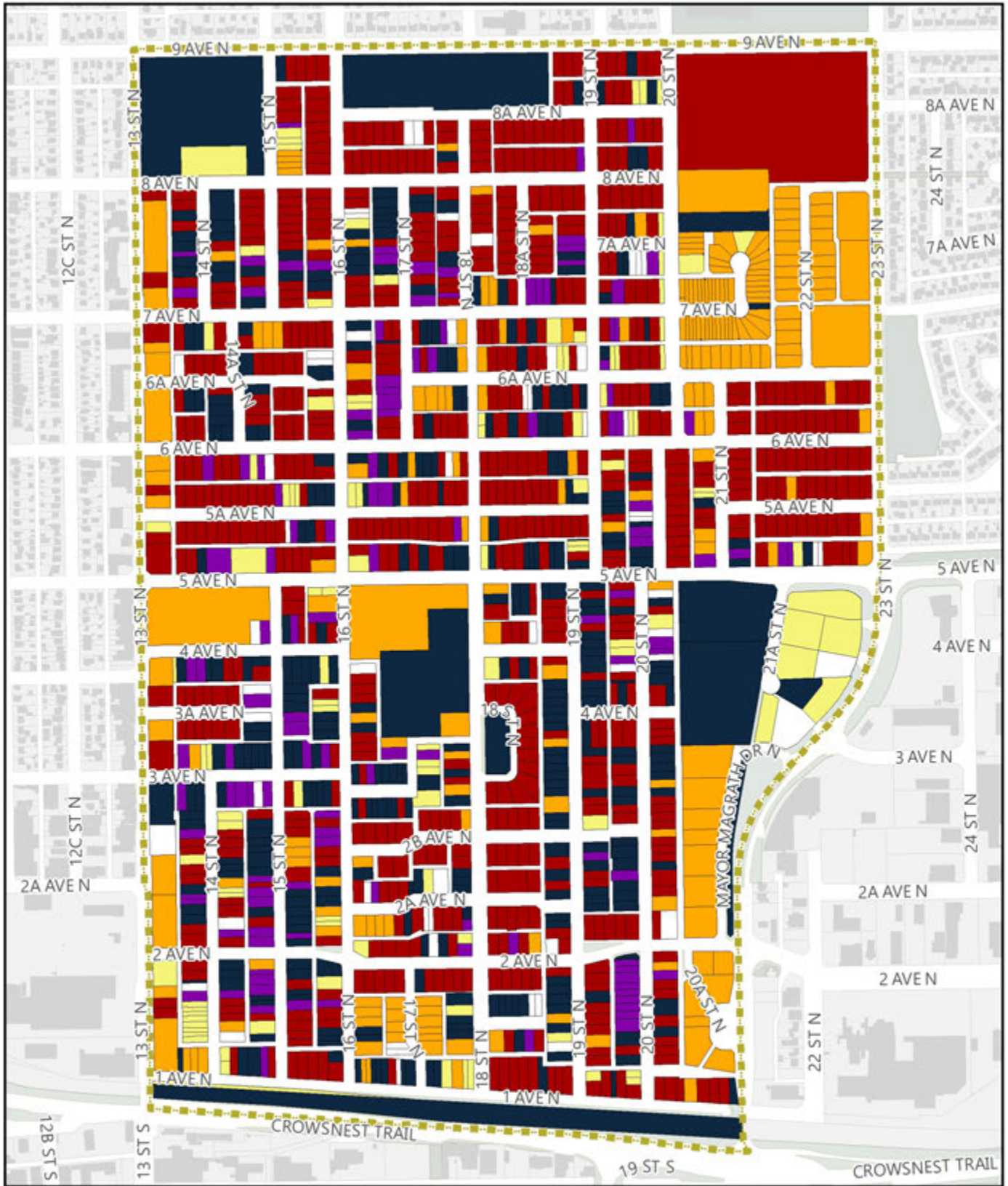
### History of Planning and Development

Part of the area we now know as the Westminster neighbourhood was known as the North Ward when initial development began in the 1880s. The development in this area provided living space for coal miners working in the nearby mines. The North Ward expanded eastward from 13 Street North, its main street also known as the Westminster Road, and stretched from 1 Avenue North to 14 Avenue North. Today, the Plan Area extends from 1 Street North to 9 Avenue North and the neighbourhood north of 9 Avenue North is known as Winston Churchill.

The development of the Westminster neighbourhood occurred in phases, as shown in Map 2: Neighbourhood Development. Between 1896 and 1943, development occurred mostly up to 20 Street North. From 1941 to 1960, a significant increase in development took place throughout the neighbourhood, filling the gaps between prior developments. From 1961 onward, the pace of development slowed, occurring sparingly throughout the neighbourhood.







0 20 40 60 120 160  
Metres

**Legend**

<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #000080; margin-right: 5px;"></span> Westminster Area</li> <li><span style="display: inline-block; border: 1px dashed yellow; width: 15px; height: 15px; margin-right: 5px;"></span> Redevelopment Plan Boundary</li> </ul>	<ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #000080; margin-right: 5px;"></span> 1886 - 1920</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #800080; margin-right: 5px;"></span> 1921 - 1940</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FF0000; margin-right: 5px;"></span> 1941 - 1960</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFA500; margin-right: 5px;"></span> 1961 - 1980</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #FFFF00; margin-right: 5px;"></span> 1981 - 2000</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> 2001 - 2019</li> </ul>
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Neighbourhood by period of building age. Westminster was one of the first communities in Lethbridge, known as the North Ward when development began in 1886. It continues to see development to the present.

Data sources:  
Year built, City of Lethbridge Tax and Assessment, November 2019.  
Base layers, City of Lethbridge, 2019.

**Map 2: Neighbourhood Development**





In 1975, the Westminster neighbourhood became eligible to receive funding from the Neighbourhood Improvement Program and the Residential Rehabilitation Assistance Program. These programs were established by the federal government to provide municipalities with financial assistance to improve neighbourhood facilities and residential buildings. The Westminster neighbourhood's Neighbourhood Improvement Program funds were used to replace the former Lions Pool with the existing Westminster Outdoor Pool and Community Hall. The Residential Rehabilitation Assistance Program helped preserve some 270 single detached homes in the Westminster neighbourhood.

Development guidance for the Westminster neighbourhood has been provided in multiple planning documents over the years. In 1977 the Westminster Neighbourhood Study was completed to provide guidelines for evaluating multi-family development applications. The Study recommended up to 60 additional multi-family and semi-detached dwelling units within the neighbourhood. As a result, from April 1977 to April 1984, 84 new multi-unit dwellings - including secondary suites - were approved and constructed in the Westminster neighbourhood. To accommodate this redevelopment 22 single detached homes were demolished. In comparison, in recent years redevelopment has decreased. According to information from the City's database from 2011, when the current database was adopted, to 2019: nine single detached dwellings and twelve multi-unit dwellings, including secondary suites, were approved and constructed in the Westminster neighbourhood. To accommodate this redevelopment, nine single detached homes were demolished.

In 1982, Council passed a resolution to review the 1977 Westminster Neighbourhood Study to continue guiding redevelopment in the neighbourhood.

In 1985, the first Westminster Area Redevelopment Plan was approved by Council. This plan continued to support the low-density residential character of the neighbourhood. The plan provided guidance on appropriate locations for density increases primarily through rezonings (changes to land use designation); these locations excluded the inner neighbourhood where the majority of the lots are zoned Low Density Residential (R-L). Under the Low Density Residential (R-L) zoning, two-unit dwellings and secondary suites are allowed. However, the 1985 Plan did not provide approval criteria within the inner neighbourhood, and this type of development continued to be proposed.

In 2005, a Central Neighbourhoods Issues Identification Study was initiated as a result of ongoing redevelopment concerns expressed by residents within several centrally-located Lethbridge neighbourhoods. Westminster was one of seven neighbourhoods examined in the study. The study included a survey which was completed by 2,154 households, 486 of which were from the Westminster neighbourhood. The Study recommended that the existing 1985 Westminster Area Redevelopment Plan be updated.

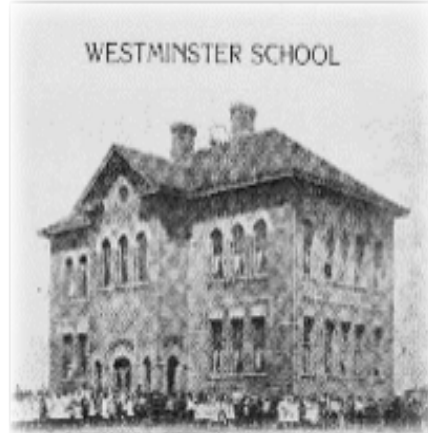
In addition to the Central Neighbourhoods Issues Identification Study's recommendation to update the 1985 Plan, neighbourhood stakeholder opposition to multi-family development proposals led to the decision to begin the process of the creation of this Plan to replace the 1985 Westminster Area Redevelopment Plan.



# Historical Pictures



North Ward School students and their teacher on 5 Avenue North near 13 Street North (1895)



Original Westminster School, constructed in 1906 and demolished in the 1960s.



Alex Johnston Sr. in the North Ward Grocery, at 426 13 Street North (ca. 1910-1915)



13 Street Underpass, built in 1915 to connect the north and south.



Pacific Grocery - originally North Lethbridge Bakery built in 1923. Then & now.



North Lethbridge Library Branch, opening on 13 Street North (1956-1973)



Logan Boulet arena, built in 1962.



North Lethbridge Motors on 13 Street North (ca. 1967)

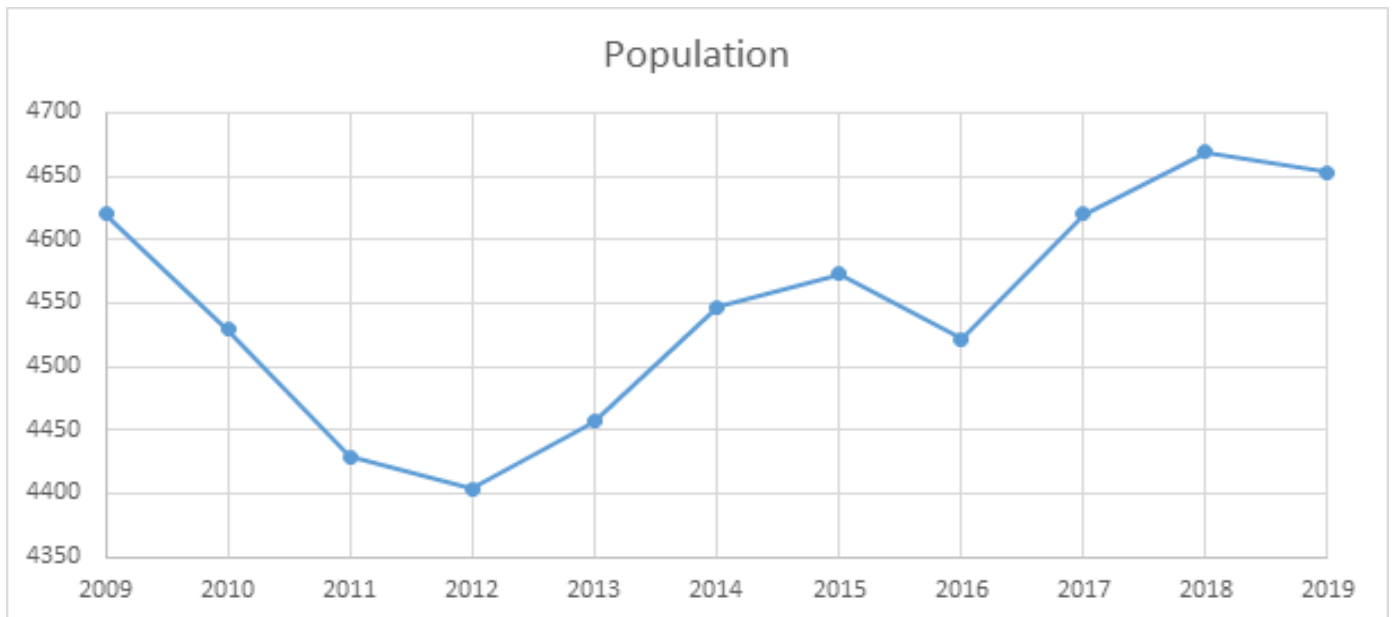


# People

In 2019 Westminster was home to 4,653 residents, representing 4.5% of Lethbridge’s total population. The former ARP indicates the neighbourhood population reaching a high of 4,848 in 1976. Below, Figure 2: Neighbourhood Population (2009-2019) shows more detailed census records that indicate population fluctuation of approximately 4% over those 10 years. A population decline of 216 people can be seen from 2009 to 2012 and then a consistent population increase totaling 265 people over the following 7 years to 2018. From 2018 to 2019, the population shows a very slight decline of 16 people living in the Plan Area.

The occupancy rate (persons per household) in Westminster is 2.3 while the Canadian average occupancy rate has dropped from approximately 2.5 in 2006 to 2.4 in 2016.

The rate of home ownership among people living in the neighbourhood is lower (53%) than the city as a whole (69%). Westminster residents experience higher unemployment rates (8.2%) than the city as a whole (6.6%).



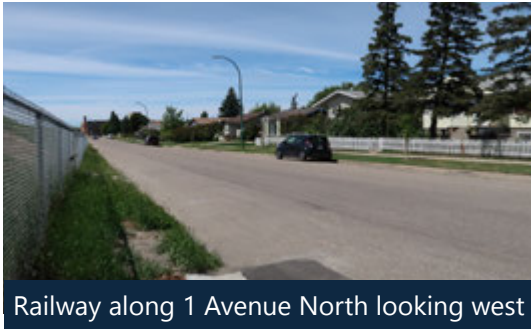


## Railway Proximity

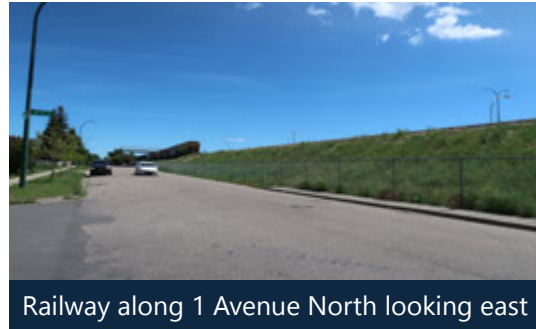
There are 49 km of railways within City limits and approximately 1 km borders the Westminster neighbourhood to the south along 1 Avenue North. In the 1890s the rail was built to support the city's mining operations and at the same time housing continued to be built in the Plan Area and along the railway. Today, Canadian Pacific Railway, the owner and operator of the railway along 1 Avenue North, provides standards to be considered for new developments. These include: building setbacks, safety barriers, and vibration and noise mitigation. The standards do not apply to the existing residential development north of the railway because they were not in place at the time of development.

The WARP Advisory Committee expressed the concerns of residents living near the railway, including noise levels and exposure to detrimental safety impacts to people and property should a rail incident occur.

In efforts to ensure safety and promote a high quality of life for people living and working in proximity of the railway, a further study beyond the scope of the WARP is recommended to provide guidelines for existing and new development; additional guidance is provided in the implementation section of the Plan.



Railway along 1 Avenue North looking west



Railway along 1 Avenue North looking east

## Neighbourhood Resiliency

Neighbourhood resiliency is about strengthening the residents' ability to respond and adapt to complex events. The WARP Advisory Committee expressed there are concerns among residents about issues including: the potential for flooding due to age of infrastructure; grass fires; and rail incidents. The Plan addresses these concerns in the Land Use Concept section; however, it will also be important to explore this risk in the context of emergency preparedness.

In efforts to empower residents to be aware of potential risks and hazards, prepare individually and as a community, and respond in an effective manner to potential risks and hazards, a Hazard Risk Vulnerability Assessment (HRVA) study beyond the scope of the WARP is recommended. Additional guidance is provided in the implementation section of the Plan.



Little Lethbridge Library





Aerial view of Westminster looking north from 5 Avenue North





# Existing Land Uses

The total area of the Westminster neighbourhood is approximately 169 hectares (417 acres). The developed area within the Plan Area is 95 hectares (234 acres), which includes all land that has been developed and is categorised as Residential, Commercial, Institutional/Public Building, or Direct Control. The land dedicated to open space and parks covers 14 hectares (35 acres). The final component of the total area is undevelopable land. Approximately 216 hectares (176 acres) of land is undevelopable, being dedicated to transportation and utility right of ways including roadways, lanes, sidewalks, boulevards, and public utility lots.

The breakdown of the area covered by the general land uses within the neighbourhood are found in Figure 1: Total Land Composition by Land Use Category.

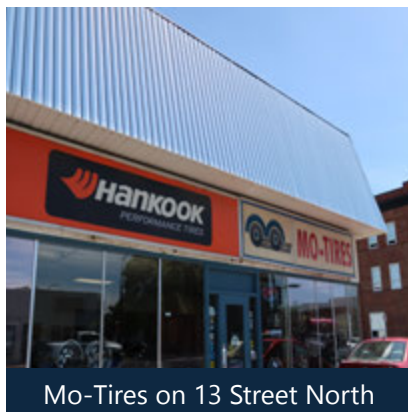
Land Use Category	# of Parcels	Area in Hectares	Area in Acres	% of Total Plan Area	% of Developed Plan Area
Low Density Residential (R-L)	1444	75.38	186.27	45.45%	77.32%
Medium Density Residential (R-37, R-60, R-75)	96	7.3	18.03	4.40%	7.49%
High Density Residential (R-100, R-150, R-200)	1	0.2	0.5	0.12%	0.21%
Commercial (C-N, C-L, C-G, C-H)	46	9.61	23.76	5.79%	9.86%
Institutional/Public Building (P-B)	9	1.77	4.37	1.07%	1.82%
Direct Control (DC)	5	0.32	0.8	0.19%	0.33%
Open Space and Parks (P-R)	11	14.3	35.34	8.62%	N/A
Transportation (P-T)	2	56.97	140.78	34.35%	N/A
<b>Total</b>	<b>1610</b>	<b>168.76</b>	<b>417.03</b>	<b>100%</b>	<b>100%</b>

**Figure 1: Total Land Composition by Land Use Category**

The specific land use designations, as they exist at the time of the Plan’s adoption, are shown in Map 3: Existing Land Use Designation at Time of Plan Adoption. This map will not be updated as changes to land use designation (known as “rezonings”) are made over time. The purpose of Map 3 is to capture a snapshot in time and to be used as a reference when describing the existing context.

## Non-Residential

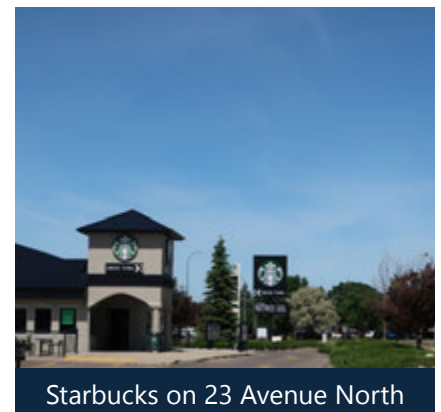
Non-residential uses represent approximately 7% of the developed area, being composed of 6% commercial and 1% public building/institutional uses. Commercial locations are concentrated along 13 Street North, 23 Street North, and Mayor Magrath Drive North. The amenities and services include a grocery store, community halls, professional offices, banking services, restaurants, automotive services, and schools.



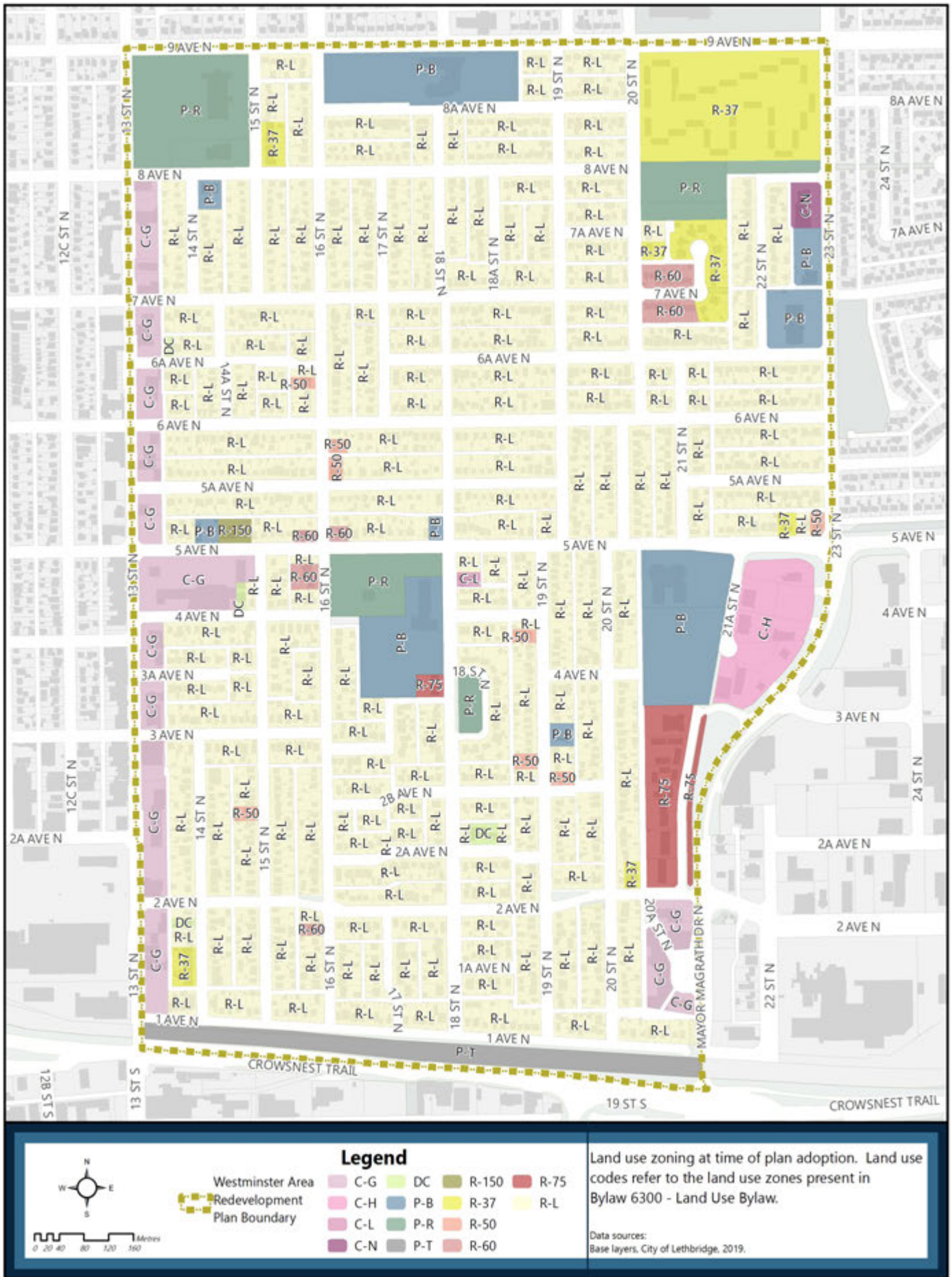
Mo-Tires on 13 Street North



From left to right: Holy Trinity Ukrainian Orthodox Church and Sunwise Engineering



Starbucks on 23 Avenue North



Map 3: Existing Land Use Designation at Time of Plan Adoption



## Residential

Land use designations are associated with development rules including permitted and discretionary uses. For residential development, these land use designations determine what type of housing exists on a parcel. Although the type of housing can change over time, Map 4: Existing Housing Types at Time of Plan Adoption, identifies the types that exists at the time of the Plan's adoption. The purpose of Map 4 is to capture a snapshot in time.

Residential use is the predominant land use, comprising 85% of Westminster's developed area, as presented in Figure 1. Of the 85% of land dedicated to residential uses, low-density residential is the primary form making up 90.9% of the total land dedicated to residential uses. Medium-density and high-density residential make up 8.8% and 0.2%, respectively, of the total land dedicated to residential uses.

Low-density residential uses include single-detached dwellings, single-detached dwellings with secondary suites, and duplexes. Medium and high-density residential uses include three-unit or more townhouses and apartments.

Secondary suites are defined in the Land Use Bylaw. Secondary suites are currently allowed as a discretionary use in the predominant residential use, Low Density Residential (R-L). Owners/applicants seeking development approval for secondary suites are required to meet Building and Fire Codes which often require extensive upgrades to a property to gain eligibility and often deter potential applicants. Secondary suites provide an additional, often lower cost, housing option within neighbourhoods and in order to ensure this type of housing was safely integrated in existing neighbourhoods provincial legislation and funding was provided in 2006 to cities across Alberta and ended in 2019. This program provided a way for secondary suites to be approved as pre-existing suites by only meeting Fire Code requirements in order to ensure the safety of its residents.

In the Land Use Bylaw, pre-existing suites are defined the same as 'Secondary Suite, New' except that they existed prior to December 31, 2006 (which had to be verified by the owner to the satisfaction of the Development Authority). Methods of verification included existing City of Lethbridge records, rental receipts or income tax records. The secondary suite must have been inspected by Fire Safety officials and deemed to be eligible for Fire Code upgrades or already be upgraded to Fire Code requirements.

There are a total of 21 secondary suites with development approval within the Plan Area. Members of the Advisory Committee shared their on-going concerns on the impacts of potential secondary suites that function illegally without development approval: illegal secondary suites without development approval may not be providing adequate off-street parking and instead adding to on-street parking space pressures; without development or building permits the safety of secondary suites cannot be verified; and without development approval the City is unaware of all the single detached houses that actually have a secondary suite. Map 4.1 Unverified Unapproved Secondary Suites by Block Face, illustrates potential unapproved secondary suites, also known as illegal suites, as identified by the Westminster Village Committee. Although this map is unverified by the City of Lethbridge, it represents the local observations of residents and demonstrates the extent of potential secondary-suite density in the neighbourhood. In response to these (and other) concerns, in 2016, the City began a city-wide formal development enforcement framework to provide a way for complaints to be made against secondary suites, and other types of development, that may have been built without development approval. Each complaint is investigated by an enforcement officer and brought into compliance; either by ensuring the secondary suite acquires development approval or that it is removed. Over the past four years, since the establishment of the development enforcement framework, eight complaints were made for illegal secondary suites located within the Plan Area. Of the eight complaints, four lead to the secondary suites acquiring development approval and the other four lead to the secondary suites being removed. As part of the action items of this Plan, as well as other City-wide efforts, a Secondary Suite Registry online tool will be available to enable residents and tenants to look up a property and determine if the secondary suite has received development approval from the City of Lethbridge.





As calculated in the [Efficient Land Use Strategy](#), the Westminster neighbourhood residential density is 24.43 dwelling units/hectare (u/ha). This is in line with other Lethbridge 'core' neighbourhoods with similar characteristics, such as London Road with a density of 34.76 u/ha and Senator Buchanan with a density of 25.03 u/ha. The average density of all core neighbourhoods is 24.04 u/ha. Although secondary suites are not included in the residential density calculation within the Plan Area it is important to consider their impact on neighboring residents and plan strategically for any increases in density.

Members of the WARP Advisory Committee expressed concerns about accommodating increases in residential density due to on-street parking availability, infrastructure capacity, as well as the perceived notion that in Lethbridge, multi-family housing, including secondary suites, are primarily accommodated in Westminster. The experience of residents is unique and valuable and although the Plan scope does not address the development that is completed city-wide, the Plan does provide policy to strategically accommodate multi-family housing within the Plan Area.

## Direct Control

Direct Control (DC) land use designation is used for the development of uses that, due to their particular circumstances or design characteristics, require specific sets of rules in order to achieve a desired result. In Westminster there are a total of 5 Direct Control (DC) parcels, as follows:

1. 136 14 Street North - Bylaw 4154, 1987: to allow storage of materials and equipment in the rear yard and to allow occupants and customers of 121 13 Street North to park in the rear yard
2. 1296 5 Avenue North - Bylaw 5027, 2000: to allow a conversion of a house to a medical office
3. 1311 6 A Avenue North - Bylaw 5064, 2000: to allow a parking lot
4. 1807 2 A Avenue North - Bylaw 5634, 2010: to allow an 18 unit apartment building
5. 1419 4 Avenue North - Bylaw 5975, 2016: to allow a temporary duplex



Temporary duplex at 1419 4 Avenue North

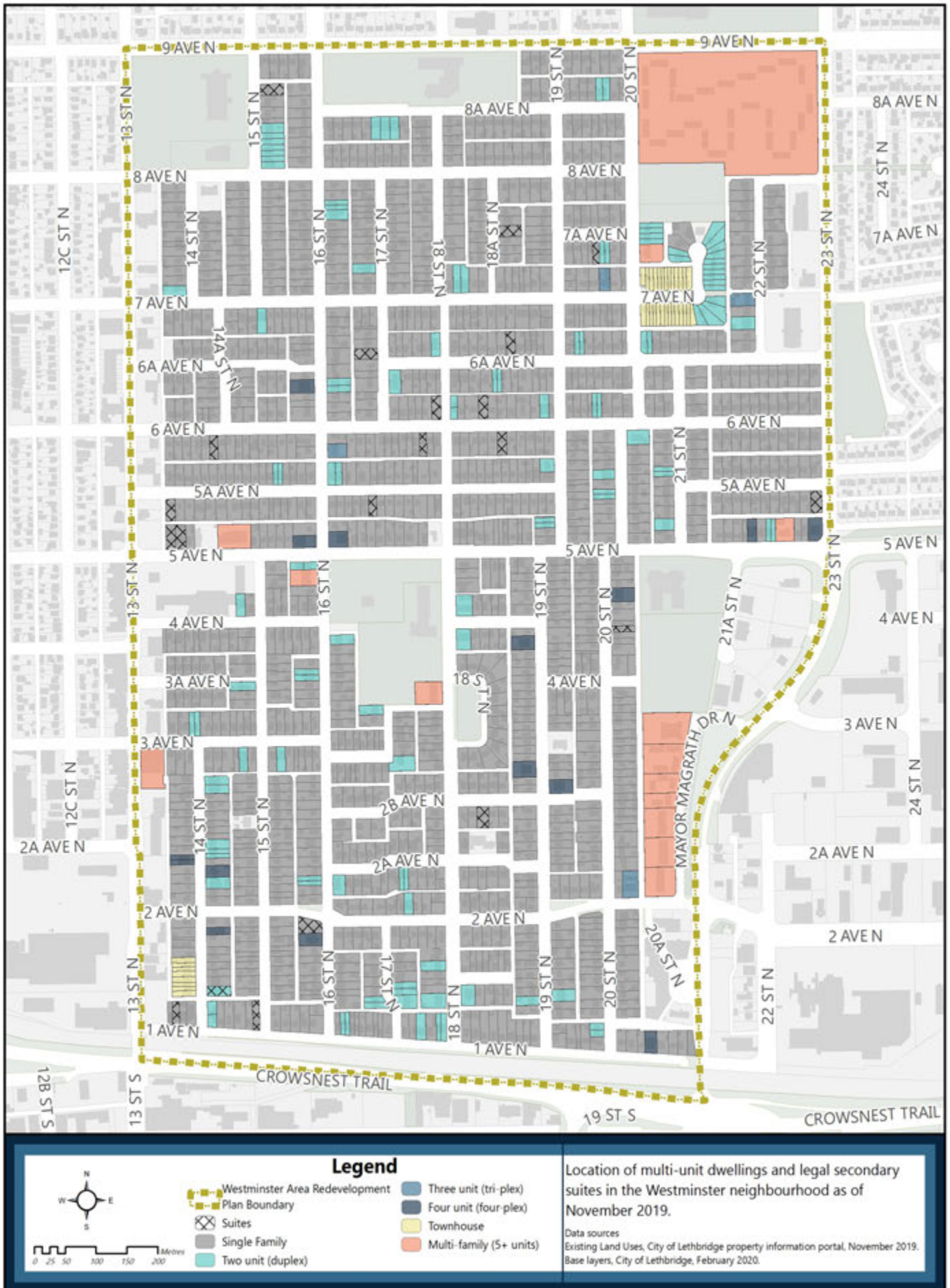


Parking lot at 1311 6A Avenue North

The WARP Advisory Committee expressed concerns about the potential of this land use designation to be used in rezonings (changes to a property's land use designation) to accommodate higher density than the property's existing land use designation allows. The concerns related to the use of Direct Control (DC) are the same as the concerns about accommodating additional residential density, as mentioned in the previous section. Although Direct Control (DC) land use designation can be used to accommodate higher density, they also have the ability to provide unique solutions to development problems that are unrelated to density. All rezonings are decided upon by City Council through a Public Hearing process, which provides an opportunity for members of the public to bring any issues with that particular rezoning proposal to City Council's attention. The policies in the Plan provide guidance for the use of Direct Control (DC) land use designations which considers the concerns expressed by the Advisory Committee.

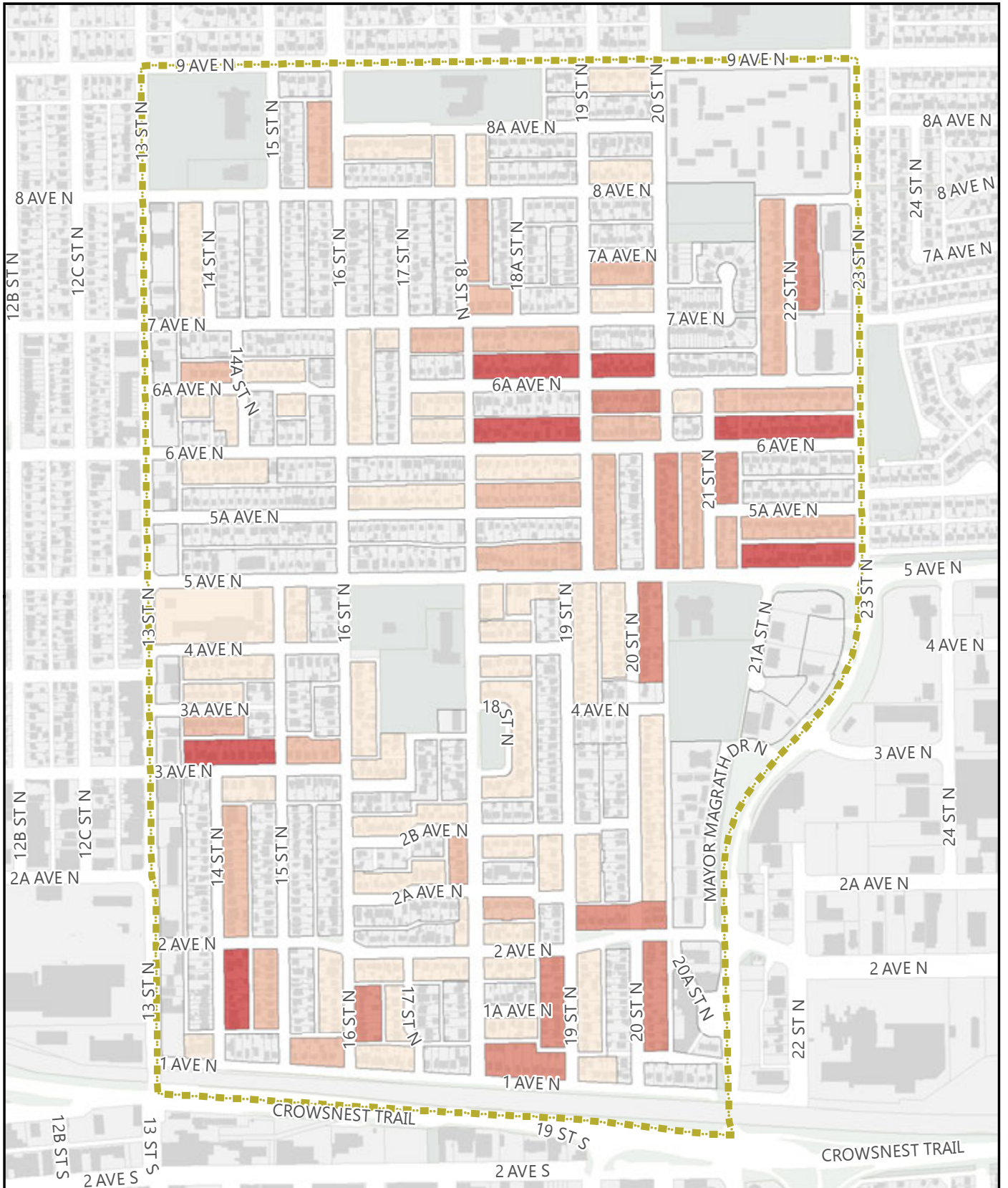
## Transportation, Utilities, Parks and Open Space

The remainder of the Plan Area, approximately 42%, is made up of undevelopable land dedicated to utilities, parks and open space, and transportation infrastructure including streets, sidewalks, and lanes. This land supports the functions of residential and non-residential uses.

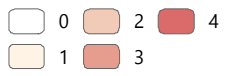


Map 4: Existing Housing Types at Time of Plan Adoption





**Unverified Unapproved Suites by Block Face**



Unapproved secondary suites, also referred to as illegal secondary suites, are secondary suites for which the City has not issued the required development permits.

The information on this map has not been verified by the City of Lethbridge and was provided by the Westminister Village Committee. This map is included in this Plan to demonstrate the extent of potential secondary-suite density in the neighbourhood as observed by local residents.  
 Data source: Westminister Village Committee, 2019

**Map 4.1: Unverified Unapproved Secondary Suites by Block Face**



# Building Condition

Building condition can be an indicator of areas that are most likely to experience redevelopment or renovations in the future. A building conditions assessment was completed during the summer of 2016. The assessment ranked each building in the Plan Area individually based on its existing conditions, as shown in Map 5: Building Conditions by Block. Note that the condition was assessed by a brief viewing of the exterior of the front of the property only, from the sidewalk. In order to avoid speculation on individual properties, the rating that appeared most often in the block was assigned to the block. Generally, the average building conditions in the neighbourhood were good. Blocks considered to be in good and average condition are found throughout the neighbourhood; however, a concentration of average condition is found from 5 Avenue North to 6 Avenue North between 19 Street North and 23 Street North.

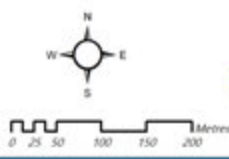
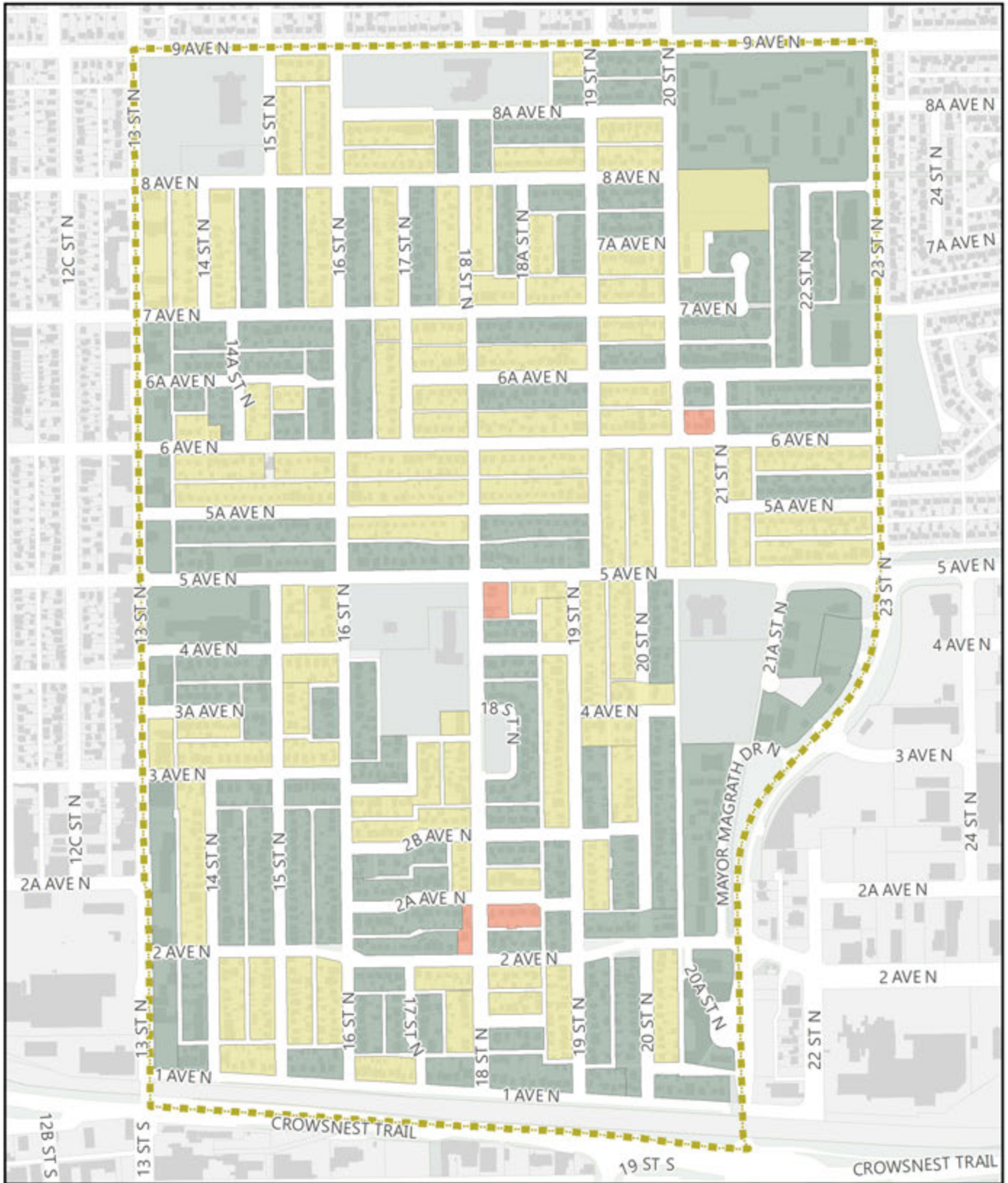
Although there is only one block identified with buildings in poor condition, there are isolated pockets of buildings in poor condition throughout the neighbourhood.

## Building Conditions Assessment Criteria

The purpose of the criteria is to simply rate building conditions to create a baseline understanding of each neighbourhoods existing conditions. The survey was done from the street and respected private property. It should be noted that elements like foundations and interior conditions may be better or worse than observable from the street. The criteria is not exclusive and there may be other site-specific elements that weighed into the rating.

<p><b>EXCELLENT</b></p>	<ul style="list-style-type: none"> <li>• Paint and roofing in good shape</li> <li>• Woodwork is complete and in good condition</li> <li>• Stairs are complete and no evidence of shifting</li> <li>• Landscaping is well maintained</li> <li>• Windows are not broken or cracked</li> <li>• No standing garbage or vehicles</li> </ul>		
<p><b>GOOD</b></p>	<ul style="list-style-type: none"> <li>• Paint beginning to fade, peel, or crack</li> <li>• Roof is beginning to show wear</li> <li>• Trim is beginning to show signs of failing or paint</li> <li>• Stairs are shifting or missing step or railing</li> <li>• Small areas of standing garbage</li> </ul>		
<p><b>POOR</b></p>	<ul style="list-style-type: none"> <li>• Great deal of paint and repair to walls and roof</li> <li>• Woodwork is missing large pieces</li> <li>• Vegetation growth in eaves</li> <li>• Stairs and railing are missing or appear unsafe</li> <li>• Landscaping is in poor condition</li> <li>• Standing garbage and/or vehicles</li> </ul>		





**Legend**

- Westminster Area
- Redevelopment
- Plan Boundary
- 1 - Good Condition
- 2 - Average Condition
- 3 - Poor Condition

Phase one of the planning process for the Westminster Area Redevelopment Plan included field work in 2016, which consisted of evaluating the current building condition of the neighbourhood. The above map shows a block by block building conditions rating. Each building was rated individually, and the most frequent value (1, 2, or 3) was used to represent the block face. The ratings were determined by following the criteria on a building condition rating index, which was developed for the Area Redevelopment Plan process.

Data sources: Housing Condition, Field Work, City of Lethbridge, 2016; Base layers, City of Lethbridge, 2019.

**Map 5: Building Conditions by Block**





Aerial view of Adams Park looking north





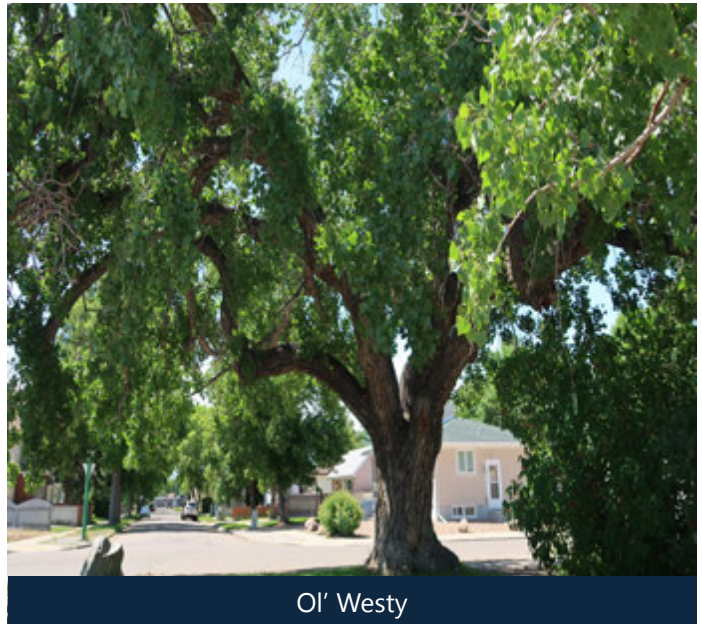
## Parks, Open Spaces, and Urban Forestry

The Plan Area contains 14.3 hectares (35 acres) of park space, which includes Adams Park, Westminster Hall, Rideau Park, and 18 Street North Park, as shown on Map 6: Parks, Open Spaces, and Urban Forest. These park spaces contribute to the everyday lives of residents of the neighbourhood. In addition to these spaces, Immanuel Christian School, Westminster School, and Galbraith School provide additional recreation space for residents. The park spaces are generally in good condition. However, improvements and upgrades could increase the quality and use of these spaces. Recommended upgrades can be found in the Land Use Concept section for Parks and Open Spaces.

Westminster features mature trees throughout the neighbourhood. Their benefits go beyond their aesthetic value and include purifying the air, reducing storm water runoff, creating wildlife habitat, potential increases in property values, and saving energy through shading and wind sheltering. Map 6: Park and Open Spaces and Urban Forestry Density shows the number of trees per acre. Map 6 illustrates that tree density reaches up to 45 trees per hectare in some parts of the neighbourhood. The City's current average is 40 trees per hectare. Due to the extensive number of trees in the city, boulevard tree watering, is the responsibility of the adjacent property owner; for additional boulevard tree maintenance needs contact 311.

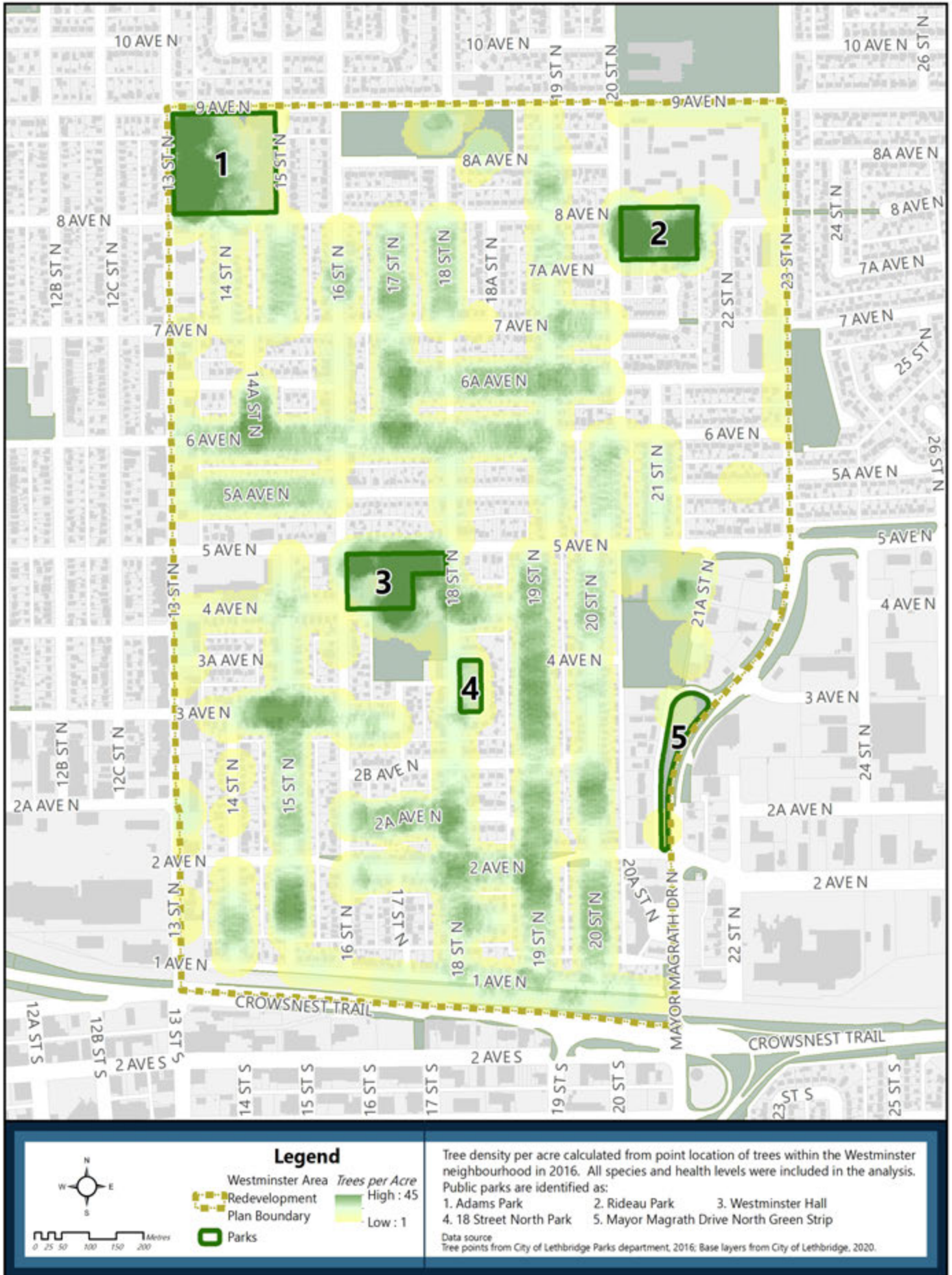
Replanting will be carried out in alignment with the Urban Forestry Management Plan. However, based on data the city has on tree health, type, and location, the following locations should be considered as priority areas for replanting.

- 16 Street North between 7A and 9 Avenue North
- 19 Street North between 7 and 8 Avenue North
- 14 Street North between 1 and 3 Avenue North
- 15 Street North between 4 and 5 Avenue North
- 16 Street North between 1 and 3 Avenue North
- 17 Street North between 1 and 2 Avenue North
- 18 Street North between 2 B and 5 Avenue North
- 2 B Avenue North between 16 and 19 Street North
- 4 Avenue North between 13 and 16 Street North
- 6 Avenue North between 19 and 21 Street North
- 7 Avenue North between 13 and 18 Street North
- 13 Street North between 2 and 8 Avenue North



O' Westy

Tree planting along 13 Street North will require innovative solutions to overcome the current conditions, which are characterised by a high concentration of impermeable surfaces like concrete and asphalt. Where sidewalk width permits, it is recommended that suspended pavement technology is used to promote tree growth. Suspended pavement supports the weight of the paved surface (sidewalk) while creating a void space underneath. The void space is then filled with soil to support tree growth and provide on-site stormwater management.



Map 6: Parks, Open Spaces, and Urban Forestry Density





Aerial view of 13 Street North, looking south

## Existing Infrastructure

Infrastructure consists of the fundamental facilities and systems that serve a neighbourhood and a city, including transportation and deep and shallow utilities.

### Transportation

The elements that contribute to the transportation network include: roads, lanes, sidewalks, cycling facilities, and transit routes and stops.

#### Streets and Lanes

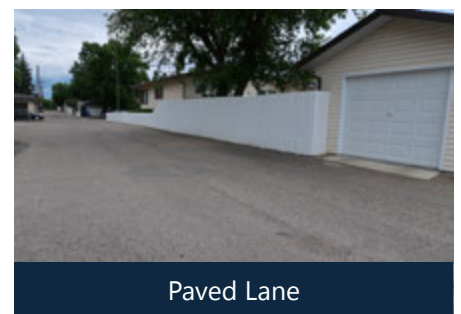
The street and lane structure in Westminster is defined by a grid pattern of streets, with the exceptions of short stretches along 18 Street North and 7 Avenue North where curvilinear patterns are found.

13 Street North, Mayor Magrath Drive North, and 5 Avenue North are designated as arterial roads and carry high vehicle volumes. Carrying lower vehicle volumes, 23 Street North, 2 Avenue North, 9 Avenue North, and others within the inner neighbourhood are designated as collector roads. The remainder of the roads within the Plan Area are classified as local roads and primarily carry local residential traffic.

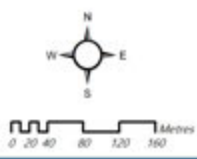
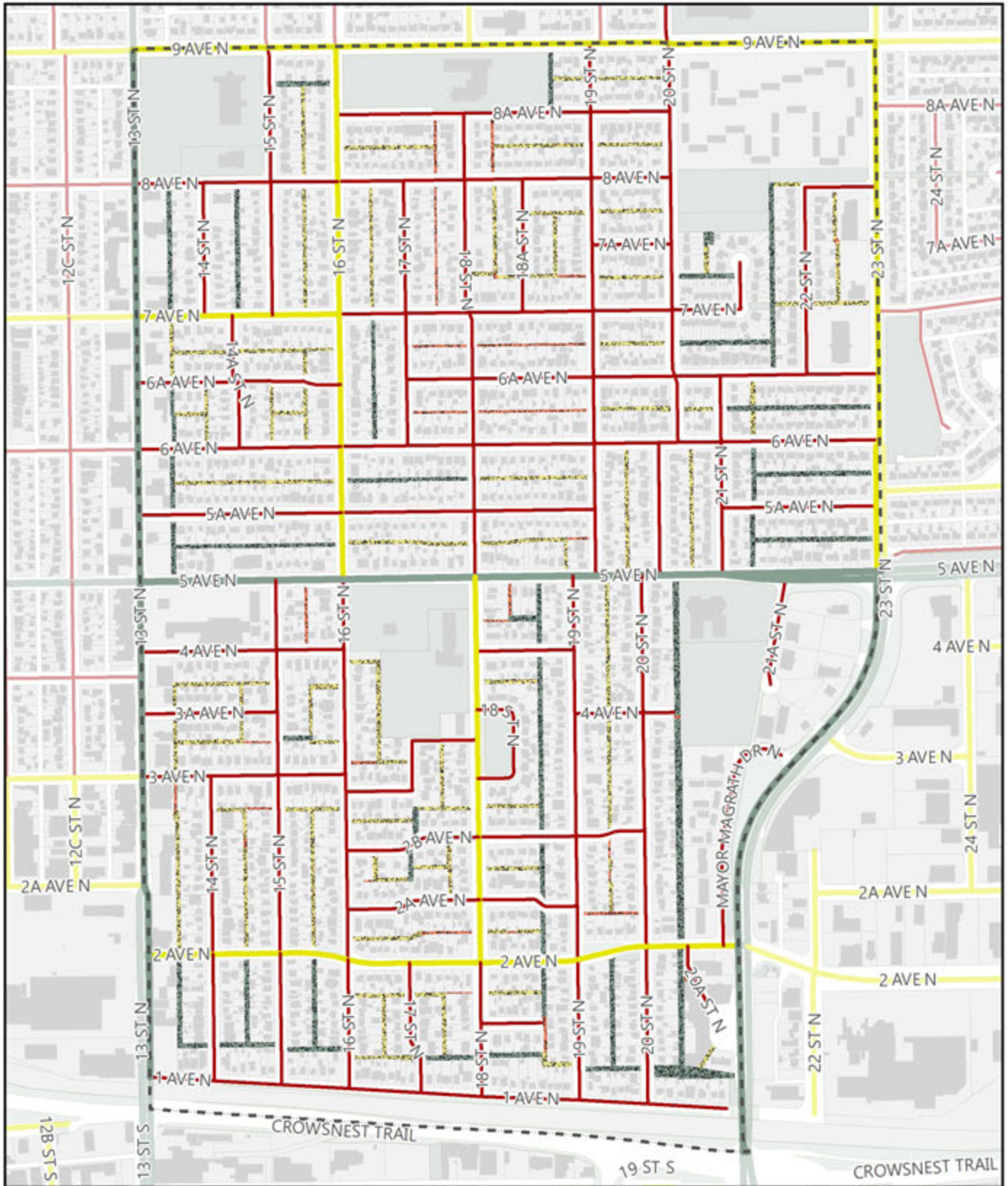
Lanes play a key role in the transportation network as they provide for circulation, access to rear garages and parking, and some waste and recycling collection. Due to the period of development of the neighbourhood, the majority of the lanes have narrow widths, and almost half are gravel lanes, as shown in Map 7: Transportation Network and Map 8: Laneway Material, respectively. Lane improvements may include lane widening and paving. Lane widening would require comprehensive private land purchases to preserve the continuity of the lane network; at this time, this is not a service the City offers. Lane paving is considered a local improvement which may be requested by property owners and the full costs for such improvements are charged to, and shared by, the benefitting property owners.



Gravel Lane



Paved Lane



**Legend**

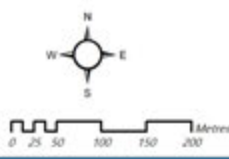
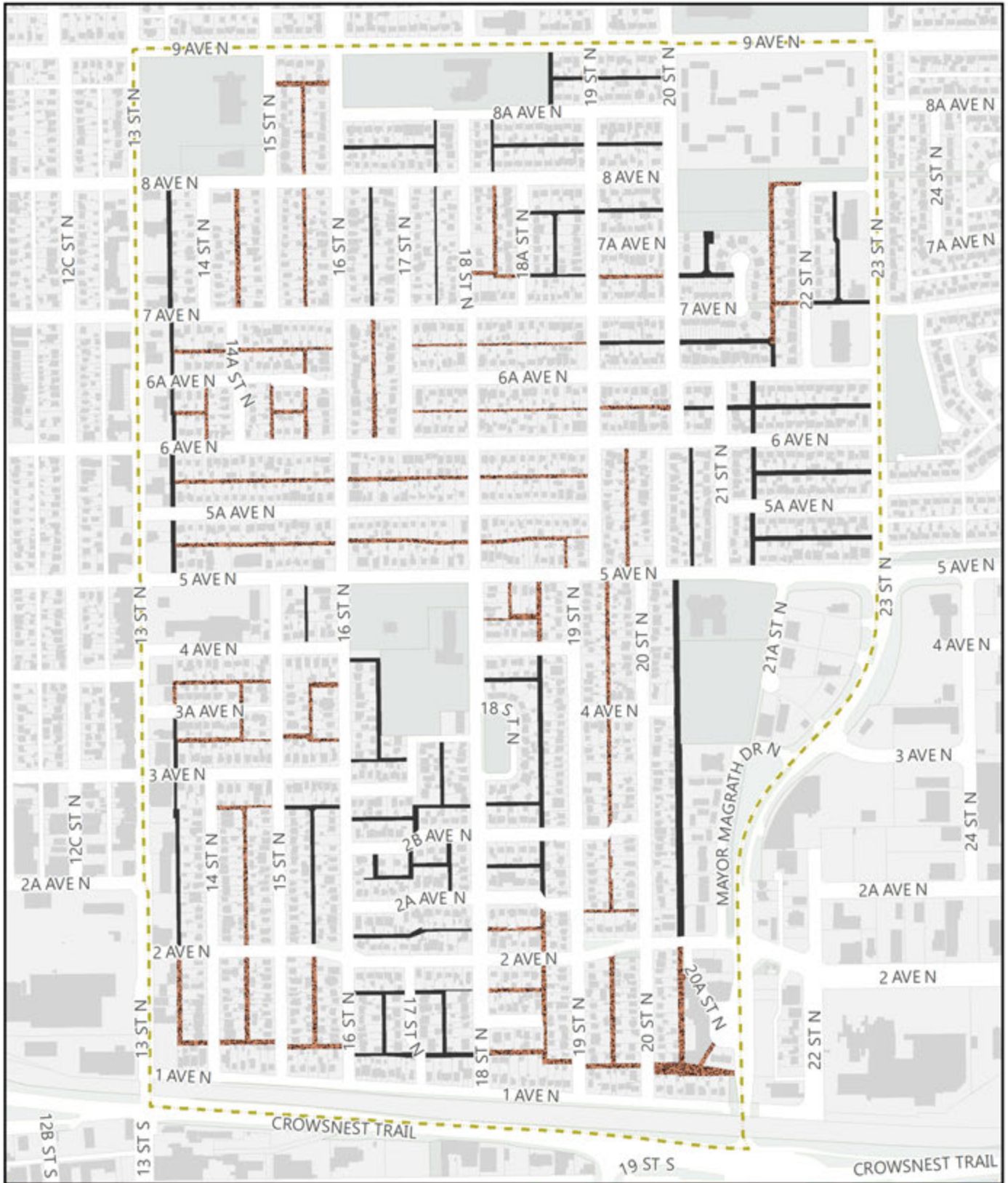
<p>Westminster Area Redevelopment Plan Boundary</p> <p>— Local</p> <p>— Collector</p> <p>— Arterial</p>	<p>Road Class</p> <p>Lane Width</p> <p>&lt;2.25m</p> <p>2.25m - 3.25m</p> <p>3.25m+</p>
---	---

Lane width was calculated by assuming area between parcel boundaries was lane.

Data sources:  
 Road network, City of Lethbridge, 2019.  
 Lanes, City of Lethbridge, 2019.  
 Base layers, City of Lethbridge, 2019.

Map 7: Transportation Network





**Legend**

- Westminster Area Redevelopment Plan Boundary
- Asphalt
- Gravel

Lane material as determined by 2016 field campaign. Approximately 50% of the lanes are gravel, and 50% are asphalt.

Data sources:  
 Road network, City of Lethbridge, 2019; Lanes, City of Lethbridge, 2019;  
 Base layers, City of Lethbridge, 2019.

**Map 8: Laneway Material**





## Sidewalks



Neighbourhood Sidewalk

Walking as a mode of transportation is provided for within the Plan Area through the sidewalk network. The existing network provides good pedestrian connectivity as wide sidewalks are provided on both sides of the street throughout the neighbourhood, with few interruptions caused by driveways. In the interests of mobility and accessibility, square curbs continue to be replaced with directional curb cuts.

## Cycling Facilities



Cycling lanes north of 9 Avenue North

Although cycling lanes exist, along 13 Street North north of 9 Avenue North, at the time of the Plan's adoption, cycling facilities do not exist within the Plan Area. However, in an effort to implement the city-wide Cycling Master Plan completed in 2017, the Transportation department is leading a Functional Planning Study to identify the best manner to incorporate cycling facilities along 5 Avenue North and 13 Street North (or alternative routes) within the Plan Area. Additionally, the Cycling Master Plan also identifies routes for future cycling facilities along 1 Avenue North, 6 Avenue North, and 18 Street North.

## Transit



Bus stop on 2 Avenue North

Transit service is provided both within and along the perimeter of the neighbourhood providing connectivity to the north, south and west side via downtown transfers. The current transit routes include: 21 Westminster, 22 Park Meadows/Uplands, and 23. Future updates to the transit network will be guided by the Transit Master Plan.



## Water Distribution

There are 25.3 km of water mains serving the Westminster Neighbourhood. These mains are made of a variety of materials which can be generally described as plastic and non-plastic. Non-plastic materials such as wood, cast iron, and copper were commonly used in the period of 1890–1980 and make up 14.1 km or 56% of the water main system in the neighbourhood. Plastic materials such as polyvinyl chloride (PVC) and polyethylene (PE) have been used since 1981 and make up 11.2 km or 44%. The non-plastic materials are far less durable than the new plastic materials, and as they age they are considerably more prone to deterioration. The plastic materials are not expected to need replacement for 100 or more years.

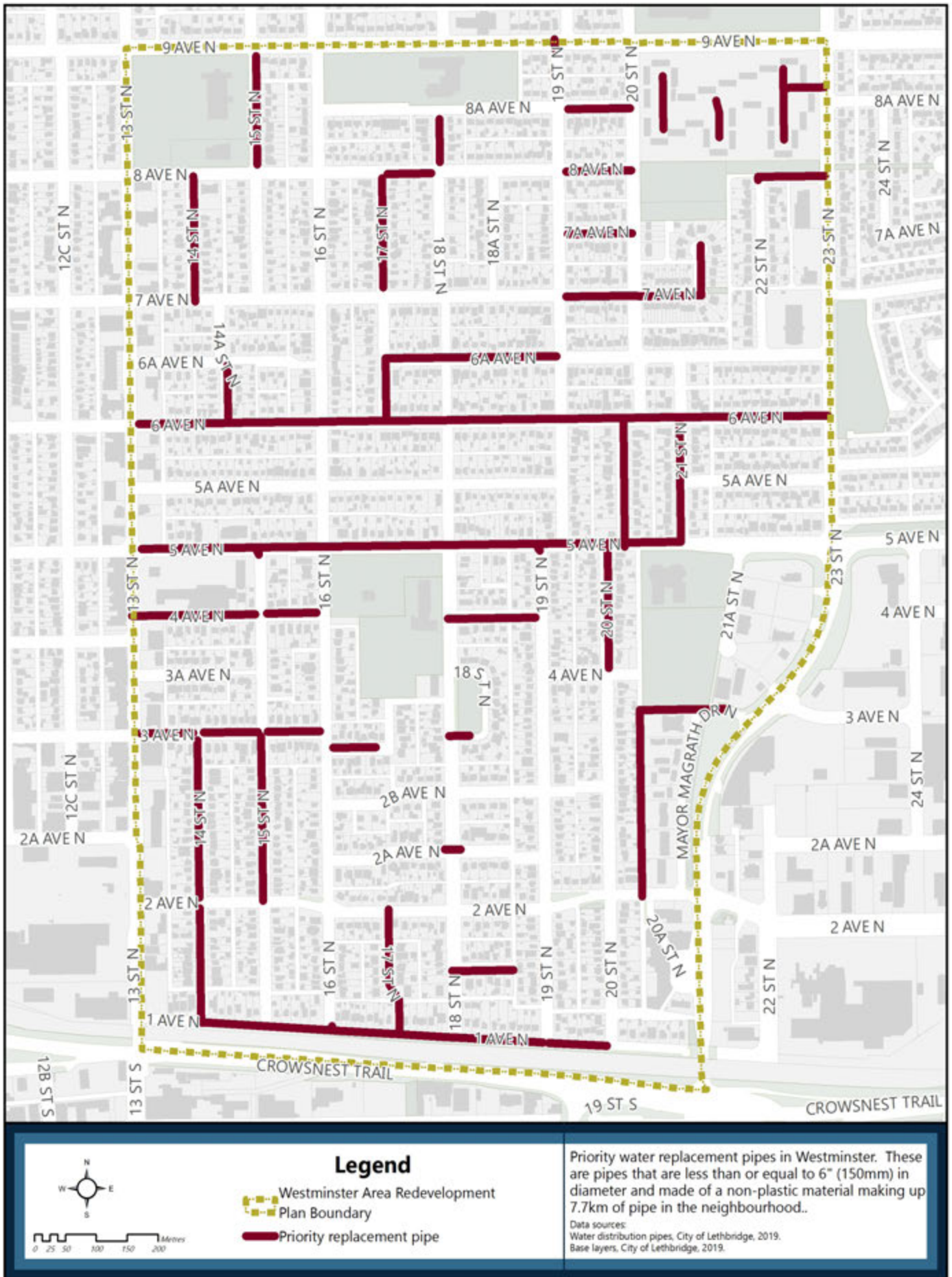
The City has a program to replace deteriorating water mains. Prioritization is based on various factors, including:

- Physical factors that affect the service lives of water mains, such as size and material. Typically, mains that are less than or equal to 150 mm (6 inches) in diameter and those that are made of non-plastic materials are priorities for replacement, as shown on Map 9: Water Distribution Priority Replacement.
- Reported main breaks, as mains that have experienced one or more breaks will be given a higher priority.
- Other infrastructure upgrades occurring at the same time (e.g. if a road is going to be dug up and resurfaced, extending its life considerably, there is merit to evaluating the utilities below its surface to see if they should be upgraded at the same time).

Approximately 9.1 km of water mains are  $\leq 150$  mm, and 14.1 km are non-plastic in material (7.7 km are both). It is expected that over the next 30 years a significant portion of the water main inventory in Westminster will be replaced. As water mains are replaced, the new pipes should be designed to anticipate future growth in the Westminster neighbourhood

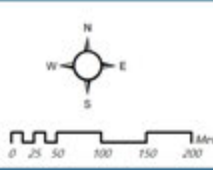
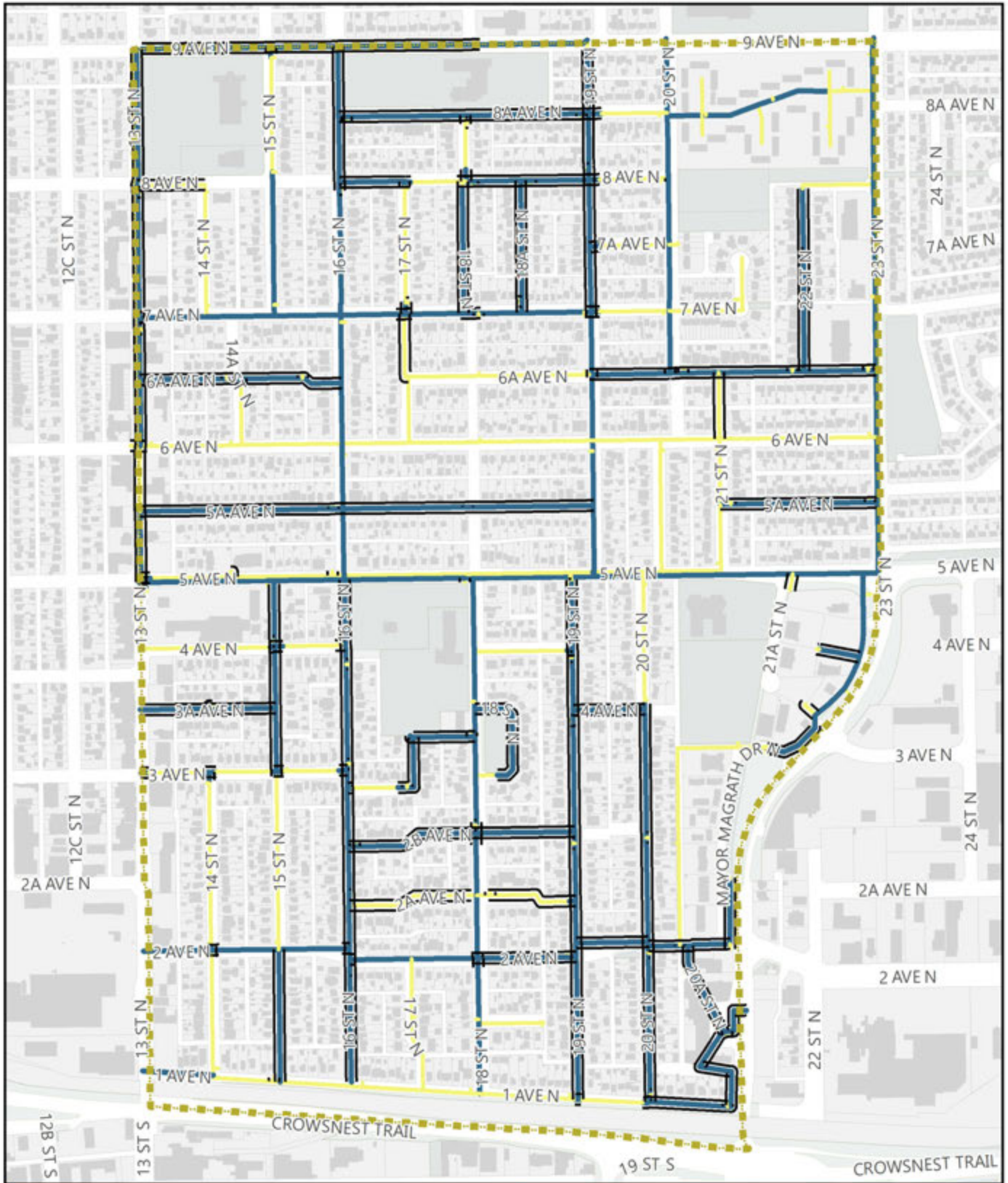
## Wastewater

There are 23.1 km of sewer mains in Westminster. Unlike the water distribution system, the entire wastewater system (whether developed in 1900 or in 2016) is typically in good condition and will have little need for repair. This is due to the entire system being made up of clay-tile or plastic materials, both of which are extremely durable. Where repairs or installation is necessary it is considerably more expensive than the waterworks system. The focus when it comes to the wastewater system is on the individual connections from private properties to the system. The changes made towards separated stormwater and wastewater systems will ensure capacity within the wastewater system. Figure 2: Types of Water Connections describes these connections and Map 11: Wastewater Connections by Building Year details how many properties in Westminster have each connection type. It is expected that new developments will have separated systems and will consider water efficiency as an overarching design imperative, such as high efficiency water fixtures and permeable surfaces to reduce the loads on our stormwater system.



Map 9: Water Distribution Priority Replacement (pipes less than 200mm in diameter)





Legend	
	Westminster Area
	Redevelopment Plan Boundary
	Plastic Pipe (PVC or PE)
	Pipe Diameter 100mm - 150mm
	Pipe Diameter 151mm - 300mm

Westminster is serviced by 25.3km of water distribution pipes.

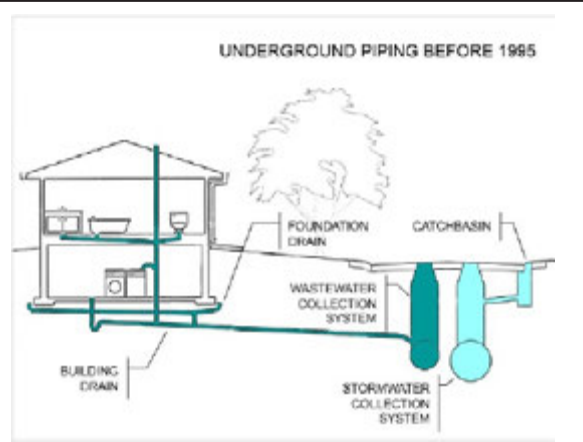
Pipe diameter	Pipe material
Less than or equal to 150mm: 9.1km	Non-plastic: 14.1km
Greater than 150mm: 16.2km	Plastic: 11.2km

Data sources: Water distribution, City of Lethbridge, 2019; Base layers, City of Lethbridge, 2019.

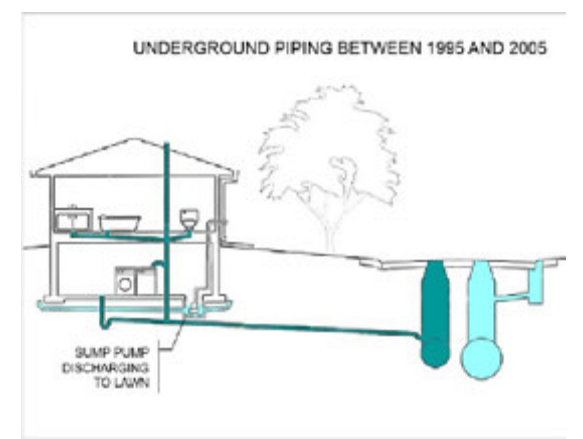
Map 10: Water Distribution Pipe Material and Size



Before 1995 foundation drains were connected to the wastewater system. (Approximately 1,506 buildings in Westminster have their foundation drains connected to the wastewater system).



For homes built between 1995 and 2005, foundation drains were connected to a sump pump that discharged to the lawn. (approximately 44 buildings in Westminster have sump pumps discharging to their lawns).



In 2005, Lethbridge made another change and required new homes to have sump pumps connected to the stormwater collection system. (Approximately 35 Buildings in Westminster have sump pumps discharging to the storm system).

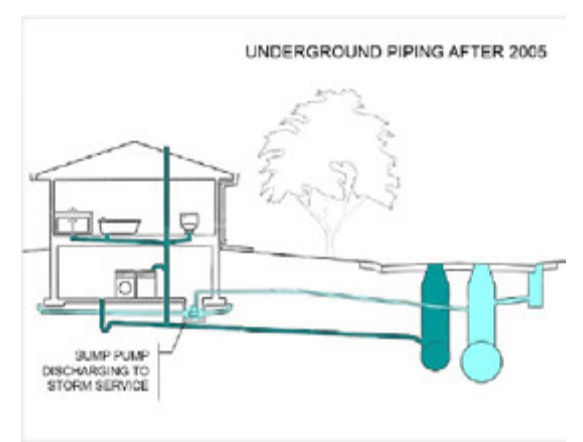
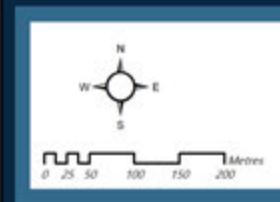
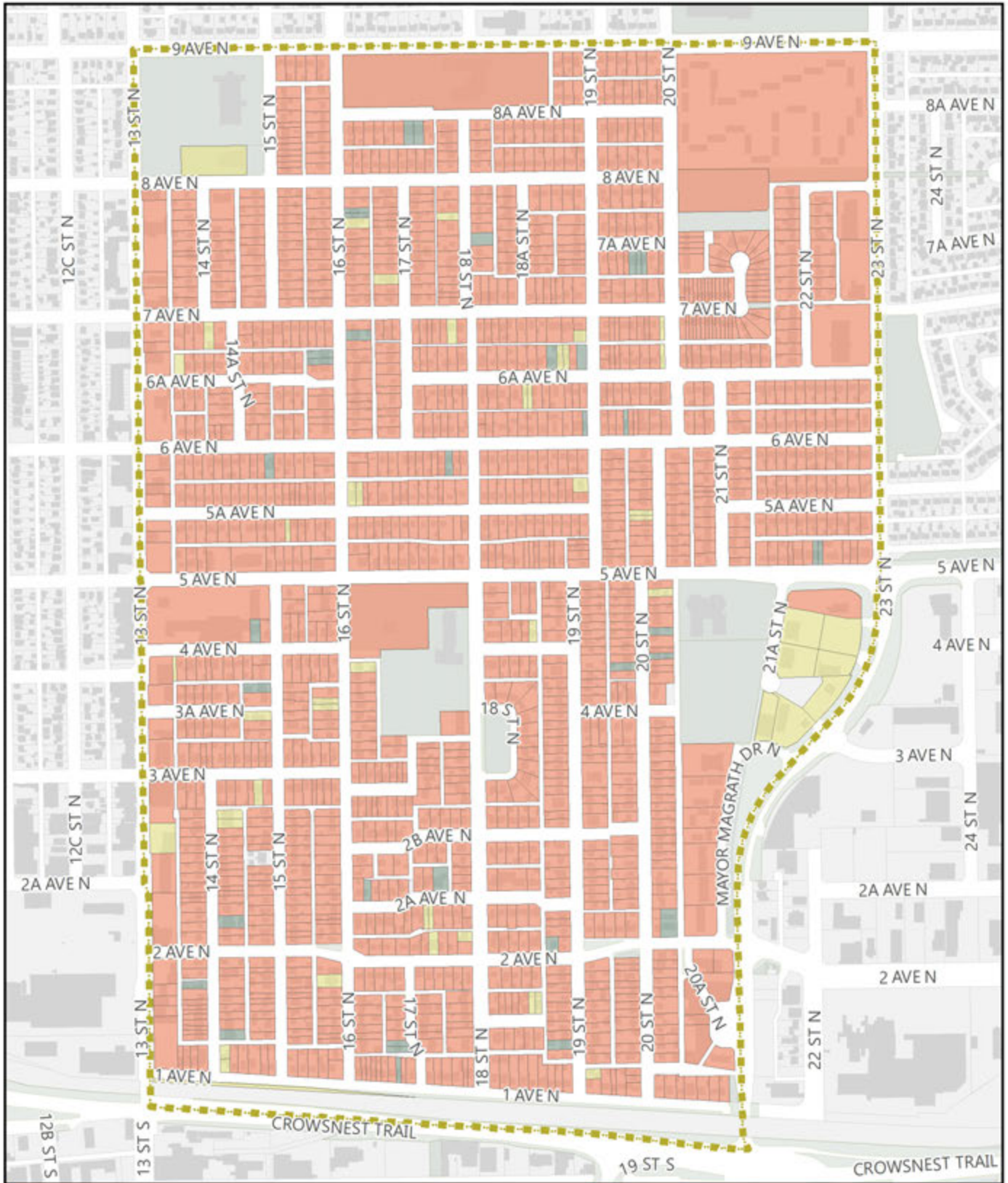


Figure 2: Type of Water Connections





**Legend**

- Westminster Area Redevelopment Plan Boundary
- Year Built**
- 1886 - 1994
- 1995 - 2005
- 2006 - 2019

Wastewater connection to each parcel by building age.

1886 - 1994: 1506 properties	2006-2019: 35 properties
1995 - 2005: 44 properties	

Data sources  
 Year built, City of Lethbridge Tax and Assessment, November 2019.  
 Base layers, City of Lethbridge, November 2019.

**Map 11: Wastewater Connections by Building Year**





## Stormwater Management

Stormwater runoff is water that flows over impermeable surfaces (rooftops, driveways, etc.) and across the land. This water is routed into drainage systems and ultimately into our natural areas such as the Oldman River. Planning for major drainage events is relatively new; there are no mentions of drainage servicing studies for the city until 1963. Neighbourhoods like Westminster which were primarily developed prior to this are challenging, as changing or adding overland flow routes is extremely difficult. This becomes increasingly challenging as our urban landscape changes through the development of larger buildings with greater footprints, roads, and parking surfaces, as the amount of permeable area is reduced and replaced with impermeable surfaces that do not absorb stormwater. These hard surfaces, especially roads and parking surfaces, can also contribute negatively to the quality of the runoff as they add pollutants to the water. For these reasons, effective stormwater management, such as preservation of permeable surfaces and grading of non-permeable surfaces to direct rain water to permeable surfaces, is necessary for the purpose of controlling flooding and water quality.

## Waste Management

Waste management within the neighbourhood includes bi-weekly solid waste pickup from black carts and bi-weekly single stream recycling from blue carts; however, in the future the neighbourhood will likely require organic pickup from an additional green cart. Cart collection in Westminster occurs in both the lanes and the streets, with a higher prevalence occurring in the lanes. Although, from a neighbourhood planning and design perspective, it is preferred that pickup remains in the lanes wherever possible, some will be relocated to the street in the future. Street pickup is necessary because some lanes cannot support the weight and size of modern garbage trucks. As a neighbourhood that may experience redevelopment activity, considerable construction, renovation, and demolition waste is also generated in addition to everyday household waste. At this time, the City only offers commercial waste pickup as a cart service or an overhead bin service, recycling pickup is not offered.

## Electrical and Communications

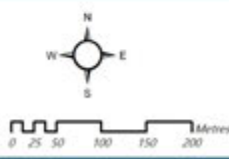
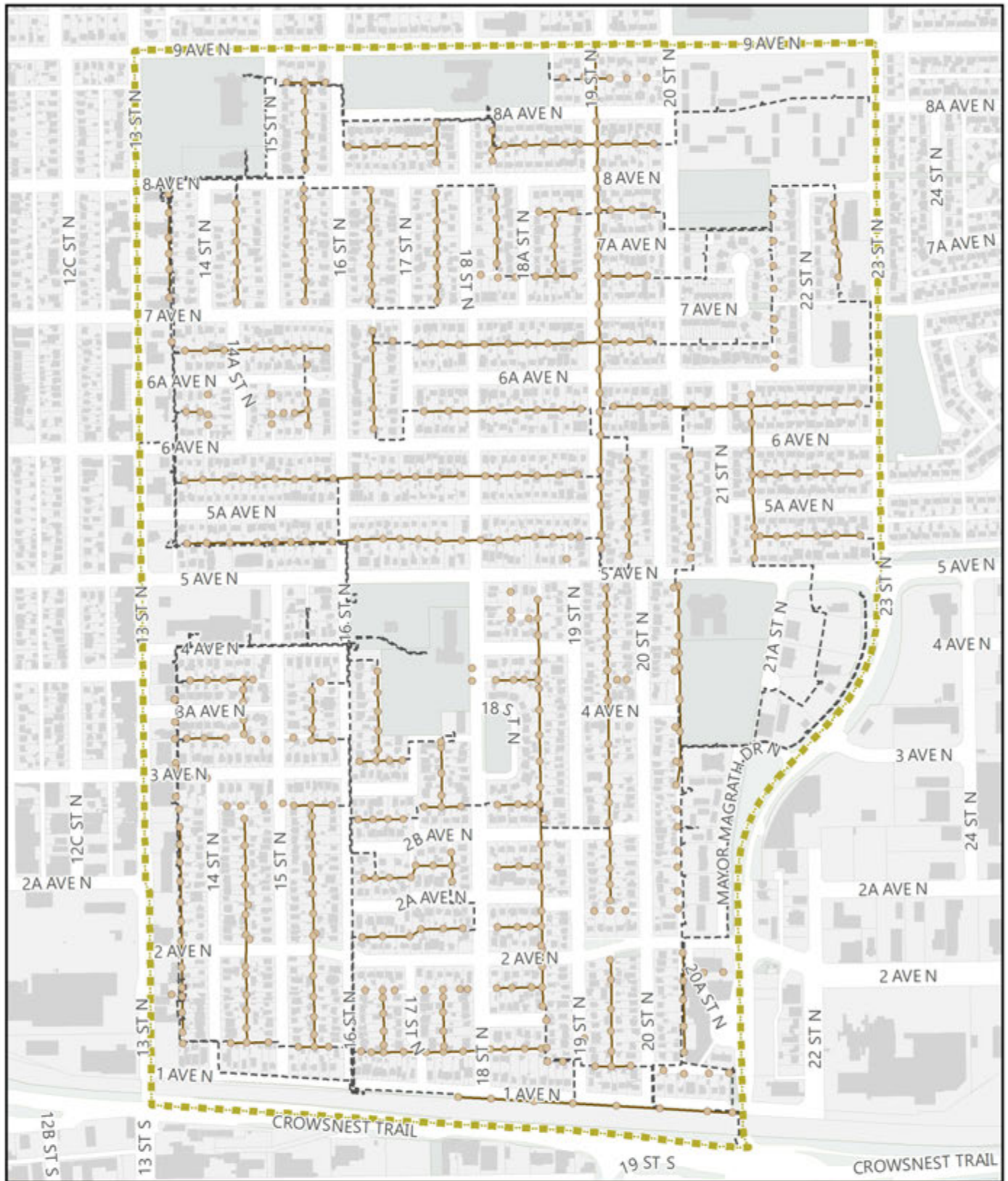
The neighbourhood is currently serviced by a mix of overhead and underground infrastructure, as shown in Map 12: Electrical Infrastructure Map. Overhead and underground infrastructure have the same capacity and provide the same level of service. Typically, the closer the building's service point for electrical connection is to the rear lane supply point, the better to create the preferred options for upgrades. City electric fully supports installing meter bases on garages in the rear lane, as this is the source of servicing.

Electricity consumption has increased a great deal since the neighbourhood was originally developed, and so 120 / 240 V electrical service upgrades will be needed in the majority of redevelopment cases.

The Lethbridge Electric Utility has an active program to upgrade the utility distribution system in all areas of the City. In Westminster, the existing delivery system will remain overhead. Communication utilities such as Telus and Shaw are independent organisations from the City of Lethbridge Electric Utility.

## Natural Gas (ATCO)

In the 1990s ATCO replaced a majority of the older steel pipe with polyethylene throughout the Plan Area. The area east of 20 Street North, as well as three other small isolated areas are still served by steel main. However, this does not affect the current performance or redevelopment potential. There are no plans to upgrade this in the near future.



**Legend**

- Westminster Area
- Redevelopment Plan Boundary
- Wood Power Pole
- Primary Underground Line
- Primary Overhead Line

Location of electrical infrastructure in the Westminster neighbourhood. The neighbourhood is currently serviced by a mix of overhead and underground infrastructure.

Data sources: Not all wood power poles are connected to the power line network Electrical infrastructure, City of Lethbridge Electric Department, 2019. Base layers, City of Lethbridge, 2019.

**Map 12: Electrical Infrastructure Map**









### 3. Land Use Concept and Built Form Policies

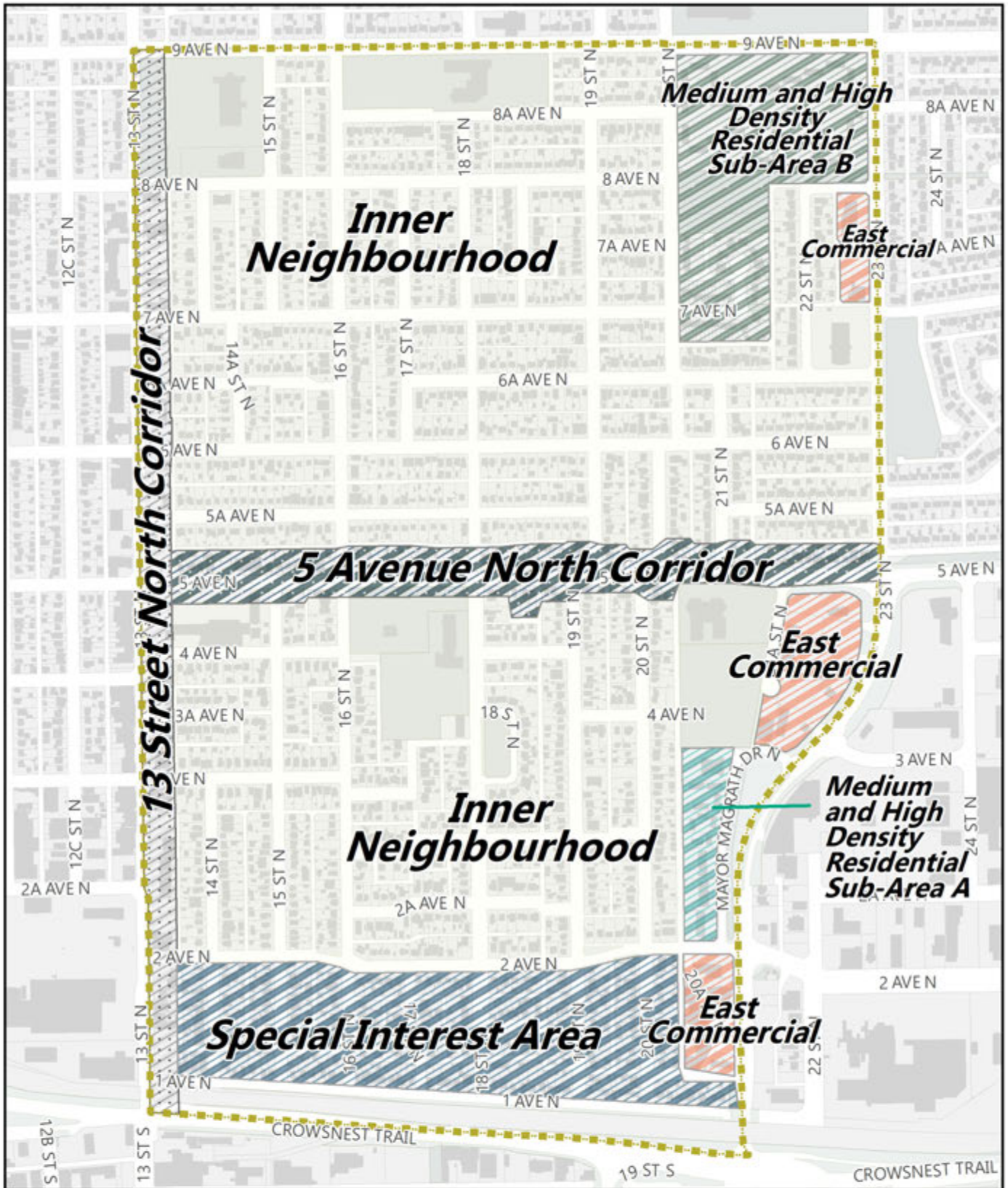
The Land Use Concept (LUC) identifies sub-areas and corridors within the neighbourhood based on the type of development they can support. The sub-areas and corridors within the neighbourhood are unique and each requires specific development guidance.

The LUC is informed by a number of plans and statutory documents, including the SSRP and the City's ICSP/ MDP. The LUC is composed of five sub-areas and two corridors. All proposed development is contingent on the need for applicable land use and development approvals as well as sufficient supporting infrastructure.



Aerial view of Westminster looking north from 5 Avenue North





The sub-areas and corridors making up the land use concept of the Westminster Area Redevelopment Plan. Each area was informed by a number of statutory documents, such as the City of Lethbridge's ICSP/MDP and the SSRP, as well as consultation with the Westminster Advisory Committee.

Data sources:  
Base layers, City of Lethbridge, 2019.

Map 13: Land Use Concept Map





## 3.1 Inner Neighbourhood

### 3.1.1 About the Area

Representing approximately 65% of the Plan Area, this sub-area is composed of primarily single detached dwellings, with secondary suites, duplexes and four-plexes also dispersed throughout. There are secondary suites and four-plexes that have been built without proper development permits and exist as non-compliant properties.

### 3.1.2 Future Development Direction

Retain the low-density residential character of predominantly single detached dwellings, by allowing secondary suites and duplexes only in appropriate locations.

Development and building permits for secondary suites and duplexes shall only be supported on corner parcels. These proposals shall obtain the required development and building permits under the existing decision process for discretionary uses.

Support will be given for proposals to bring existing non-compliant secondary suites and duplexes into compliance; proposals shall meet the following criteria:

- In existence prior to the approval of the Plan;
- Meet all municipal requirements; and
- Require no waivers of off-street parking requirements.

Existing permitted duplexes which are being used as non-compliant four-plexes have been identified by the WARP Advisory Committee as a trend. Bringing these into compliance as four-plexes shall not be supported, and they should be returned to their approved use as duplexes under the existing process.

Proposals involving the subdivision of residential parcels in the inner neighbourhood shall only be supported on corner parcels. Parcels resulting from subdivision shall meet the minimum parcel size required for the Low Density Residential (R-L) land use district.

Throughout this area, making all reasonable efforts to preserve public trees is strongly supported. Where adequate rear lane access is available, vehicle access should be provided from the lane. This prevents the loss of public street trees, the loss and fragmentation of boulevard green space, and the interaction of pedestrians and vehicles on the sidewalk.

Home occupations and child care facilities are supported throughout this area because these types of businesses contribute to the local economy.





### 3.1.3 Built Form Policies

#### Massing and transitions

- a. The maximum permitted building height is 10.0 m, unless it can be demonstrated that transitions to adjacent areas can be achieved to the satisfaction of the Development Authority.
- b. Buildings that exceed 10.0 m in height shall include site and building design features that mitigate negative impacts of limited sunlight available to adjacent buildings and yards. To demonstrate this, the applicant shall provide a shadowing/sunlight study prepared as outlined in the Land Use Bylaw, which shall be submitted with the development permit application.

#### Building and site design

- c. The building design of the front, side and rear façades of multi-family housing, including duplexes, shall incorporate design elements such as varying setbacks and building materials to articulate each unit and break up an otherwise monolithic building.
- d. Driveways shall be limited to one driveway per parcel. Driveways shall be no wider than 3.6 m except where a greater width is required in order to provide the required number of parking spaces.
- e. Curb cuts for new driveways shall only be allowed in locations where a driveway is allowed. Further, the curb cut should only be completed after the driveway is in place.
- f. New front driveways/curb cuts should be positioned such that they allow public trees to remain, where possible.

#### Secondary Suites

- g. Development applications for secondary suites shall only be supported for properties on corner parcels.
- h. Secondary suites are defined in the Land Use Bylaw.
- i. Secondary suites shall adhere to requirements in the Land Use Bylaw.
- j. Secondary suites shall meet all municipal requirements.



Development supported: single detached dwellings (only corner lots may have secondary suites) and duplexes (only on corner lots)





## 3.2 Medium Density Residential - Sub-area A

### 3.2.1 About the Area

Located along Mayor Magrath Drive North and covering 1% of the residential land use area within the neighbourhood, the building types in this sub-area include townhomes and apartment buildings with varying heights of 1 to 3 storeys and up to 12.0 m. Buildings within this sub-area were built between 1968 and 1975. The redevelopment of existing buildings is not likely to occur all at once and when it begins taking place each new development will feature unique design elements. However, it is important to maintain height consistency within this sub-area.





### 3.2.2 Future Development Direction

Maintain this area as a hub of medium to high-density residential development. Redevelopment should showcase high-quality site and building design. This could include building to suitable heights in relation to surrounding development, providing appropriate parking access and supply, incorporating design elements to articulate each unit of multi-family housing, and the protection of existing public trees. Suitable building types include apartments and townhouses.

Residential units may be oriented to the street or to an internal courtyard, but each development should include street-oriented residential units along the majority of its street frontage. Building heights of up to 12.0 m may be suitable, dependent on a design which is sensitive to impacts on adjacent residential units to the west.

Surface parking should be primarily accessed from the rear lane.

### 3.2.3 Built Form Policies

#### Massing and transitions

- a. The maximum allowable building height is 12.0 m, unless it can be demonstrated that transitions to adjacent areas can be achieved to the satisfaction of the Development Authority.
- b. Buildings that exceed 12.0 m in height shall include site and building design features that mitigate negative impacts on sunlight availability to adjacent buildings and yards. To demonstrate this, the applicant shall provide a shadowing/sunlight study prepared as outlined in the Land Use Bylaw, which shall be submitted with the development permit application.

#### Building and site design

- c. Private amenity space shall be provided for residential uses which include at least three residential units, in accordance with Land Use Bylaw requirements.
- d. The building design of the front, side and rear façades of multi-family housing, including duplexes, shall incorporate design elements such as varying setbacks and building materials to articulate each unit and break up an otherwise monolithic building.
- e. Parking lots for apartments and townhouses shall demonstrate pedestrian-friendly and barrier-free design by providing clearly identifiable pedestrian paths from City sidewalks to building entrances and exits.
- f. Curb cuts shall only be allowed in locations where a driveway is allowed. Further, the curb cut should only be completed after the driveway is in place.
- g. New front driveways/curb cuts should be positioned such that they allow public trees to remain, where possible.



Development supported: townhouses and apartment buildings





## 3.3 Medium Density Residential - Sub-area B

### 3.3.1 About the Area

Located in the north-east corner of the neighbourhood and covering 6% of the Plan Area, this sub-area accommodates medium density residential development and building types include duplexes and townhomes, all built between 1960 and 1988. The earliest development within this sub-section is Highland Park Townhomes, which were built in 1960, with mechanical system upgrades and exterior renovations being completed over the years. Rideau Park provides over 1.2 hectares of green space, and is a valuable asset to residents of this sub-area.





### 3.3.2 Future Development Direction

Redevelopment should showcase high-quality site and building design. This could include building to suitable heights in relation to surrounding development, providing appropriate parking access and supply, incorporating design elements to articulate each unit of multi-family housing, and the protection of existing public trees. Suitable building types include apartments, townhouses, and duplexes.

Proposals for residential redevelopment which is oriented to Rideau Park in order to provide “eyes on the park” are encouraged.

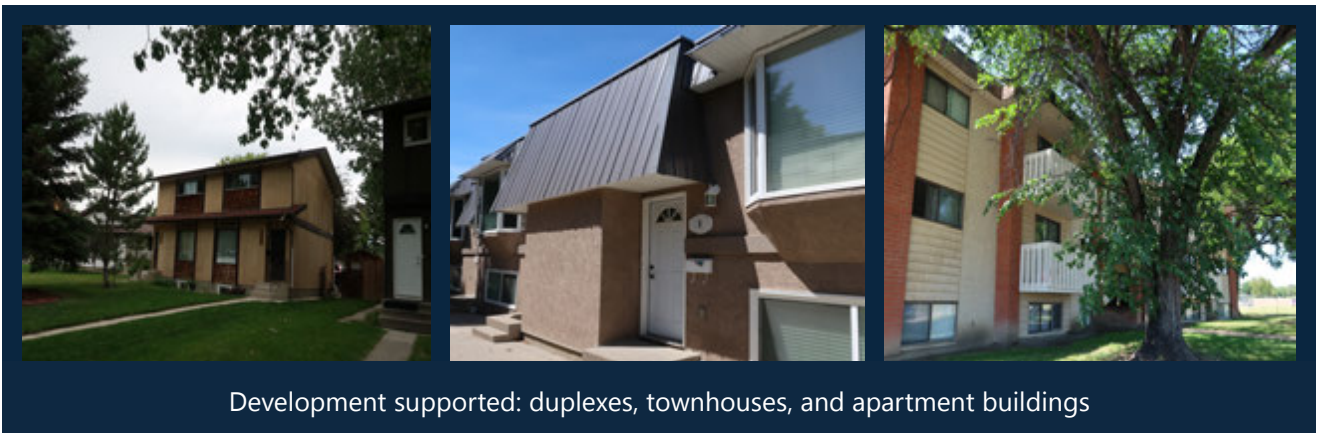
### 3.3.3 Built Form Policies

#### Massing and transitions

- a. The maximum permitted building height is 10.0 m, unless it can be demonstrated that transitions to adjacent areas can be achieved to the satisfaction of the Development Authority.
- b. Buildings that exceed 10.0 m in height shall include site and building design features that mitigate negative impacts on sunlight availability to adjacent buildings and yards. To demonstrate this, the applicant shall provide a shadowing/sunlight study prepared as outlined in the Land Use Bylaw, which shall be submitted with the development permit application.

#### Building and site design

- c. Private amenity space shall be provided for residential uses in accordance with Land Use Bylaw requirements.
- d. The building design of the front, side and rear façades of multi-family housing, including duplexes, shall incorporate design elements such as varying setbacks and building materials to articulate each unit and break up an otherwise monolithic building.
- e. Parking lots for apartments and townhouses shall demonstrate pedestrian-friendly and barrier-free design by providing clearly identifiable pedestrian paths from City sidewalks to building entrances and exits.
- f. Driveways for townhouses and duplexes shall be limited to one driveway per parcel. Driveways shall be no wider than 3.6 m except where a greater width is required in order to provide the required number of parking spaces.
- g. Curb cuts shall only be allowed in locations where a driveway is allowed. Further, the curb cut should only be completed after the driveway is in place.
- h. New front driveways/curb cuts should be positioned such that they allow public trees to remain, where possible.







## 3.4 Special Interest Area

### 3.4.1 About the Area

Located in the south of the neighbourhood and covering 9% of the residential land use area within the neighbourhood. The building types in this area include single detached dwellings, duplexes and townhomes. This sub-area is bordered to the south, along 1 Avenue North, by an active rail line. Although Canadian Pacific Railway, the owner and operator of the railway, provides standards to be considered for new developments, there are none in place for existing development. Concerns associated with living near a railway, including noise levels and exposure to detrimental safety impacts to people and property should a rail incident occur, are currently not addressed and a further study beyond the scope of the WARP is recommended as detailed in the Implementation Section.

### 3.4.2 Future Development Direction

This area should only accommodate new single detached dwellings as a mechanism to regulate the number of dwelling units exposed to concerns associated with living near a railway, as mentioned in the preceding section. Regulation of the number of dwelling units is valuable at this time because there is a gap in available tools and guidance to address concerns associated with living near a railway. Until resources and guidance are available to address these concerns and the Plan is amended to reflect them, it is encouraged to maintain this area as predominantly single detached dwellings. Proposals for secondary suites, duplexes, townhouses or apartments shall not be supported. Proposals involving the subdivision of larger lots shall not be supported, as this could result in additional dwelling units.

Throughout this area, making all reasonable efforts to preserve public trees is strongly supported. Where adequate rear lane access is available, vehicle access should be provided from the lane. This prevents the loss of public trees, the loss and fragmentation of boulevard green space, and the interaction of pedestrians and vehicles on the sidewalk.



Special interest area as seen looking north from the railway line



### 3.4.3 Built Form Policies

Built form policies are not necessary for this sub-area. The Future Development Direction only supports new single detached dwellings, and these proposals shall follow the rules of the Low Density Residential (R-L) land use district in the Land Use Bylaw, excluding the allowance of secondary suites (and their associated rules).



Development supported: only single detached dwellings

## 3.5 East Commercial

### 3.5.1 About the Area

The east boundary of Westminster is Mayor Magrath Drive North, from 1 Avenue North to 5 Avenue North, and 23 Street North, from 5 Avenue North to 9 Avenue North. Along this corridor there are three non-contiguous major commercial hubs. All three hubs are auto-oriented and intended to provide direct accessibility to vehicle traffic and sufficient parking for patrons. These commercial hubs have limited pedestrian connections to the inner neighbourhood and their parking lot designs lack pedestrian-friendly features. The building condition for these commercial hubs is good and continuous improvements have taken place.

### 3.5.2 Future Development Direction

Future site improvements and new developments on these commercial hubs should contribute to their auto-oriented design while also providing safe pedestrian mobility and barrier-free design. Pedestrian mobility includes pedestrian paths from City sidewalks and paths within parking lots leading to building entrances and exits. These areas shall accommodate commercial or mixed use development. A range of building heights may be suitable, but must be sensitive to existing residential units to the west. Adaptive reuse of existing structures is encouraged.







### 3.5.3 Built Form Policies

#### Building and site design

- a. Parking lots shall demonstrate pedestrian-friendly and barrier-free design by providing clearly identifiable pedestrian paths from City sidewalks to building entrances and exits.
- b. Front building facades should incorporate design elements that contribute to a vibrant commercial hub.
- c. Locate and organize vehicle parking, access, service areas and utilities to minimize impacts on the site and surrounding property.
- d. Commercial buildings may accommodate retail spill out and patio space where adequate area exists and setbacks can be met.
- e. Landscape design shall be used as a tool to beautify the site and contribute to pedestrian-friendly design.



Development supported: commercial buildings and mixed-use proposals incorporating pedestrian-friendly features



## 3.6 13 Street North Corridor



### 3.6.1 About the Area

13 Street North acts as the west boundary for the neighbourhood, extending from 1 Avenue North to 9 Avenue North, separating the Westminster neighbourhood from the Senator Buchanan neighbourhood. The development fronting 13 Street North from the west is within the Senator Buchanan neighbourhood boundaries; however, all development along 13 Street North is compatible with one another and should continue to be viewed as one entity. 13 Street North continues to reflect its history of functioning as a commercial corridor used by both the neighbourhood and city-wide residents. Buildings along 13 Street North exhibit a variety of heights, setbacks, building ages and conditions. The street also functions as a key city-wide transportation corridor, providing access north to south.

### 3.6.2 Future Development Direction

Build on the status of 13 Street North as a destination street for both locals and people from across Lethbridge, by maintaining and enhancing the vibrant mix of commercial uses fronting the street. This will be achieved by supporting a range of commercial uses and unit sizes, as well as projects which would enhance storefront appearances and preserve or restore historic buildings and features. Commercial, mixed-use buildings, and stand-alone medium/high-density residential developments shall be supported from 2 Avenue North to 8 Avenue North. In alignment with the Special Interest Area, until resources and guidance are available to address concerns associated with living near a railway and the Plan is amended to reflect them, mixed-use buildings and stand-alone medium/high-density residential developments shall not be supported South of 2 Avenue North.

Proposals to subdivide larger lots in order to provide smaller commercial units (as is more prevalent on the west side of 13 Street North) will be supported. A range of building heights will be supported, but buildings over three storeys shall minimize potential impacts on adjacent residential properties to the east. All new developments shall provide a high-quality, attractive, human-scaled environment at street level and contribute to the vibrancy of the 13 Street North corridor for pedestrians.

Mixed-use proposals for residential units on upper floors with commercial units at street level will be supported. Care shall be taken to preserve the privacy of existing residential units to the east through building and/or landscaping design.





Proposals for complementary public uses including child care, medical, religious, educational, and cultural facilities may be appropriate.

Stand-alone medium and high-density residential developments shall only be supported if they can meet the Built Form Policies.

In order to work towards a more complete 'street wall', new developments shall be pedestrian-oriented (i.e. oriented to the street with minimal front setback). Surface parking should be provided to the rear of buildings, ideally accessed via rear lanes. Access into buildings from the rear shall be provided when surface parking is located to the rear of the building.

Due to the traffic volumes along this arterial corridor, new driveways would not be supported by Transportation. Front driveways create greater conflict between pedestrians, cyclists, and vehicles.

Consideration shall be given to the findings and outcomes of the 13 Street North and 5 Avenue North Functional Planning Study - in particular, how it can contribute to the enhancement of the corridor as a successful and thriving destination street.

### 3.6.3 Built Form Policies

#### Massing and transitions

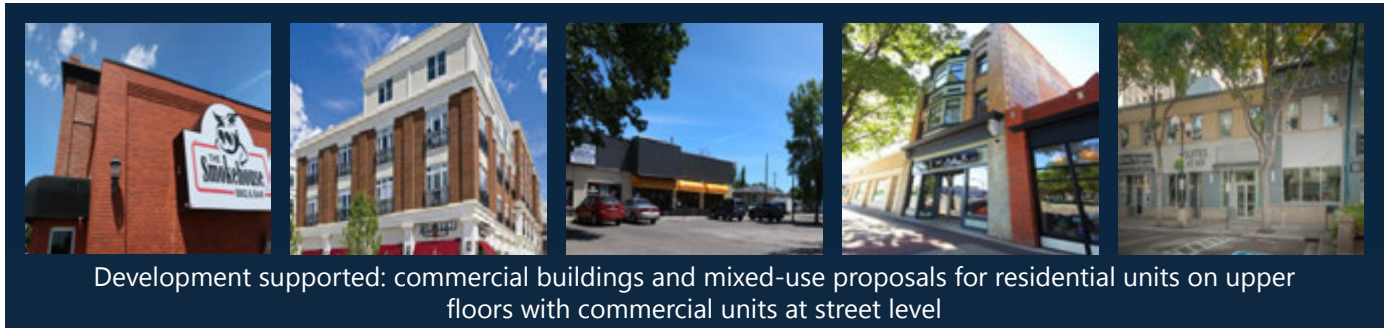
- a. The maximum allowable building height for commercial and public use buildings is 12.0 m, unless it can be demonstrated that appropriate transitions to adjacent areas can be achieved to the satisfaction of the Development Authority.
- b. Step backs on the rear may be required for buildings over 12.0 m at 4<sup>th</sup> storey to limit building massing at street level and achieve appropriate transitions.
- c. Buildings that exceed 12.0 m in height shall include site and building design features that mitigate negative impacts on sunlight availability to adjacent buildings and yards. To demonstrate this, the applicant shall provide a shadowing/sunlight study prepared as outlined in the Land Use Bylaw, which shall be submitted with the development permit application.
- d. The maximum allowable continuous building frontage should be 40.0 m.
- e. Exceeding the maximum allowable continuous building frontage of 40.0 m shall only be considered if the overall design supports the Future Development Direction of 13 Street North.
- f. Commercial building design shall incorporate at least one commercial bay of maximum 8.0 m width with usable front entrances at street level.

#### Building and site design

- g. Parking should be provided to the rear of the building and accessed from the rear lane, whenever functional.
- h. Vehicular access from 13 Street North shall not be allowed.
- i. Locate and organize vehicle parking, access, service areas and utilities to minimize impacts on the site and surrounding property.
- j. Rooftop patios are encouraged.



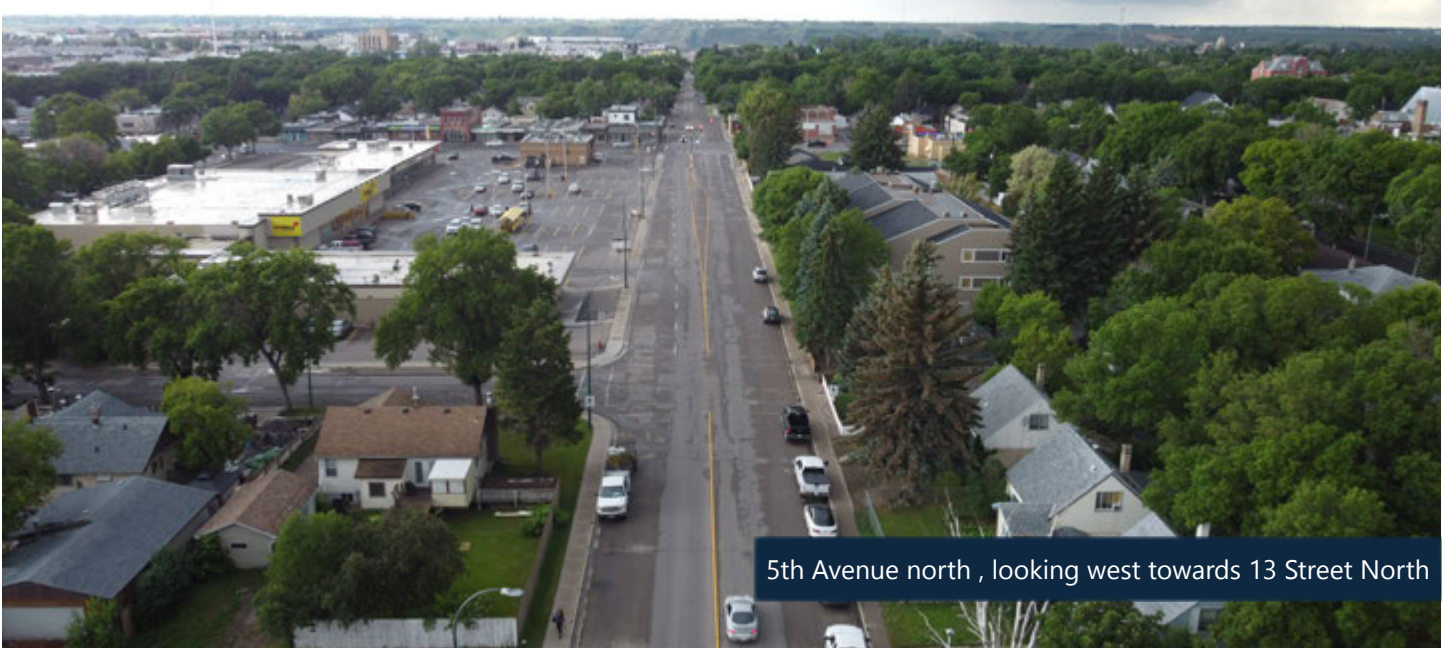
- k. All frontages shall feature architectural treatments that contribute to a vibrant commercial and mixed-use street scape.
- l. Buildings shall be oriented to the street and front setbacks shall be minimised, except to accommodate a greater setback for retail spill-out and patio space.
- m. Building design shall contribute to a permeable, pedestrian-oriented streetscape through the use of generously proportioned windows, window bays and clearly identifiable front and rear entrances. Building frontages with no windows on the main floor fronting 13 Street North (and other street frontages, in the case of corner parcels) shall not be allowed.
- n. Locate buildings as close to the street as possible to frame the street and promote passive surveillance while respecting the setback provisions in the Land Use Bylaw.
- o. Landscape design may be used as a tool to contribute to pedestrian-friendly design and ease the transition from buildings fronting 13 Street North to adjacent residential areas.







## 3.7 5 Avenue North Corridor



### 3.7.1 About the Area

This corridor is located at the core of the Westminster neighbourhood, providing connectivity west to east and covering 5% of the Plan Area. The building types found here include single-detached dwellings (some with secondary suites), two and four-unit dwellings, and public and civic buildings including the Westminster Hall. The Legion Place is located on this corridor, providing housing for seniors. The location of this corridor provides great accessibility to amenities and services within and near the neighbourhood.

### 3.7.2 Future Development Direction

This corridor provides access to key amenities and services within the neighbourhood and should be promoted as the 'heart of Westminster'. It is a priority to ensure this corridor is a safe place for all individuals, especially children, to walk or cycle to and from the neighbourhood amenities. Redevelopment along this corridor shall consider the findings and recommendations of the 13 Street and 5 Avenue North Functional Planning Study; in particular, how it can contribute to the connectivity between the north and south of the neighbourhood and enhance pedestrians' and cyclists' safety. Due to the traffic volumes along this arterial corridor, new driveways would not be supported by Transportation, as they create greater conflict between pedestrians, cyclists, and vehicles.

The majority of the parcels along this corridor will remain in residential use, with medium to high densities supported in locations where off-street parking and infrastructure capacity requirements can be met. Suitable building types include single detached dwellings, single detached dwellings with secondary suites, duplexes, townhouses and apartments.

Proposals for new public uses including child care, medical, religious, educational, and cultural facilities may be appropriate.

Proposals for new commercial uses between 13 Street North and 15 Street North may be appropriate.

Where new commercial or public use developments are allowed, they shall be pedestrian-oriented (i.e. oriented to the street with minimal front setback). Surface parking shall be provided to the rear of buildings, ideally accessed via rear lanes; parking waivers may be supported.



### 3.7.3 Built Form Policies

#### Massing and transitions

- a. The maximum allowable building height is 12.0 m, unless it can be demonstrated that transitions to adjacent areas can be achieved to the satisfaction of the Development Authority.
- b. Step backs on the rear may be required for buildings over 12.0 m starting at the 4<sup>th</sup> storey to limit building massing at street level and achieve appropriate transitions.
- c. Buildings that exceed 12.0 m in height shall include site and building design features that mitigate negative impacts on sunlight availability to adjacent buildings and yards. To demonstrate this, the applicant shall provide a shadowing/sunlight study prepared as outlined in the Land Use Bylaw, which shall be submitted with the development permit application.
- d. The maximum allowable continuous building frontage shall be 40.0 m.
- e. Exceeding the maximum allowable continuous building frontage of 40.0 m for commercial, mixed-use, and public use buildings shall only be considered if:
  - i. Commercial or mixed-use building design shall incorporate at least one commercial bay of maximum 8.0 m width with usable front entrances at street level.
  - ii. The overall design supports the Future Development Direction of the 5 Avenue North Corridor.

#### Building and site design

- f. Parking should be provided to the rear of the building and accessed from the rear lane, whenever functional.
- g. Vehicular access from 5 Avenue North shall not be allowed.
- h. Rooftop patios are encouraged.
- i. The building design of the front, side and rear façades of multi-family housing, including duplexes, shall incorporate design elements such as varying setbacks and building materials to articulate each unit and break up an otherwise monolithic building.

#### Secondary Suites

- j. Secondary suites are defined in the Land Use Bylaw.
- k. Secondary suites shall adhere to requirements in the Land Use Bylaw.
- l. Secondary suites shall meet all municipal requirements.



Development supported: single detached dwellings (may have secondary suites), duplexes, townhouses, apartments, public buildings, and commercial uses (only between 13 and 15 Street North).





Flower gardens at Adams Park





## 3.8 Parks and Open Spaces

### 3.8.1 Westminster Hall (411 - 16 Street North)

#### 3.8.1.1 About the Area

The Westminster Hall site is owned by the City of Lethbridge, and includes the outdoor pool, playground, tennis courts, west parking lot and the green space north of the Westminster School. The hall itself provides gathering spaces for community events, while the outdoor pool is open during the summer time and is used by individuals both residing within the neighbourhood and from across the city. (Include site maps)

#### 3.8.1.2 Future Development Direction

The Westminster Hall site shall be retained by the City to ensure this open space continues to be available for the enjoyment of neighbourhood residents. The Westminster Hall, outdoor pool, playground and tennis courts are well situated to continue providing a gathering space and recreation opportunities. Proposals for the expansion of Westminster Hall to address community needs by providing recreational, public, and civic uses should be supported. Adaptation of existing amenities to facilitate year-round operation shall be supported.

Existing green space surrounding Westminster Hall shall be maintained, along with the on-site amenities including the outdoor pool, playground and tennis courts. Any future projects redesigning this site should explore the expansion of the tots' playground. Pedestrian access points to the site from 5 Avenue North shall be linked to pedestrian crossings.



Tennis courts, playground, basketball court, and pool, at Westminster hall site.

### 3.8.2 Adams Park (302 - 9 Avenue North)

#### 3.8.2.1 About the Area

Adams Park is located next to the Logan Boulet Arena and the Boys and Girls Club of Lethbridge and District, and is surrounded by mature trees. Ample off-street parking is available at the Logan Boulet Arena. The amenities that can be found here include flower beds, a playground, and paved trails which provide access points to the Inner Neighbourhood. Adams Park is well used by individuals residing within the neighbourhood and from across the City.

#### 3.8.2.2 Future Development Direction

Protecting this park as a city-wide amenity should be a priority, to ensure the park contributes to the vibrancy of this block and continues to complement the Logan Boulet Arena and the Boys and Girls Club.



Playground at Adams Park





### 3.8.3 Rideau Park (739 - 20 Street North)

#### 3.8.3.1 About the Area

Rideau Park is located between multi-family and single family housing. Mature trees can be found throughout the park. The park is fairly closed-in to the east and south by the rears of adjacent residential parcels. The Highland Park Townhomes to the north provide some passive surveillance. No off-street vehicle parking is available, but the 20 Street North frontage provides ample on-street parking. The amenities that can be found here include a playground and basketball courts. There are no pathways within the park.



#### 3.8.3.2 Future Development Direction

Rideau Park shall be maintained as a valuable green space for the community, with opportunities explored for its enhancement. Upgrades to Rideau Park should be a priority to improve user experience. It is recommended that connectivity to surrounding areas be improved for pedestrians and cyclists by introducing barrier-free, paved pathways, and that amenities be provided for community gatherings. To ensure long-term connectivity to the east, the privately owned green strip east of Rideau Park along 8 Avenue North may have to be purchased by the City at the time of redevelopment.

### 3.8.4 18 Street North Park (337 - 18 Street North)

#### 3.8.4.1 About the Area

Located within the inner neighbourhood, this park has an area of 0.34 hectares (0.84 acres). It is surrounded by low-density residential and is adjacent to Westminster Elementary School. There are a number of mature trees within the park. However, there are no amenities available and green space is underutilized.



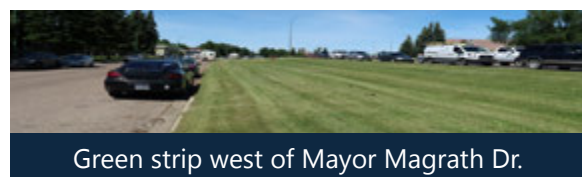
#### 3.8.4.2 Future Development Direction

There is potential for this park to function as a pocket park for the Westminster neighbourhood. As part of the implementation of the Plan, a strategy to design and fund these improvements should be explored.

### 3.8.5 Green Strip (204 Mayor Magrath Drive North)

#### 3.8.5.1 About the Area

This strip is owned by the City of Lethbridge and covers 0.36 hectares (0.89 acres). Although the parcel is currently zoned as Medium Density Residential (R-75), it is not suitable for R-75 development.



#### 3.8.5.2 Future Development Direction

This green strip should be rezoned to Park and Recreation (P-R). There is potential to beautify this strip to function as the gateway to the neighbourhood and buffer residential development to the west from the heavy traffic to the east.







## 4. Policy Section

The policy section addresses specific topic areas in alignment with the Land Use Concept. The policies are grouped together under the following key sections: land use; transportation; parks, open spaces and urban forestry; and utilities and servicing. This section will reference the Land Use Concept Map (see page 39). The Land Use Concept Map identifies sub-areas within the neighbourhood and provides development guidance for each.

### 4.1 Land Use

#### 4.1.1 Objectives

- a. Reinforce the link between transportation and land use by supporting appropriate forms of residential and commercial intensification along major transportation corridors as identified in the Land Use Concept sub-areas.
- b. Support the conservation and adaptive reuse of buildings identified as historic resources.
- c. Support high-quality redevelopment for low, medium and high-density housing, in accordance with the Land Use Concept Map.
- d. Maintain the primarily low-density residential character of the majority of the neighbourhood.
- e. Allow for medium and high-density residential development in appropriate locations, in accordance with the Land Use Concept Map.
- f. Support building type diversity within the neighbourhood, in accordance with the Land Use Concept Map.
- g. Support Westminster's status as a "complete neighbourhood" where residents can live, work and play.
- h. Support an increase in the number of smaller commercial units in existing commercial areas to encourage independent businesses to locate in Westminster.
- i. Increase the vibrancy of the street along commercial corridors.

#### 4.1.2 Policies

##### General

- a. If a proposed development is neither a permitted nor a discretionary use under the existing land use designation for a given parcel, an application to amend the Land Use Bylaw shall be required. Such an application shall be approved by Lethbridge City Council prior to the development of the intended use.
- b. All land use amendments shall adhere to the Plan, and existing land use districts established in the Land Use Bylaw should be used whenever possible. Direct Control (DC) land use districts may be required in some circumstances in order to implement the land use and design requirements specific to the Plan. Direct Control (DC) land use districts shall not be used merely as a tool to increase residential density. Land use amendments contrary to those proposed in the Plan are strongly discouraged, and would only be supported if, in the opinion of the Planning department, the adjacent land uses would be of a similar scale and compatible with what is being proposed or what is desired in the future as per the Land Use Concept and policies of the Plan. Otherwise, an ARP amendment is required before proceeding.
- c. An existing land use shall be defined as a land use that, at the time the Plan is adopted by Council, has been developed in the boundaries of the Plan Area and is considered to be in compliance with all municipal regulations. All existing land uses may remain and redevelop in accordance with their existing land use designation requirements.



- d. In addition to conforming to the Land Use Concept, a parcel of land that is the subject of a Land Use Bylaw amendment or development permit application shall also be able to be serviced in order to be supported by the Development Authority. See Section 5.7: Servicing and Utilities for more information.
- e. The conservation of existing structures in good condition, and rehabilitating those in poor condition, shall be supported. Development permits should be applied for and approved (with or without conditions) before any demolition may take place. This will help prevent needless or premature demolition of useful or valuable structures, and prevent subsequent pressure to allow incompatible uses such as parking lots.
- f. Any potential sale, subdivision, and land use amendments of City-owned lands (including right-of-ways) should only be pursued should the proposed redevelopment contribute to the Land Use Concept.
- g. The creation of new parcels smaller than the minimum parcel requirements should not be supported. However, the redevelopment of existing narrow lots (less than 11.0 m) shall be supported, provided the development is a single detached dwelling and has been designed for a narrow lot.
- h. When notification is required for development and planning applications prior to a decision on a rezoning, a discretionary use, or a waiver of Land Use Bylaw provisions, including but not limited to setbacks, height, parcel coverage, and parking, notifications shall be mailed to landowners of property within 100.0 m of the property in question, Westminster Neighbourhood Association, and Westminster Village Committee.
- i. Ensure pedestrian mobility by incorporating pedestrian-friendly and barrier-free design elements, as defined in the Land Use Bylaw.

## Residential

- j. All redevelopment shall comply with the Land Use Concept.
- k. The majority of dwelling units in the Plan Area will be low-density housing forms, i.e. single detached, two-unit (duplex), and secondary suites. However, where appropriate as determined by the Plan, higher density housing options shall be supported to provide for all residents in the neighbourhood regardless of age, ability, income, or household size, in accordance with the Land Use Concept Map.
- l. "Downzoning" (reducing residential densities through a Land Use Bylaw amendment) shall not be supported, in accordance with the Land Use Concept Map. This is to ensure the existing nodes of medium and high density remain and are not replaced with low-density residential.
- m. Applications to bring existing (at time of Plan adoption) non-conforming secondary suites and two unit dwellings into compliance, in accordance with the Land Use Concept, shall be supported.
- n. Applications to bring existing (at time of Plan adoption) non-conforming duplexes accommodating four-plexes shall be brought into compliance, in accordance with the Land Use Concept, shall not be supported.
- o. Although Planning approval or recommendation is not required, the consolidation of two or more parcels for the purposes of rezoning to accommodate higher density shall only be supported in accordance with the Land Use Concept, specifically in the following sub-areas: Medium and High-Density Residential - Sub area A and B; and 5 Avenue North Corridor.
- p. Proposals which include a mix of residential and non-residential uses will be supported in appropriate locations, as set out in the Land Use Concept. Note that, as defined in the Land Use Bylaw, home occupations are accessory to a residential use.

## Non-Residential

- q. A broad mix of commercial, mixed use, public and complementary land uses shall be supported in appropriate locations as determined by the Land Use Concept.





- r. Encourage the activation of the public realm by supporting commercial activity in the right-of-way in front of commercial buildings, including patios, outdoor seating, street vending, etc.
- s. Despite potential misalignment with the Land Use Concept, any existing commercial land use and/or buildings which are considered non-conforming, but due to their nature and location are deemed to be local or neighbourhood commercial, should be supported for a land use amendment to bring into conforming status. Those commercial uses which are not neighbourhood-oriented shall retain their non-conforming status.
- t. New public/institutional uses which provide facilities, amenities, and services to the local neighbourhood for all residents regardless of age, ability, or socio-economic status shall be supported in appropriate locations as determined by the Land Use Concept, provided Land Use Bylaw requirements and Land Use Concept Built Form Policies can be met.
- u. The upgrading, expansion, and/or replacement of part or all of existing public/institutional uses shall be supported in the Plan

## 4.2 Transportation Network

### 4.2.1 Objectives

- a. Maintain an integrated grid street network that provides people with the means to move throughout the neighbourhood and between adjacent neighbourhoods and destinations efficiently, comfortably, safely and with barrier-free accessibility.
- b. Ensure all modes of transportation are accommodated within a multimodal-supportive network that focuses on the modal-hierarchy of pedestrian first, followed by cycling, transit, and then the automobile.
- c. Ensure transportation infrastructure improvements, within the Plan Area, including upgrades during maintenance, repairs, reconstruction and rehabilitation, contribute to the city's transportation network.

### 4.2.2 Policies

#### Improvements and Maintenance

- a. All new development and transportation infrastructure improvements made within the Plan Area shall align to the Land Use Concept and policies of the Plan and comply with the Transportation Master Plan, and any other applicable plans such as the Mobility/Accessibility Master Plan, Cycling Master Plan and Transit Master Plan.
- b. All new transportation-related infrastructure development shall recognize pedestrian circulation and comfort for all ages and abilities as the highest priority, followed by cyclists, transit, commercial vehicles, multiple occupancy automobiles, and single occupancy automobiles.
- c. All transportation infrastructure and right-of-way improvements including upgrades during maintenance, repairs, and reconstruction shall meet current City standards and demonstrate good transportation engineering judgment.
- d. All transportation-related infrastructure recommendations shall be considered within the context of the city as a whole. Without direction from City Council and/or specific funding, improvements in Westminster above City standards will not be pursued while there are other parts of the city that are below this standard.
- e. Context-sensitive elements shall be considered to ensure the environment maintains its character while also being a safe place for people to walk, roll, cycle, and drive. Upgrades beyond City standards shall be funded from sources beyond Transportation's operational budget dedicated to infrastructure upkeep. Additional sources of funding include specific CIPs, local improvements funded by residents, grants, etc.



- f. In all situations where a sidewalk is removed, damaged, or impacted by redevelopment it shall be replaced at the cost of the developer.
- g. Where practical, sidewalk life-cycle replacement and/or improvements should include the following design considerations:
  - i. Upgrade to meet City standard sidewalk cross section widths, or in circumstances where the sidewalk exceeds City standards, ensure it is maintained, not reduced;
  - ii. Separate sidewalks with treed boulevard on both sides of the street shall be retained in all circumstances and no development, infrastructure or public right-of-way improvements should jeopardize this aspect of the neighbourhood. Where separate sidewalks with treed boulevards do not exist on both sides of the street, potential for their installation should be explored in alignment with city-wide sidewalk priorities. Provision of benches in boulevards may be supported if in alignment with City standards;
  - iii. Ensure transportation infrastructure upgrades address major gaps or deformities to ensure universal access, including but not limited to:
    - Audible crossing signals and tactile strips;
    - Appropriate curb cuts at intersections;
    - Bump-outs to define on-street parking areas and lessen pedestrian crossing distances; and
    - Relocate fixed objects such as utility poles, light fixtures, and other street furniture so as to avoid impinging on or restricting the sidewalk.

## Connectivity

- h. All streets and lanes should be retained and maintained to ensure access, connectivity and safety for all modes of transportation. Laneway closures are strongly discouraged unless linked to safety concerns. Lane enhancements/improvements such as paving are supported through local improvements.
- i. While 5 Avenue North is defined as an arterial street and 2 Avenue North is defined as a collector street, connectivity across the neighbourhood for pedestrians and cyclists should be addressed by considering additional safe crossing opportunities between 13 Street North and Mayor Magrath Drive along 5 Avenue North.

## Public Realm

- j. Special attention shall be paid to ensure infrastructure and right-of-way improvements contribute positively to the public realm.
- k. Public art and urban design enhancement shall be incorporated where possible in consideration of transportation engineering standards.
- l. Street furniture, including well-designed benches, lighting, shelters, bike racks, and refuse bins should be included in the composition of the streetscape. It is encouraged that such infrastructure be functional and where possible incorporate artistic designs and/or public art.
- m. The use of public rights-of-way for commercial activities such as sidewalk patios, outdoor seating or temporary displays is supported when tied to a commercial land use. Opportunities should be explored to allow for the greater use of public rights-of-way by commercial operations.





## 4.3 Parks, Open Spaces, and Urban Forestry

### 4.3.1 Objectives

- a. Create new (and retrofit existing) parks and open spaces that allow people to gather, enjoy recreational activities and relax.
- b. Retain and preserve existing public trees.

### 4.3.2 Policies

#### Parks and Open Spaces

- a. All parks and open spaces shall promote the principles of safety and accessibility, place making, sustainability and community benefit.
- b. All parks and open spaces shall be retained by the City of Lethbridge and enhanced in alignment with the Land Use Concept Map.
- c. Existing and new park spaces should incorporate amenities that support recreation and cultural and social activities; such amenities may include but are not limited to: picnic tables and paved paths.

#### *Urban Forestry*

- d. Public tree planting and maintenance shall be carried out in accordance with the Urban Forestry Management Plan.
- e. A submitted site plan shall show the location of existing public trees adjacent to the development and the proposed utility connections, if applicable. This policy does not apply to private trees.
- f. Public trees that are to be removed to facilitate development, including driveways, and utility installation shall first be approved by Infrastructure and Urban Forestry.
- g. Replacement trees should be planted in a similar location in front of the parcel. Where replacement is not possible in front of the parcel, the trees shall be planted elsewhere in the neighbourhood as determined by Urban Forestry in consideration of the priority areas for replanting identified on page 20. Replacement shall be carried out as per the Urban Forestry's standard ratio (which specifies the number of trees to be planted for every tree removed).
- h. All costs associated with the replacement of a public tree removed to facilitate a development shall be borne by the developer/applicant.
- i. Public trees that are removed to upgrade servicing infrastructure by the City shall be replanted as per the Urban Forestry's standard ratio. Where this work was not carried out in order to facilitate a development, all costs associated with the replacement of a public tree shall be borne by the City.



## 4.4 Utilities and Servicing

### 4.4.1 Objectives

- a. Ensure development does not cause undue impact on the existing utilities and services.
- b. Acknowledge the challenges with redevelopment and existing utilities and services and discourage developments where servicing is not efficient, effective, or financially viable.
- c. Ensure upgrades to utilities and servicing are completed with a comprehensive understanding of the Land Use Concept to ensure capacity for redevelopment.

### 4.4.2 Policies

#### General

- a. Despite alignment with the Land Use Concept Map, redevelopment may be restricted by infrastructure, including servicing and utility access and capacities. Future infrastructure and utility servicing evaluations may be required to confirm water, storm, and sanitary sewer capacity, waste pickup, electrical capacity and proximity, fire access, etc. prior to the approval of plans of subdivision, larger scale developments, or changes to the City of Lethbridge Land Use Bylaw. All development, other than permitted uses, is at the discretion of the Development Authority, and if a development cannot be appropriately serviced it shall not be supported.
- b. Every new development is unique, including single detached dwellings, and will require a site-specific analysis of the utilities and servicing. There is no one solution for development and all applicants/developers shall be proactive in working with the individual municipal services and franchise utilities early in the process to ensure the site is properly serviced. No certainty is given that a site can accommodate what the plan envisions for it.
- c. All redevelopment shall require full municipal services including water, sanitary, stormwater management, electricity and franchise utilities (e.g. natural gas, electric and communications).
- d. All landowners, developers, or development proponents shall be responsible for the costs of providing adequate water and sewage services, stormwater management facilities, roadways, curbs and sidewalks, electricity and franchise utilities (e.g. natural gas, electric and communications).
- e. All municipal services, when replaced, shall be replaced in accordance with the policies of the Plan and shall meet or exceed the City's existing Bylaws and standards at the time of development. Appropriate sizing to anticipate future growth in Westminster should be considered.

#### Water Distribution

- f. Water servicing for small-scale developments are likely undersized for current building standards and will likely need to be replaced in accordance with the Water Bylaw. For medium and large-scale developments, the developer/proponent should contact Infrastructure Services early in the process of new development for further information.
- g. Where new development triggers an upgrade to a water main before its scheduled replacement, upgrade costs are the responsibility of the applicant/developer and captured during the land use amendment or permitting process.
- h. There are some water mains in the community with diameters that may be undersized for an increase in density. Generally, these are mains with diameters less than 200 mm; however, even the larger diameter mains may require upgrading depending on the fire flow demands for a given form of development. Water mains that may need to be upsized when replacement is necessary to support increasing density and changing residential demands on the waterworks system will need to be confirmed through future studies.





## Wastewater (Sewer) System

- i. All development will require a review of the existing sanitary service in accordance with the Sewer Bylaw. Typically it is required that they be replaced. Replacement shall see the continuation of sanitary/storm sewer separation, as per the Water Bylaw.

## Stormwater Management

- j. Designs for roofs, roads, lanes, sidewalks, and parking surfaces should all consider designs that minimise impermeable surfaces and maximise absorbent materials to reduce surface flooding and divert storm water runoff from the sewer system.
- k. New development shall not increase the rate of stormwater runoff from a site. As such, developments which increase impermeable surface area may need to incorporate unique solutions to address storm water issues, and developers will be expected to participate in stormwater system improvements to support their development. The City of Lethbridge shall require, where necessary, the preparation and submission of stormwater management plans prepared by a qualified professional engineer. Developer/proponent should contact Infrastructure Services early in the development process for further information.
- l. New development is encouraged to use integrated stormwater management techniques such as infiltration bulges, bioswales, and other measures through redevelopment and other improvements where feasible. In particular, emphasis is placed on a high level of green infrastructure and streetscape design on streets and in lanes by optimizing permeable surfaces.
- m. Low impact development features shall be considered for future upgrades to City-owned sites within the neighbourhood.

## Waste Management

- n. All developments shall ensure all carts or bins for waste and recycling can be effectively picked up from the site. Waste and Recycling Services shall be included early in any development proposal for multi-unit, commercial, and/or public/institutional buildings.
- o. The City may review the location of waste collection points, e.g. lanes and streets. The preference of Westminster residents is generally for rear lane pickup to continue where suitable lanes exist. Waste & Recycling Services will consider the unique circumstances of each location as part of their decision making process.

## Electrical and Communications

- p. Given the uniqueness of each service, the developer/proponent should contact the City's electric design office early in the process of new development and provide at least 60 days for design and construction.
- q. If underground electrical servicing is chosen for a development, the developer is required to request and pay for all necessary excavations and backfilling on private property that meet the standard requirements of the Lethbridge Electric Utility. Excavating in public right-of-ways requires approval from the City's Right-of-Way Coordinator and all construction activities shall be performed by the Electric Utility.
- r. There are very strict rules about building and working around powerlines - both overhead and underground. These rules include the proximity of buildings to the lines, and limits of approach by people. The evaluation of proximity of the buildings and other structures to the powerlines is handled by the City's electric design office, which will evaluate the conditions of the line and calculate where the building can be located. Before starting construction, the developer will need to be aware of, and respect, the limits of approach. When completing any work within 7.0 m of a powerline, or if you have any questions about safely working around powerlines, please contact Electric Operations.
- s. Costs and fees associated with electrical service connections and service upgrades are the responsibility of the developer/customer.



- t. Communication utilities such as TELUS and SHAW are organisations independent from the Electric department. The developer/proponent should contact these utilities early in the process of new development to ensure proper servicing. In instances where all utilities are installed underground, a shared trench with these communication utilities can be utilised.

#### Natural Gas (ATCO)

- u. The developer/proponent should contact ATCO early in the process of new development and provide at least 16 weeks for design and construction of gas mains and at least 2 weeks for construction of gas services.
- v. Costs and fees associated with natural gas service installations, service upgrades or alterations and main relocations are the responsibility of the developer/customer.





## 5. Plan Implementation and Monitoring

Responsibility for implementation of the Plan rests with City Council, City administration, private landowners, builders, and developers; and through their active involvement in civic affairs, the Westminster Neighbourhood Association and Westminster Village Committee, the residents, and businesses.

The Westminster Village Committee (WVC) and the residents of the neighbourhood have the best understanding of the “character” of the neighbourhood. Neighbourhood matters relating to planning & development, social issues, infrastructure, etc. that have the potential to impact neighbourhood character should be referred to the WVC for engagement and feedback as per the notification requirements of the Land Use Bylaw or the Community Engagement Strategy, as applicable.

### Plan Implementation

The Land Use Concept and policies of the Plan will be realised by all respective stakeholders as they undertake development projects within the Plan Area. City Council and City administration have a responsibility to implement the direction of the Plan in every application received for a property within the Plan Area. Private landowners, builders, and developers have a responsibility to meet all the requirements set out by City Council and City administration to meet the direction of the Plan.

Beyond the implementation of the Plan through individual development applications, there are action items City administration can undertake to support the realisation of the Land Use Concept. The proposed action items are organized in the short, medium, and long term depending on available resources at the time of Plan approval and the complexity of the proposed action item.

Some of the action items will require further direction from City Council and funding from current and future operating budgets as well as potentially specific Capital Improvement Plan (CIP) initiatives.

### Proposed Action Items

Short Term (within one year of adoption)

1. Amendments to the Land Use Bylaw
  - a. In alignment with the Land Use Concept, the green strip at 204 Mayor Magrath Drive North should be rezoned from R-37 to P-R.
2. Monitoring and Evaluation Tool – An evaluation tool should be developed to monitor the success of the Plan in alignment with Plan Monitoring Section 5.2.
3. Hazard Risk Vulnerability Assessment (HRVA) – Fire and EMS should undertake a HRVA to identify area hazards, and associated risks and vulnerability present in the community. Data obtained through this process will be utilised to encourage personal preparedness in the area by means of education, community engagement, and increased risk perception.
4. Secondary Suite Registry Program – A program to verify secondary suites have all the permits required by the City should be created and released as a resource to the public.
5. Rename 18 Street North Park – Rename the park in consideration of the history of the neighbourhood.

Medium Term (2-5 years)

6. Explore Stormwater Infrastructure Capacity Model – A Stormwater Infrastructure Capacity Model should be undertaken to better understand impacts of redevelopment on the stormwater system.



7. Upgrade 18 Street North Park (337 - 18 Street North) – In alignment with the Future Development Direction for 18 Street North Park in the Land Use Concept, develop a strategy to fund a redesigning project for the park in order for it to function as a pocket park for the Westminster neighbourhood.
8. Residential and commercial parking strategy – Undertake a parking strategy to appropriately address demand and supply for residential and commercial parking needs.
9. Guidelines for Development in Proximity to Railway Operations – Planning staff should develop guidelines for existing and new development to ensure personal and property safety and to promote a high quality of life for people living and working in close proximity to the railway.

#### Long Term (5+ years)

10. Develop Proposed Park Development Strategy – Explore opportunities with Parks and Real Estate and Land Development to identify suitable sites for the development of a new park.
11. Infrastructure Replacement and Land Use Concept Alignment – In alignment with a city-wide existing infrastructure strategy, ensure replacements support the proposed residential intensification outlined in the Land Use Concept.
12. Updates to the Plan – Based on the ongoing monitoring of the Plan (see Section 5.2) ensure updates to the Plan are made in order for the Plan direction to continue being relevant for the neighbourhood.

## Plan Monitoring

Implementation of the Plan is an ongoing, long-term activity and, as such, is prone to changes in the housing and job market, technology and service delivery. In order to ensure that the implementation of the Plan is proceeding in a feasible and sustainable manner, and that any potential problems are adequately addressed, it is crucial that monitoring and evaluation is ongoing to provide feedback and information on the performance of policies within the Plan. Monitoring provides information on the performance of the policy, the delivery of development and impacts on the neighbourhood. Monitoring will help the City assess whether the Plan remains valid or whether adjustments need to be made in order to meet the Plan's Land Use Concept, Objectives, and Policies.

This monitoring should take place in the form of a monitoring and evaluation tool that is produced by City Administration within the year following the Plan's adoption. This monitoring and evaluation tool should be used to assess and review the Plan every five years. Following each review, City Administration may provide City Council with data-supported recommendations to amend the Plan, as necessary. Plan amendments may include simply updating maps, or adding or revising specific policies and should be considered in relation to the Land Use Concept, objectives, and policies.

The monitoring and evaluation tool should:

- Provide a method for continual monitoring of the Plan's implementation to ensure relevancy and that any problems that may arise are adequately addressed. This should include an open invitation for feedback from applicants, neighbourhood associations, and residents.
- Ensure that the infrastructure and service delivery needs to facilitate future growth in the Plan Area are understood and provided for.
- Discuss the performance of the Plan and its implementation over the previous monitoring term. This shall include discussion on ongoing Land Use Bylaw Amendments, development in the Plan Area, previous publically-funded projects and any major infrastructure improvements. This shall also identify any strengths and weaknesses that have been identified through the implementation process and shall evaluate the Plan in terms of how well it is meeting the needs of the neighbourhood.
- Identify future actions that should occur in the Plan's implementation process. This includes discussion on future development that is anticipated to occur during the next monitoring term, any major infrastructure improvements that are required to facilitate growth, and any recommended amendments to the Plan.





## Appendices

Appendix A: Glossary of Terms

Appendix B: Public Engagement Timeline

Appendix C: January 2020 Final Open House Report

Appendix D: Development Compliance Checklist



## Appendix A: Glossary of Terms

**Access:** means the accessibility to and within the site for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

**Alberta Municipal Government Act (MGA):** means the Municipal Government Act, R.S.A. 2000, c. M-26 as amended or replaced from time to time.

**Area Redevelopment Plan (ARP):** means a statutory plan, adopted by Bylaw, that outlines proposed redevelopment for a specified area, and which sets forth municipal policies:

- To preserve or improve land or buildings in the ARP area.
- To rehabilitate, remove, construct, or replace buildings in the ARP area.
- To establish, improve, or relocate roads, public utilities or other services.
- To establish land use and architectural guidelines for development in the ARP area.
- To establish means such as redevelopment levies to pay for public improvements in the benefitting ARP area.
- To facilitate any other development in the ARP area.

**Development:** means:

- An excavation or stockpile and the creation of either of them,
- A building or an addition to or replacement or repair of a building and the construction or placing in, on, over or under land of any of them,
- A change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building, or
- A change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building.

**Development permit:** means a document which authorizes development pursuant to this Bylaw and which may include plans, drawings, specifications or other documents issued pursuant to this Bylaw which authorizes development.





**Density:** means the number of dwelling units on a site expressed in dwelling units per acre w(u.p.a) or units per hectare (u.p.ha).

**Dwelling:** means development which consists of a building, or portion(s) thereof, containing one or more dwelling units, to be used primarily as a residence.

**Apartment:** means a dwelling comprising three or more dwelling units with shared outside access; or three to eight-unit dwellings, which may have separate outside access; or dwellings comprising one or more dwelling units attached to uses in commercial districts. All apartment dwelling units are occupiable for periods of not less than one month. This term refers to apartment buildings, three to eight-plexes, and apartments attached to uses in commercial districts. "Dwelling, Townhouse" is a separate use.

**Mixed Use:** means a dwelling comprising one or more dwelling units on upper floors with commercial space, primarily intended for offices, retail uses, childcare, and personal services, on the ground floor.

**Two Unit Dwelling:** means a dwelling which contains only two dwelling units separated by a common party wall extending from the foundation to at least the top of the first storey of one of the dwelling units or by a common ceiling/floor assembly.

**Secondary Suite:** means a second self-contained dwelling unit located on a parcel in which the principal use is a single detached dwelling. A secondary suite may take several forms, as described in the Land Use Bylaw.

**Single Detached Dwelling:** means a dwelling which contains not more than one dwelling unit. "Manufactured Home" is a separate use.

**Townhouse:** means a dwelling comprising three or more dwelling units separated by common party walls extending generally from foundation to roof and/or by a common ceiling/floor assembly; each dwelling unit having separate primary outside access a maximum of 5.5 m above grade.

**Infrastructure:** means the fundamental facilities and systems serving a city, including transportation, deep utilities, parks, and communication and electrical systems.

**Massing:** is the three dimensional space in which the building occupies. If a building's massing is too large it may appear to be out of scale with its surroundings.



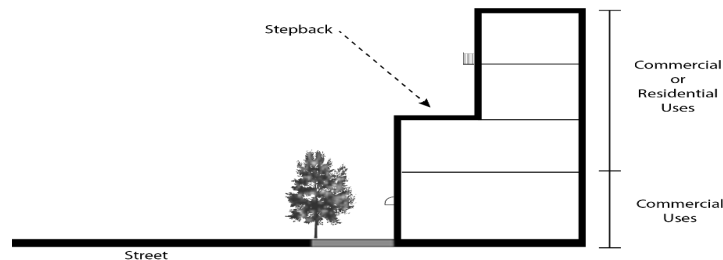
**Residential development:** means development that includes all manner of dwellings and associated uses intended for habitation by persons.

**Servicing:** means individual utilities that connect a user to the main facilities. I.e. your water service has a curb stop on it and goes from the water main to your home.

**Sidewalk:** means a concrete surface used for pedestrian connectivity. A separate sidewalk is a sidewalk that is separated from the curb and gutter by a boulevard space. A mono sidewalk is connected directly to a curb and gutter.

**Statutory plans:** means plans required or enabled by the MGA that are adopted by municipal Councils through public hearings and which include Area Redevelopment Plans.

**Step backs:** require portions of a building above a certain height to be offset from floors below, typically by pushing the façade towards the centre of the building,. This helps to achieve a better scale for pedestrians, to provide a transition in volume between neighbouring buildings with lower heights, and to increase the amount of sunlight reaching the street.



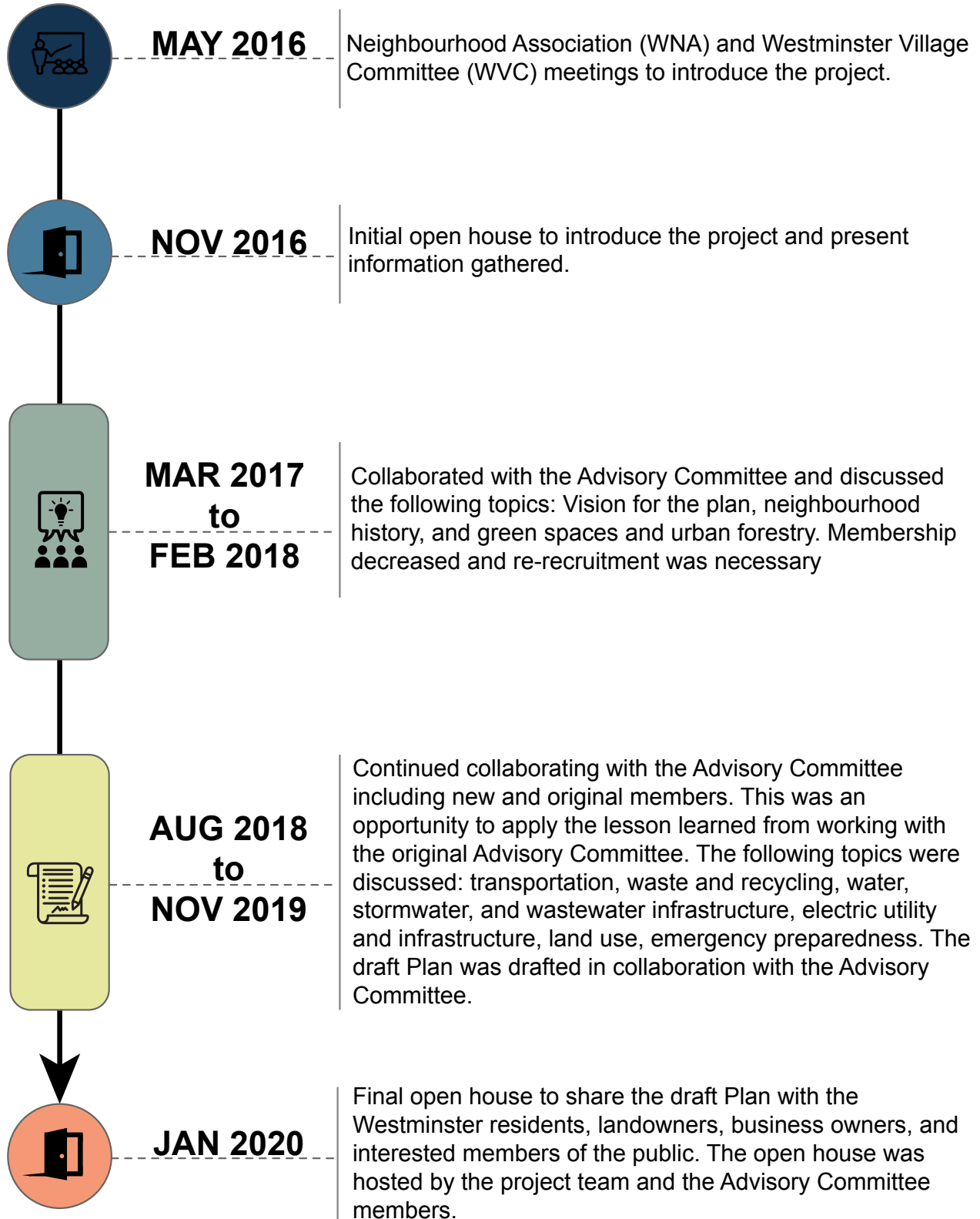
**Subdivision:** means the creation or separation of new titled parcels of land from an existing parcel of land, which may sometimes be referred to as the parent parcel.

**Utilities:** means either (1) municipal and regional utilities such as water and sanitary sewer or (2) "shallow" utilities such as gas, telephone and electric.





## Appendix B: Public Engagement Timeline



# Engagement Feedback Overview

## WESTMINSTER Area Redevelopment Plan



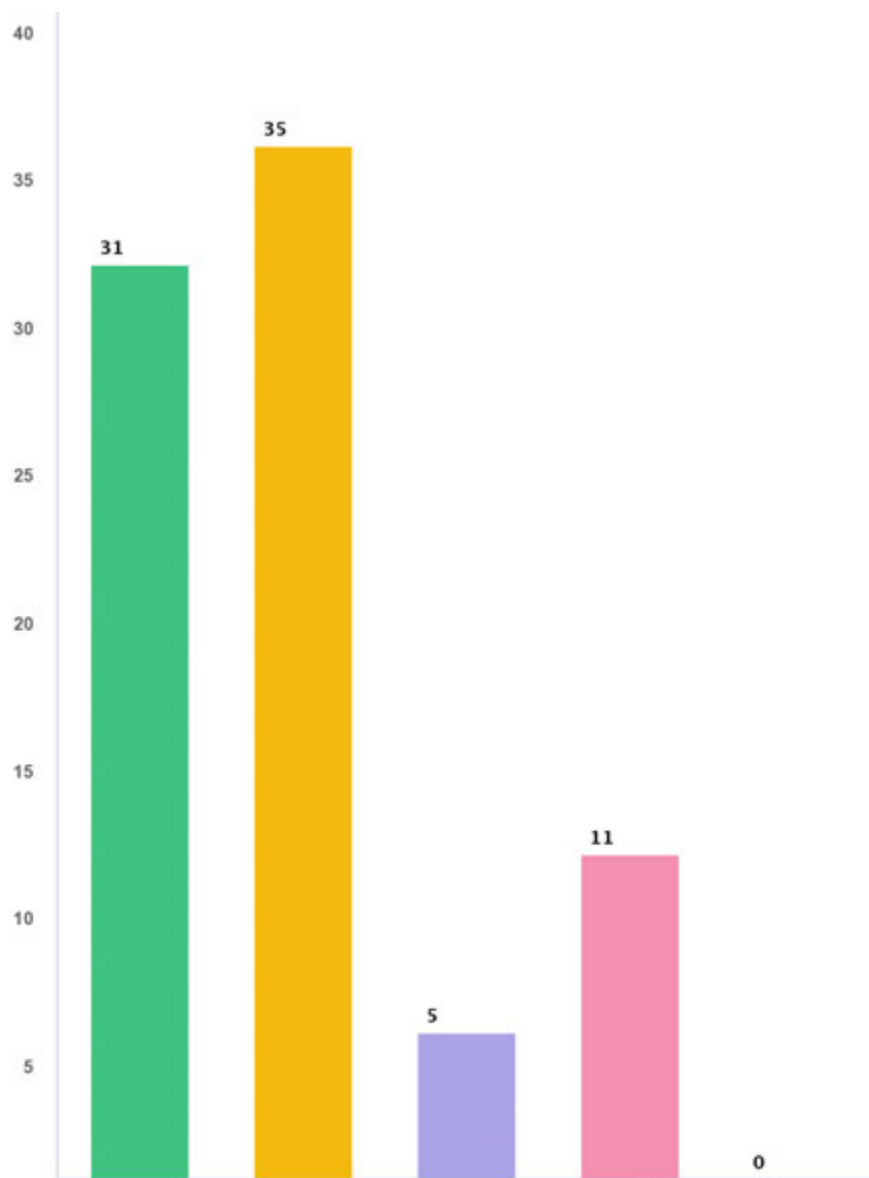
CITY OF  
*Lethbridge*





Feedback received revolved around the themes presented in the word cloud above. The comments received are included in the following slides.

## Who answered the feedback form (Online and Paper at Open House)



Question options  
(Click items to hide)

Resident Landowner Business Owner Other (please specify) Developer

## Who attended the open house?

Approximately 100 members of the public attended to Open House on January 9, 2020.

46 attendees chose to sign in at the welcome table and their connection to Westminster Neighbourhood is as follows:

- 30% residents and landowners

- 2% resident, landowner, and business owner

- 4% business owners and land owners

- 2% resident and business owner

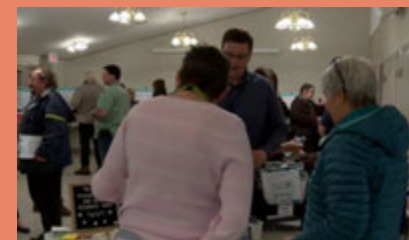
- 22% residents

- 20% landowners

- 4% business owners

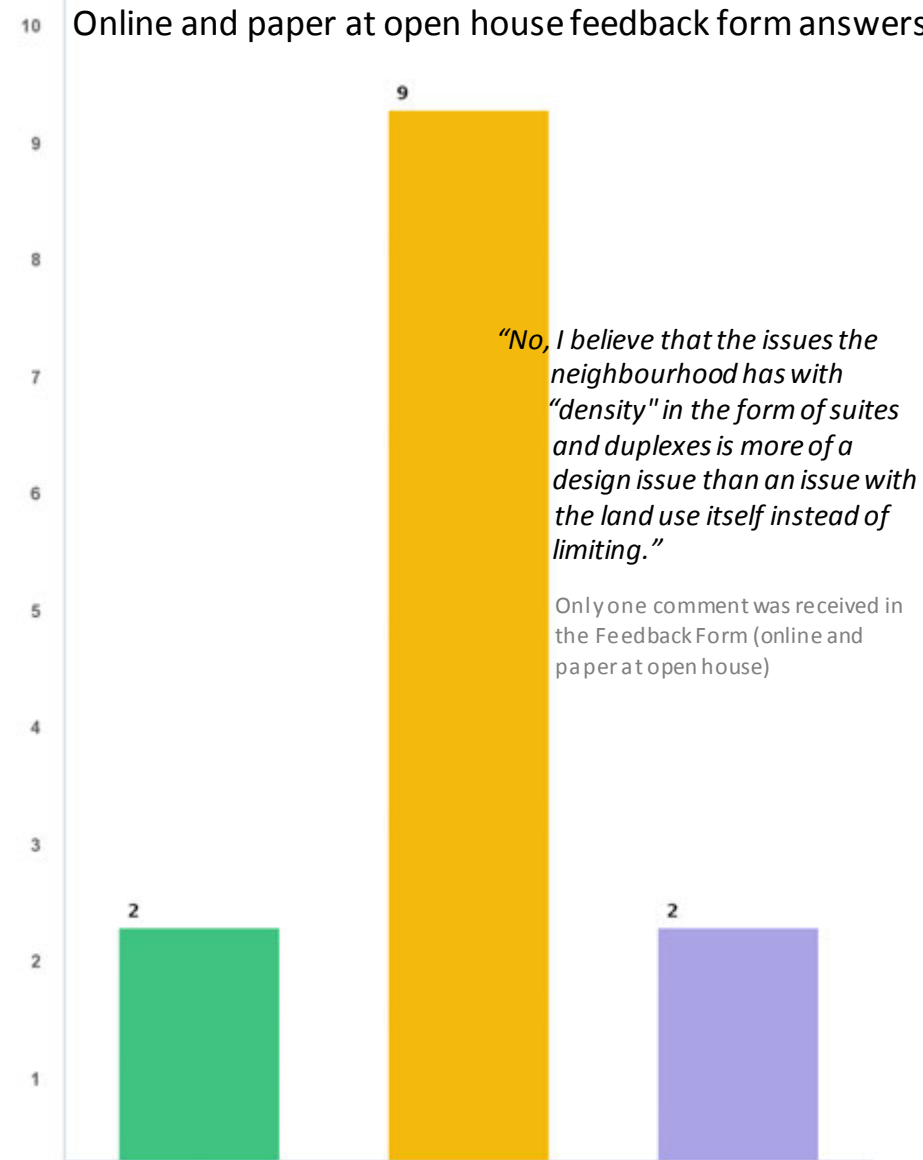
- 4% just curious

- 7% unidentified



## Question: Do you support secondary suites and duplexes only on corner parcels?

Online and paper at open house feedback form answers:



### Poster boards comments:

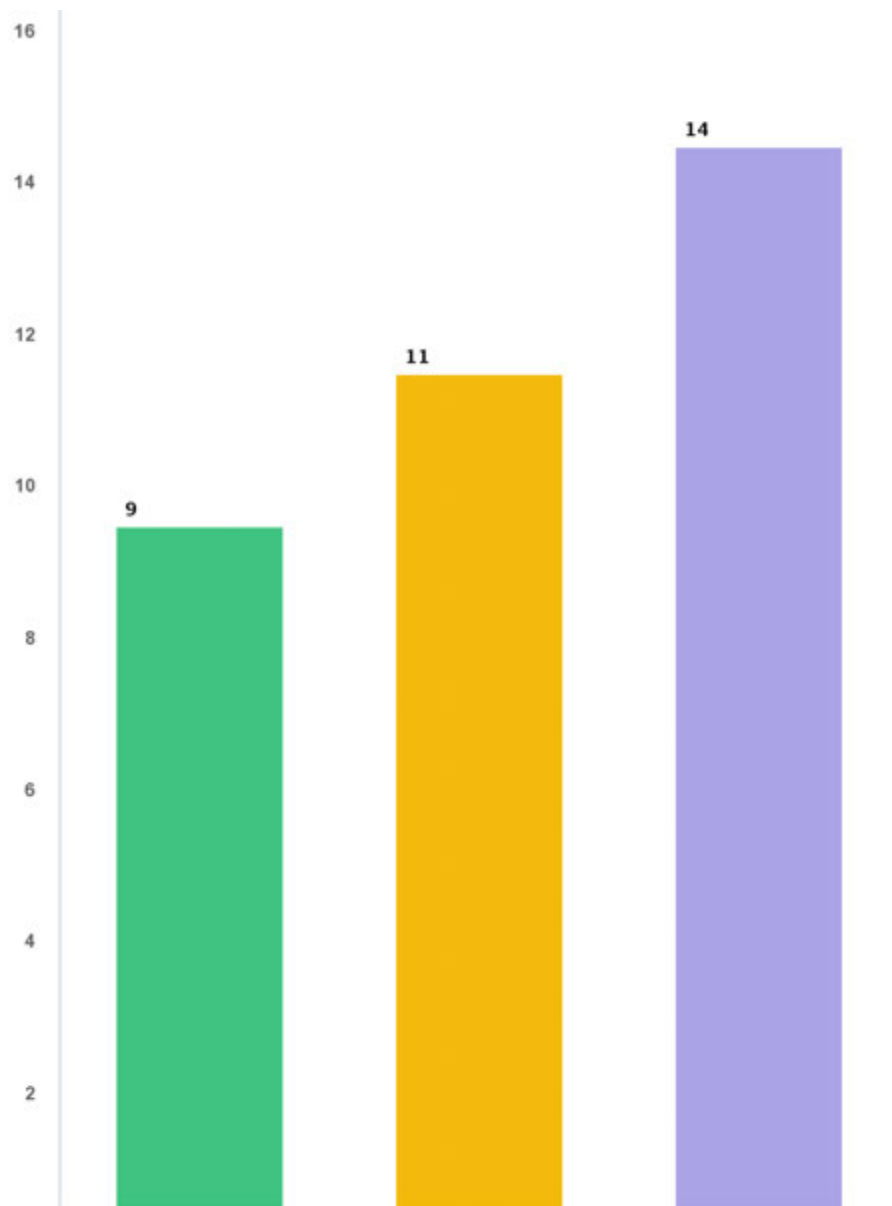
1. Yes, I am a landowner
2. Yes
3. Yes
4. Do not agree, if lot size can support secondary suites, why not approve? we need housing options
5. High density can be done in a beneficial and healthy way that does not impact negatively on crime ie. Include more neutral landscape, gardens, common spaces, water fountains, smaller roadways, solar access, for all, nearby commercial, better transit
6. It's good to see neighbours yards, cuts down on crime
7. No secondary suites or duplexes
8. Need more housing options in other neighbourhoods
9. No more suites + duplexes + apartments
10. No more density, single family homes only!
11. No, just support redevelopment of existing ones to improve property values and comply with building code
12. Do not increase present density, secondary suites and duplexes on corners will cause safety issues, parking, pedestrian crossing/ at intersections, especially near bus stops
13. There is no need for any secondary suites, duplex and 4-plex dwellings. Westminster already has 50% of single family homes.
14. It's good to see neighbours yards, cuts down on crime

Question options  
(Click items to hide)

Yes No Somewhat



## Question: Do you support the Future Development Direction for this sub-area?



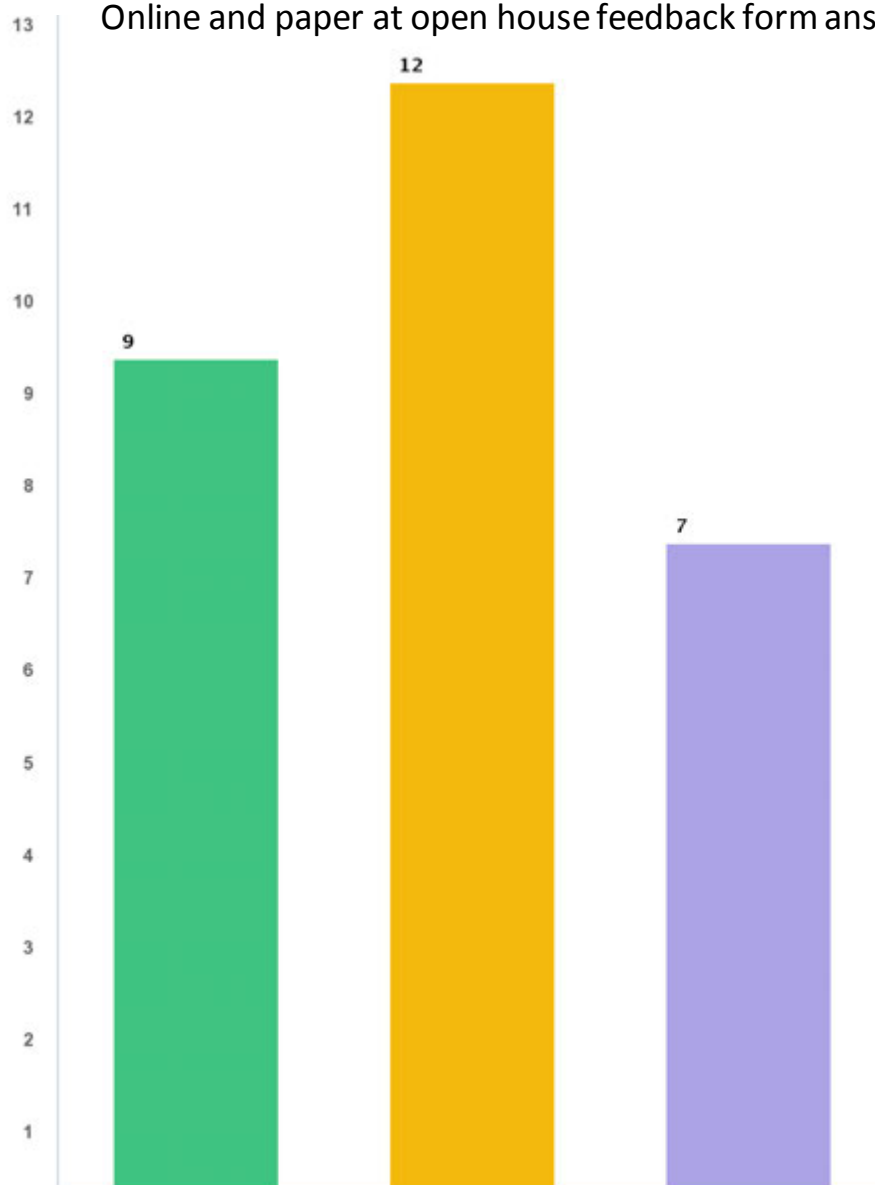
Question options  
(Click items to hide)

Yes No Somewhat

1. Yes, need construction guidelines
2. Somewhat, urbanization displaces people on limited income and wrecks the social fabric.
3. Somewhat, Locations for duplexes & secondary suites should be determined based on size of lot, nature of area, existing density etc, rather than just because it is a corner lot.
4. Again every situation is different depending on circumstances
5. Somewhat, don't think secondary suites & duplexes should only be allowed on corners.
6. Somewhat, Westminster needs strong support from the City departments. Westminster must NOT accommodate higher density
7. Somewhat, no more suites, duplexes or apartments. enough density already.
8. No, No more density. no duplexes or secondary suites. single family homes only.
9. No, no more density.
10. No, not enough bikes to compensate cost, & it takes away available parking for business owners. Roundabouts are stupid in business areas of this space.
11. No, I dont support adding secondary suites, garage suites, second buildings on corner properties. we dont have bylaw enforcement support and rentals become slum properties quickly. narrow lanes & roads.
12. Somewhat, want to revamp area. It is highly used area so like to see it flow better.
13. we should provide incentive for property owner for upkeep.
14. Somewhat, having a plan for future growth is important for a growing city and to help keep our area viable for business and residential growth. However it is difficult to existing owners with suites to pay for upgrades that may be deemed necessary, need to have a way to assist if wanting to enforce upgrades?
15. Somewhat, off street waivers?

## Question: Do you support the Future Development Direction for this sub-area?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

● Yes ● No ● Somewhat

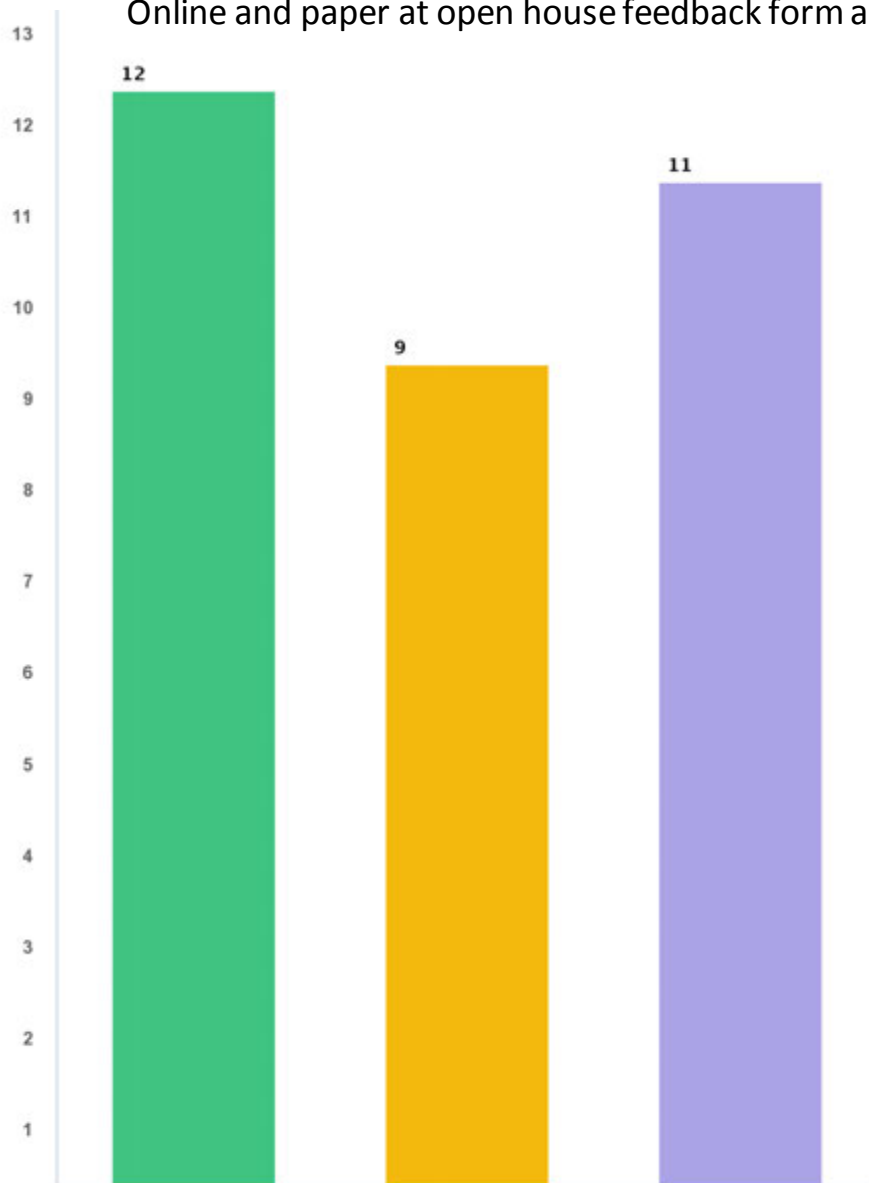
1. Yes, provide lots of subsidized housing - more than enough for westminster area, & contributes to City as a whole.
2. Somewhat, when you limit windows overlooking neighbours yards you make crime more accessible
3. Somewhat, the greenstrip should be maintained, it should be up to landowners to plant trees or not.
4. Somewhat, original homeowners want to keep their neighbourhood safe and secure and no illegal suites.
5. No, not enough bikes to compensate cost, & it takes away available parking for business owners. Roundabouts are stupid in business areas of this space.
6. No, no rear lane parking

### Poster boards comments:

1. Do not allow 3 storey buildings
2. Access to parking through back lane will be a problem with heavy snow
3. Street lights are not adequate from the north end between school to apartments no light- unsafe for pedestrians

## Question: Do you support the Future Development Direction for this sub-area?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

Yes No Somewhat

1. Yes, trees are important- like that part. pedestrian friendly is good.
2. Yes, good idea for schools & bus stops.
3. Yes, already existing. allows for some area densification. Its more than our share.
4. Somewhat, as long as its within reason I fell multifamily dwellings can be maintained; owners must be held accountable for their tenants.
5. Somewhat, make new developments safe for children, elderly, & vulnerable sector by having well lit courtyards, parks & walkways which have doorways & windows facing them.
6. Somewhat, depends if appropriate for the neighbourhood. people dont like bad neighbours
7. No, Westminster has more than its share now. time to put in other areas of the City.
8. No, not at all - maintain.
9. No, do not agree with backyard or back alley parking.

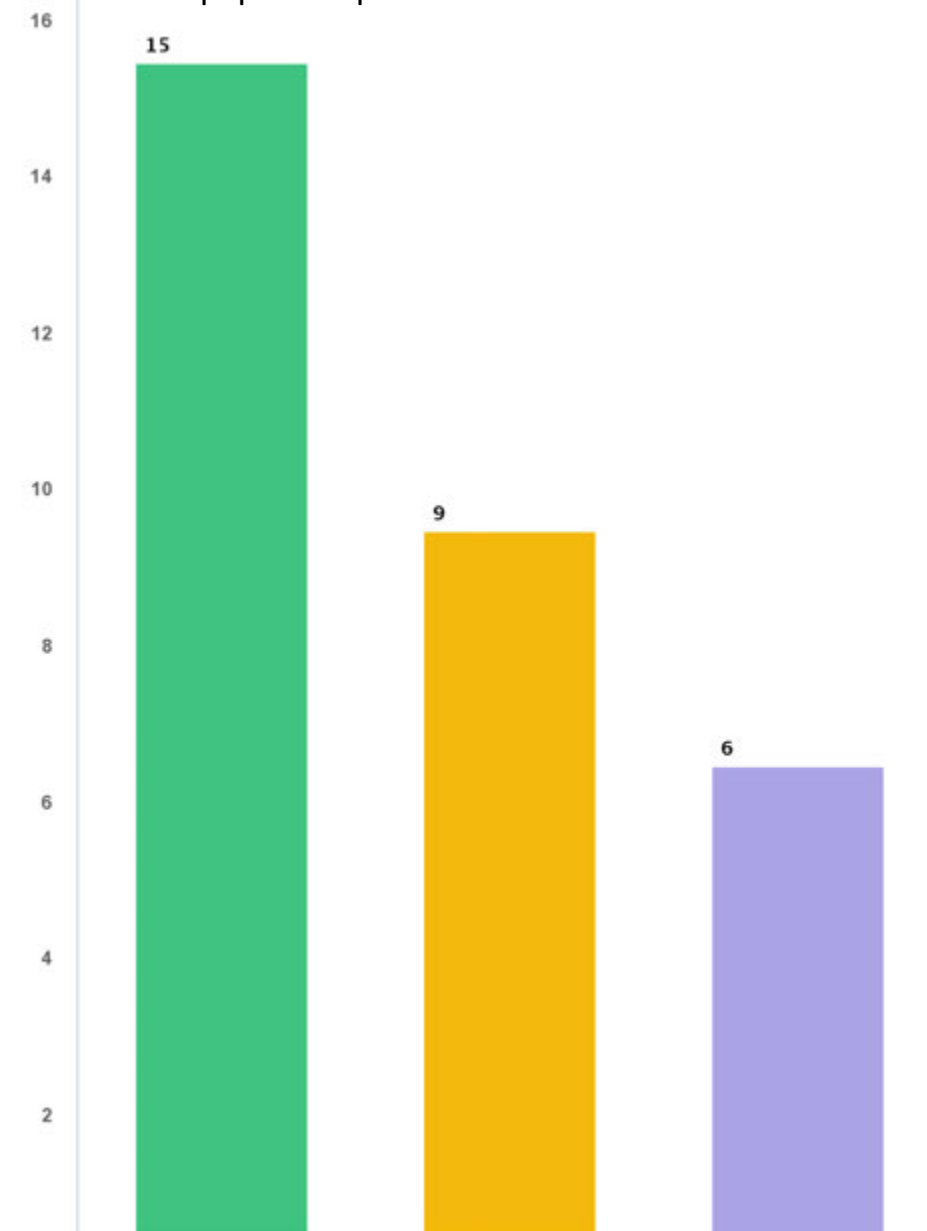
### Poster boards comments:

1. Parking access from the rear lane will be difficult in heavy snow, who will clear access
2. Refurbishment of this are is a must. If possible pant more trees and bushes, can help improve mental and emotional health
3. No rear lane parking yes but no more please
4. I like my neighbours to be able to see my yard, keep an eye on my place- cuts down on crime



## Question: Do you support the Future Development Direction for this sub-area?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

Yes No Somewhat

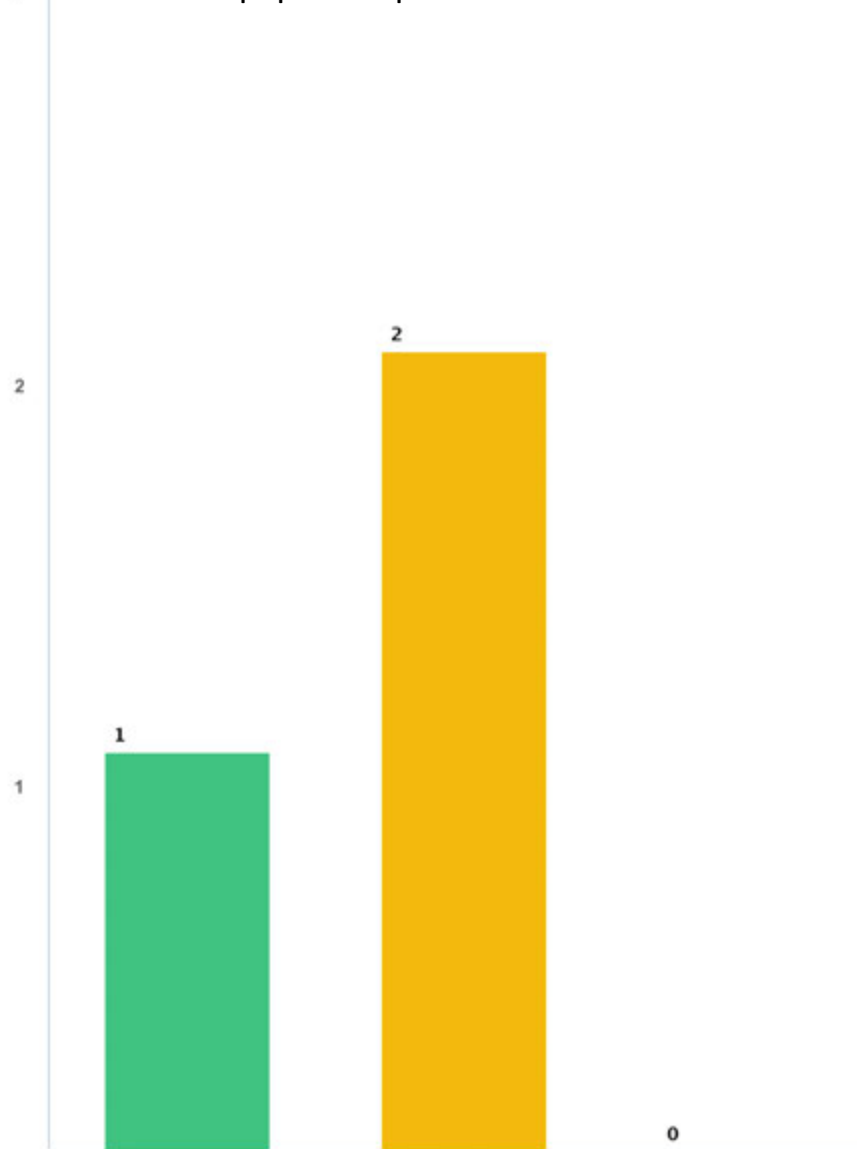
1. Yes, keep low density.
2. Yes, I like keeping the green area. I understand difficulties of highway & railway.
3. Yes, train tracks & highway have safety concerns. in case of accidents with dangerous goods.
4. yes, to no further densification.
5. Proposal to put cul-de-sac at 1 AveN & 13 St N will increase risks associated with rail disaster.
6. The area as it stands now is the least amenable to viable single residential redevelopment. While cognizant of the inherent danger created by the Railway line, it seems to me that some higher development is a possible way to go.
7. Somewhat, if a derelict house (single family home) is replaced by an "intensified development" I prefer the latter.
8. Somewhat, I assume that research has revealed that a train derailment could readily affect as far as 2nd Avenue so I won't pretend to know better. Still, it seems to me that pushing the proposed boundary south, so to only affect the block between 1 ave and the lane to the north, might be more reasonable.
9. Somewhat, we need to have neighbours see into our yards so we can report crime.
10. Somewhat, it would have been a great plan to ensure the neighbourhood feels included.
11. No, the most important risk ID's in the plan is the train derailment. yet non of the action plans directly addresses reducing or mitigating the risk.
12. No, green spaces need to be maintained. I agree area around business should be pedestrian friendly without taking away from existing green spaces.
13. No, One good way to mitigate the train derailment risk for the special interest area (which is the crux of the matter for this development direction) is to establish a "school-zone-like" speed limit for trains passing through the adjoining train track for that area. Train derailment and accident forces usually increase as speed increases.

### Poster boards comments:

1. Agree
2. None of the proposed policies directly mitigates or reduce the risk of a derailment
3. Secondary suites, duplexes, townhomes, apartments should be supported
4. Don't understand the rationale for ruling out densification considering the location & quality of housing
5. Let neighbours see each other's yards so we can keep an eye out for crime, no further densification

## Question: Do you support the Future Development Direction for this sub-area?

3 Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

● Yes ● Somewhat ● No

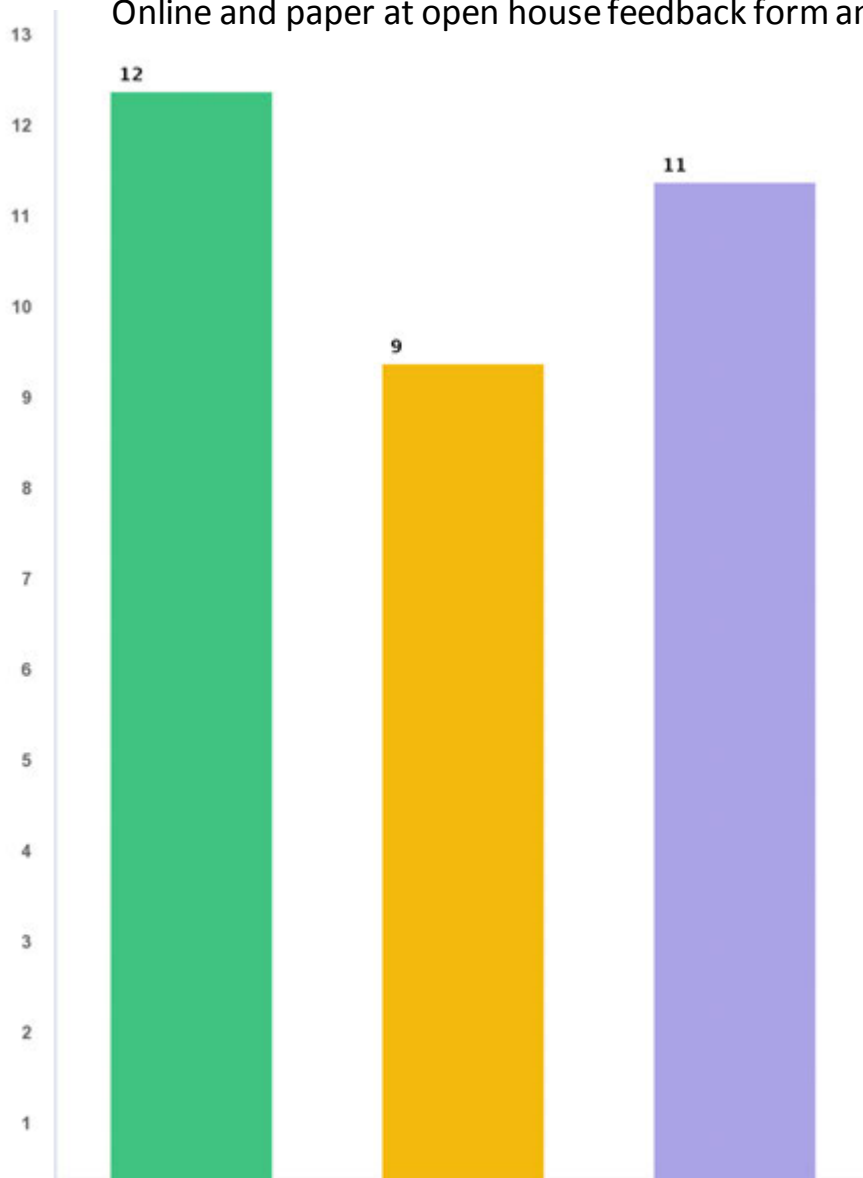
### Poster boards comments:

1. Don't close the green space to commercial
2. Keep the green space
3. Auto/ roadway access crosses from mayor Magrath through commercial to 21 A St with parent school parking drop-off congestion – improve roadway, maybe commercial owners problem.

This question did not received any comments in for feedback form (online and paper at open house)

## Question: Do you support the Future Development Direction for this sub-area?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

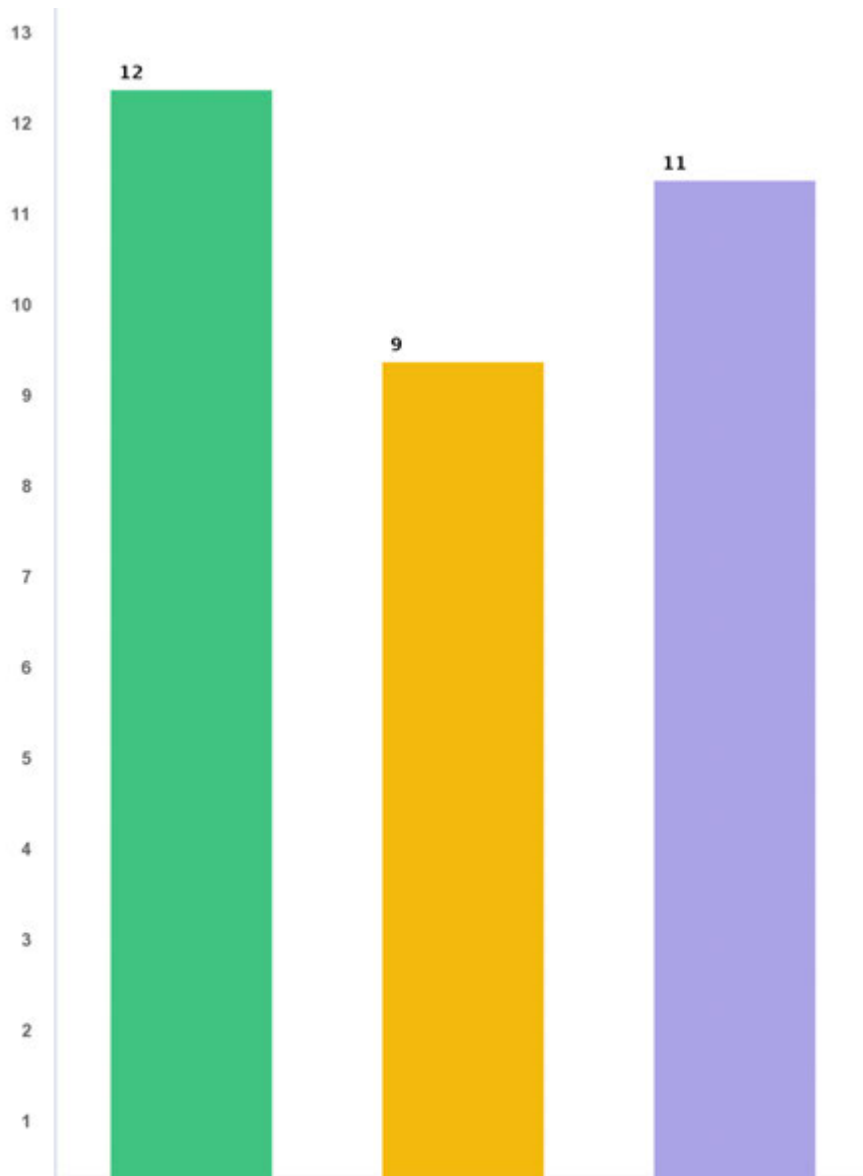
Yes No Somewhat

1. Yes, needs more density/better transportation in the area. Plan adequately to address this.
2. I like how restoration is part of this and is pedestrian friendly. parking in back seems feasible.
3. Yes, sounds like a good idea
4. Yes, I want more bike lanes, more walkable streets.
5. Yes, pedestrian & bike friendly is good. a lot of the neighbourhood do not have cars. Maybe direct (or encourage) cars to use 43 st or scenice if going north.
6. Yes, pedestrian friendly = business friendly
7. Yes, Allowing business to flow with residential is important. Parking is an issue- need to maintain spaces for building.
8. Yes, parking is an issue
9. It would be nice to see more local businesses.
10. Somewhat, This is where I feel this plan has not fully realized its potential. The 13th Street corridor needs more attention in order for it to one day become the destination area it can be - 9th Avenue in Inglewood and 10th Street in Kensington are two Calgary examples that come to mind. In order to revitalize the 13th Street corridor we need to bring people to the area. To do so, select areas to the immediate east (ie. between 13th street and 14th street) should be earmarked for intensification. For instance, Lots 52-54 Plan 7625FS, is an opportunity area that is situated in between commercial (vacant lot) and public uses (Moose Hall), and is appropriate for high density residential. Any other strategic locations like this, that mitigate the impact of higher density through existing land uses, lanes etc, need to be earmarked for higher density opportunities. Further, this plan should highlight the need for an improved pedestrian/alternative transportation linkage going south under the tunnel to the south side. The current tunnel, with narrow, uninviting pedestrian/cycling corridor is a limitation to connectivity between the north and south sides along 13th Street."
11. Somewhat, Is there some reason underground parking is not allowed?
12. Somewhat, we have enough high density housing already



## Question: Do you support the Future Development Direction for this sub-area?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

Yes No Somewhat

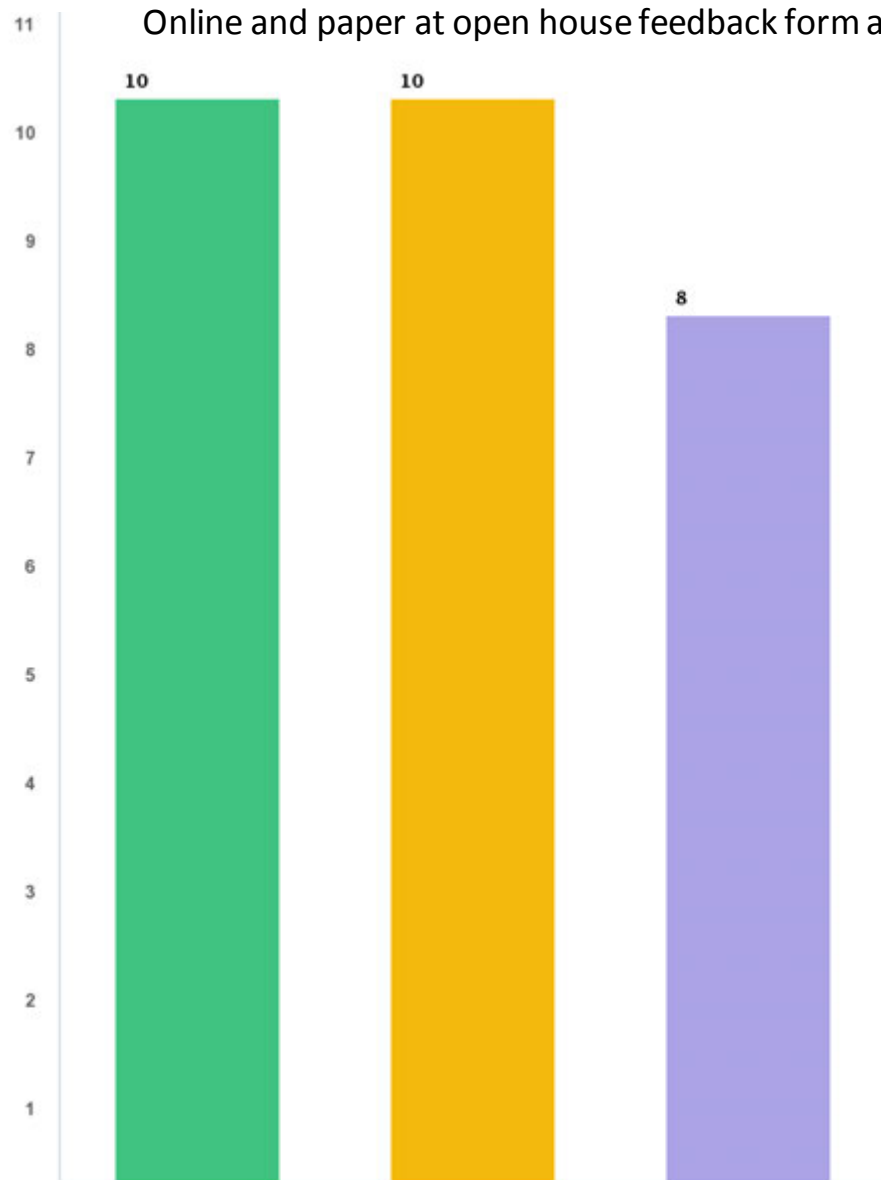
13. Somewhat, business on ground floor & apartments above is a great idea! 13 st from 2 ave to 8 ave does not support bike lanes- too narrow - families need to get to work, shopping, school
14. Somewhat, Dont see need for more residential on 13 st, would like to see more emphasis on being business friendly (more parking more freedom to subdivide, build new & taller)
15. Somewhat, they concentrate on densification. we need to raise the content of single family dwellings.
16. No 2 or 4 plex complexes in Westminster. The alleys are much too narrow to accommodate more parking.
17. No, dont block or change 13 st.
18. Somewhat, 3 & 4 storey buildings too tall.
19. Yes, option 4. more emphasis on pedestrians. more sidewalk is a must & parking is greatly needed.
20. Both sides of 13 St N. are aging, indeed well past their life span. however bike lanes or restricted traffic flow would not only have a negative impact on future commercial development, but are also contradicted because of the restricted traffic flow from N- S and E-W in the case of 5th Ave.
21. No bike lanes. no roundabouts.

### Poster boards comments:

1. No room and very minimal need for bike lanes
2. Consider allowing higher density housing on site streets adjacent to 13 St N
3. No room for bike lanes keep those to 9<sup>th</sup> St and Stafford
4. Focus on bike lanes/ active transportation
5. No more higher density housing on side streets
6. Stricter policies for upkeep on buildings
7. Westminster already has a lower percentage of single family residences than any other neighbourhood, no more duplexes, 4plexes etc! please
8. 3 storey buildings are too tall no more than 2 storey
9. Parking already limited- no bike lane on 13
10. I don't see much need to preserve any possible historic fronts, would prefer more opportunity for new frontage
11. Don't agree with any additional residential
12. Business parking is biggest issue for me, would like to see more

## Question: Do you support the Future Development Direction for this sub-area?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

● Yes ● No ● Somewhat

1. No, what is wrong with 5 ave N as is? no room for bicycle lane.
2. pedestrian & cyclist safety paramount.
3. Yes, pedestrian safety is important
4. Somewhat, I support the 13st -16 st development similar to the concept for 13 st with business on ground floor & apartments on upper floors.
5. Somewhat, rather plain
6. Yes, needs more density/better transportation in the area. Plan adequately to address this.
7. Yes, keeping heavy truck traffic limited to the stated streets. Need to keep area around school pedestrian friendly (discourage heavy truck traffic around the school)
8. Somewhat, where would commuters go to connect to either scenic or stafford dr. commuting should not be difficult.
9. No, buildings too tall at 3 & 4 storeys.

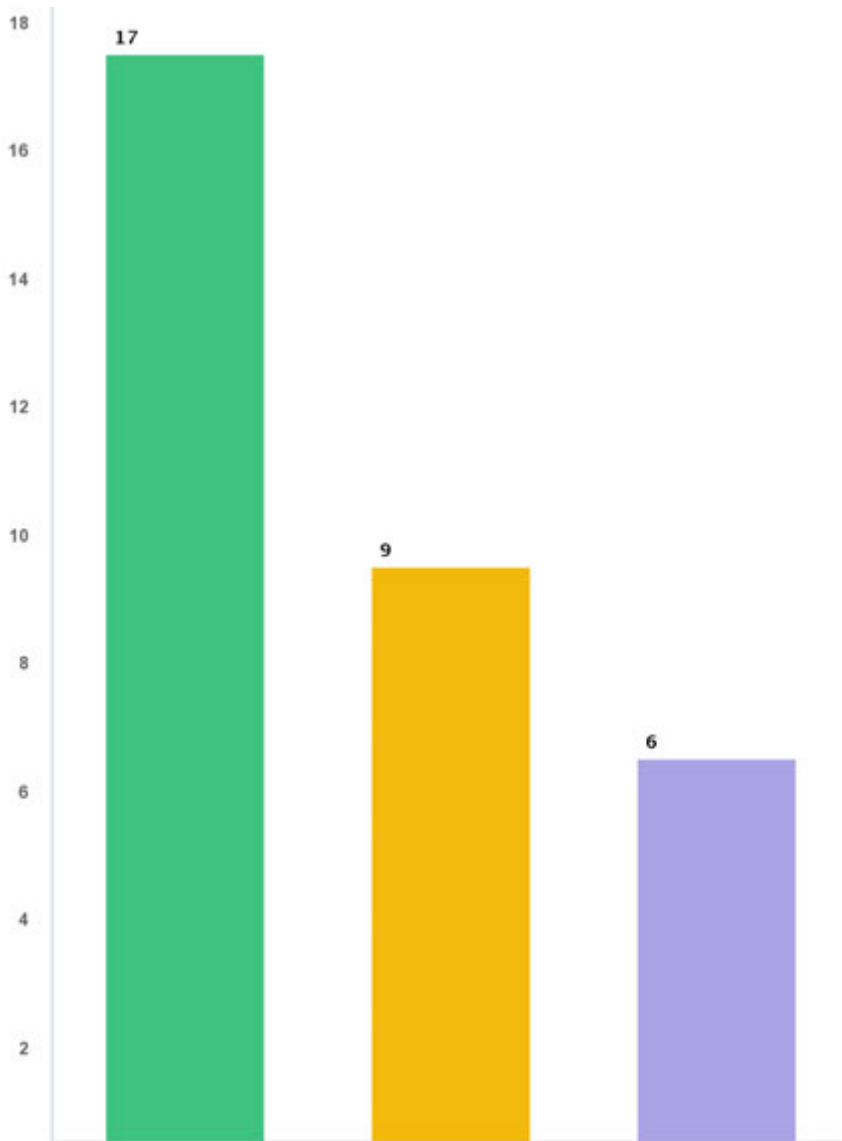
### Poster boards comments:

1. Enough high density already! Keep all green spaces
2. Commercial development 13 -15 st N please more pedestrian flashers near bus stop. Plenty of j-walking goes on already
3. No new commercial buildings between 13 and 15 st n. it will make it an already unsafe zone for traffic much worse with traffic going in and out near intersection
4. Should be no heavy truck past existing commercial areas 15- 21 ST
5. Enough heavy truck traffic here already elementary schools
6. enough suites subdivisions already
7. The alleys of rear buildings are too narrow to accommodate any more parking
8. Green spaces are vital to this area+ give their important to the environment I'd like to see these areas given attention

# Residential and Non-residential Land Use Policy Objectives Feedback

## Question: Do you support the objectives?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

Yes No Somewhat

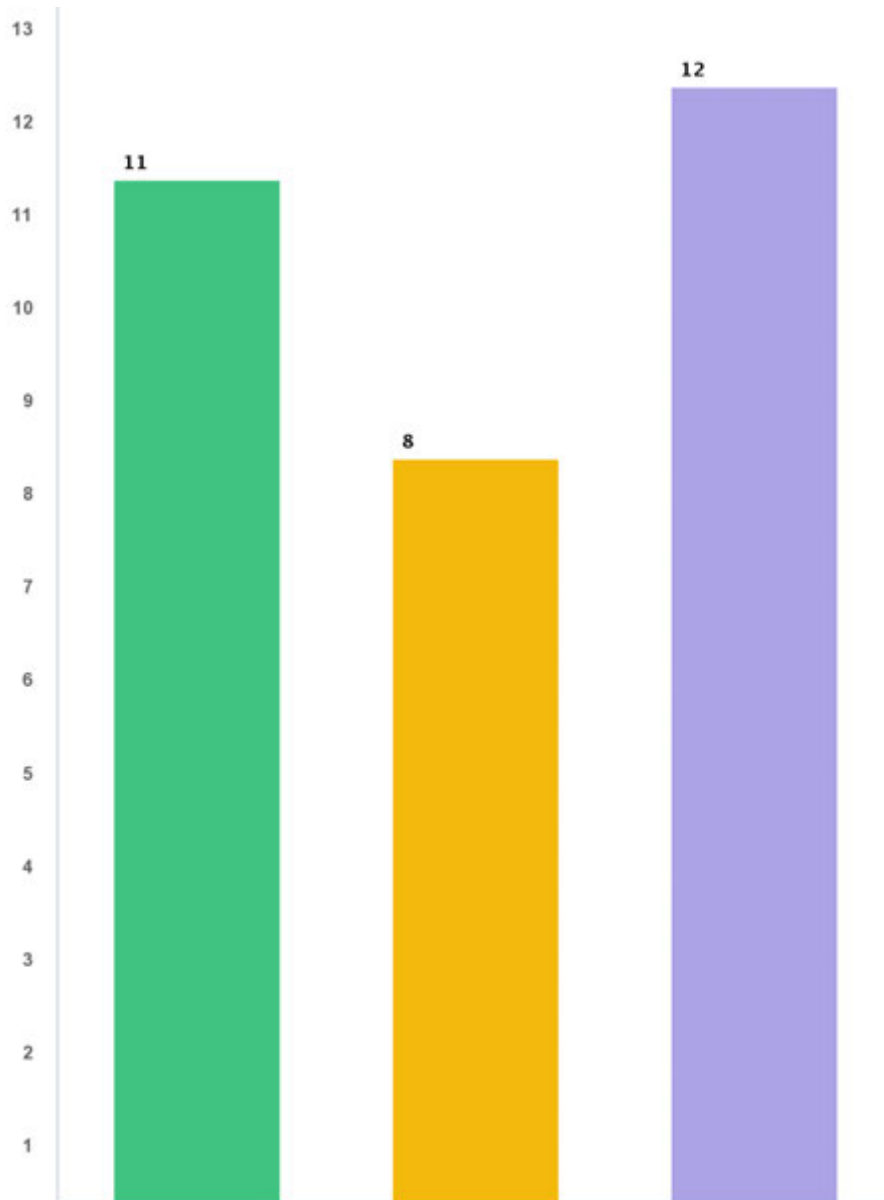
1. Yes, love the 'complete neighbourhood' status
2. Yes, allows for a sustainable (complete) neighbourhood.
3. Yes, suites are cheaper.
4. Yes, I want to maintain low density residential
5. Somewhat, who owns Westminster community hall now?
6. Somewhat, I don't want any further densification of any kind in neighbourhood.
7. Somewhat, a little more SMALL commercial mixed in. for example the corner store small office, hair dresser, but NOT 7-11!
8. Somewhat, hard to visualize the entire plan.

This question did not received any comments on the open house poster boards



## Question: Do you support the objectives?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

Yes No Somewhat

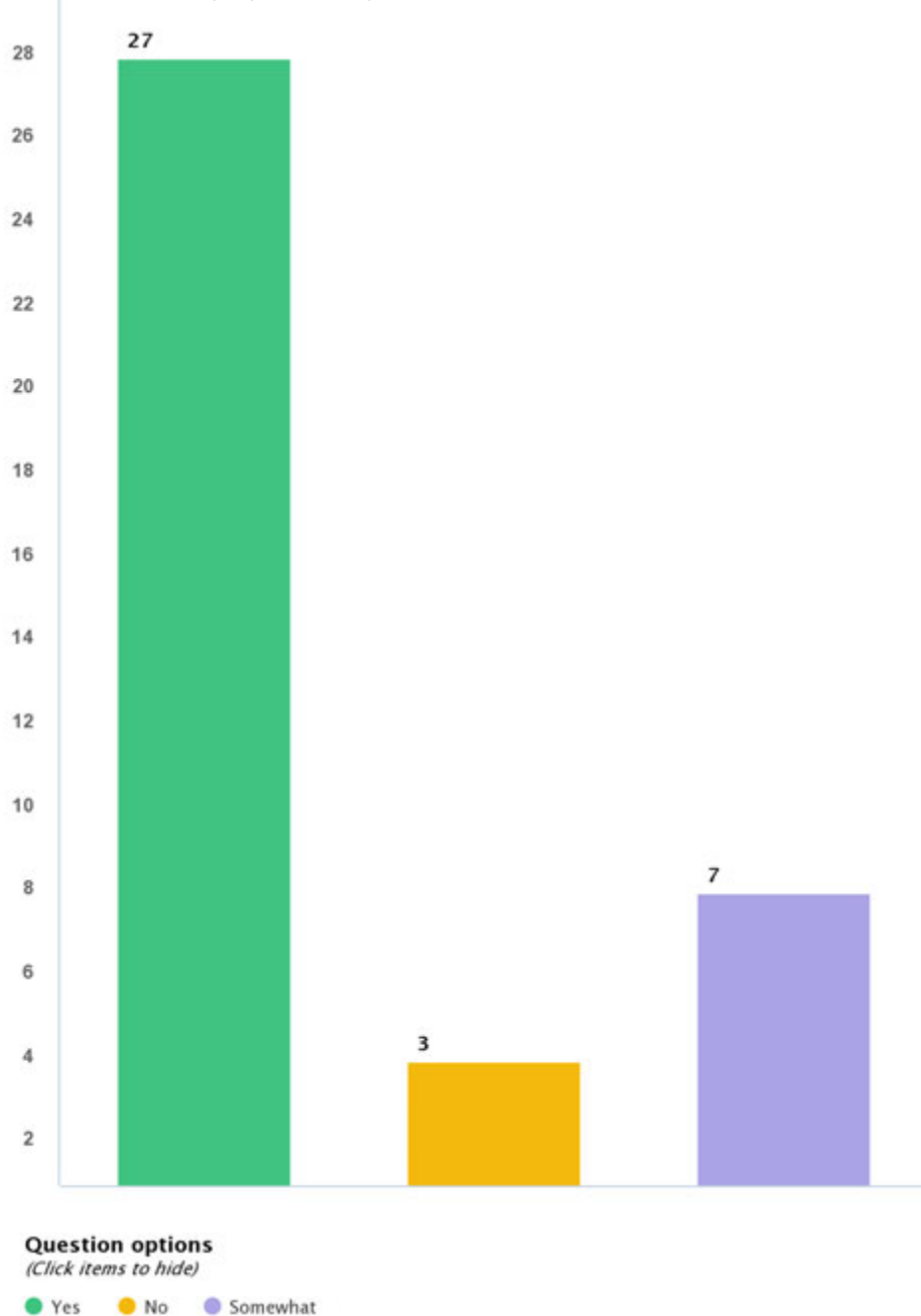
1. Yes, we need more bike lanes/active transportation.
2. Yes, need to consider wheelchair use when looking at transportation.
3. Yes, First Choice : option 4Second Choice: option 5. NO ROUNDABOUTS!
4. I like the 12 st C bike path. it keeps bikes off 13 st. 13 st is congested as it is. I hope to keep parking on 13 st N.
5. Somewhat, Bus route from 5 Ave N to 2 Ave N only plowed once, otherwise never!
6. Do not agree with City's Master Bike Plan. waste of money on south side. total waste of money for 13 st N. dont want on 13 st N. Parking is already a problem on 13 st N.
7. Somewhat, bus route from 5 ave N to 2 Ave N only plowed once, otherwise never.
8. Somewhat, Tell us more!,13 st N bike lane sounds like a tricky/bad idea. 12 C seems like a much better option- I use it myself.
9. In light of Lethbridge's weather and the existing development pattern (where most jobs are located away from residential neighbourhoods) improved public transit is definately a more important goal than is improved cycling infrastructure.
10. Put no bike lanes on main roads! no bike lanes are needed... wait 25 years.
11. Bike lanes are not great on main roads (13th, 5th, 23)
12. Somewhat, transportation needs to change. too many large buses that are less than 1/4 full of passengers. use smaller buses.
13. Somewhat, still dont quite understand.
14. 5 ave N needs road maintenance .
15. Somewhat, please no bike lanes like 7 ave S.
16. Somewhat, I don't support forcing bike lanes into inner neighbourhood.
17. Somewhat, objectives unclear
18. Somewhat, keep 2 car lanes on 13 st in both directions.
19. Somewhat, bus service is an only option for some - ensure great bus system. love the new terminal.
20. Somewhat, option 5 for 13 st N. no turn arounds. when cyclists follow the law they can use the roads. too many confusing options.
21. No, No bike lanes on 13st N, south of 8 Ave N.

### Poster boards comment:

1. Why is the bus route on 18 St N not plowed?

## Question: Do you support the objectives?

Online and paper at open house feedback form answers:



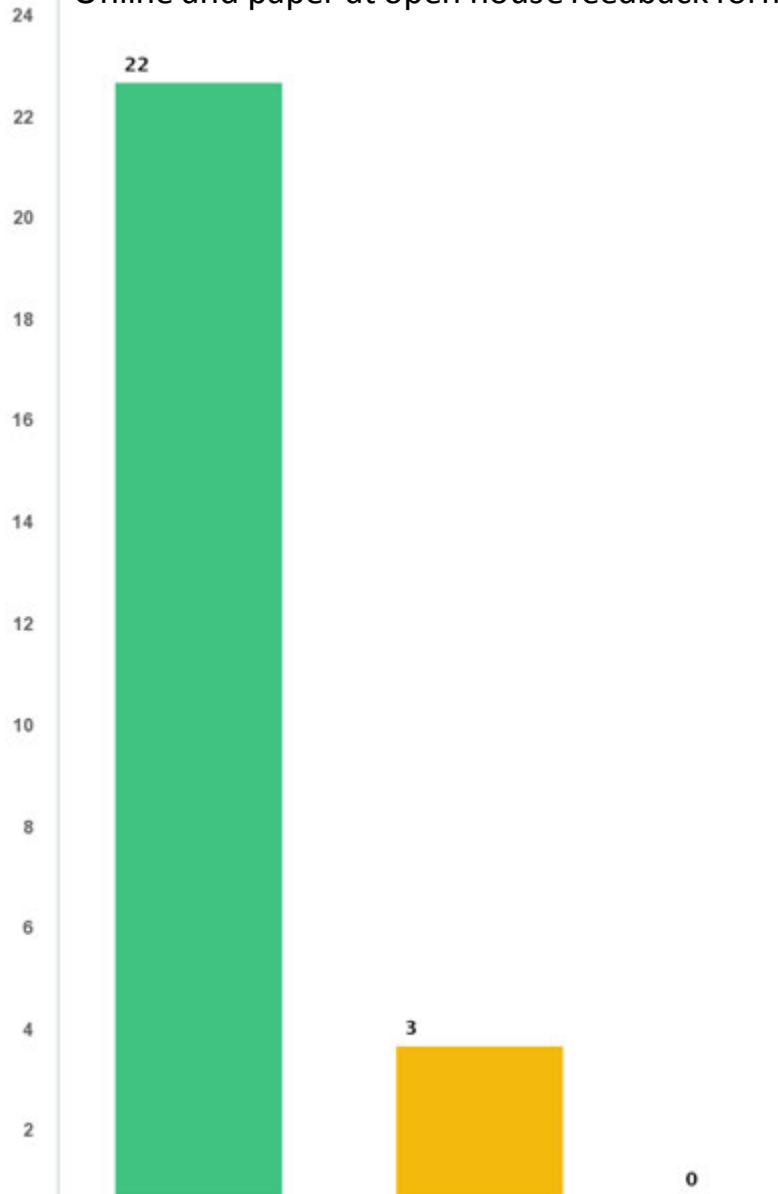
1. Yes, pretty vague.
2. Yes, importance of keeping trees is critical to gaining my support.
3. Yes, particularly interested in the future of unnamed park.
4. Yes, I like the ""plant 2 for every 1 tree removed"" idea I support the upgrade of the unnamed park
5. Yes, Rideau Park needs paved trail to playground.
6. Yes, parks are important and should be maintained.
7. Yes, these areas are important for a thriving community. People need these areas to come together with family and come into contact with their neighbours.
8. Yes, maintain/increase open spaces & parks.
9. Yes, replacing trees & preserving green spaces is important to all living things.
10. Yes, green spaces are vital to a community & I enjoy them.
11. Yes, we need more
12. It would be nice to have a sports complex (indoor activities- hockey , basketball, badminton)
13. Somewhat, important to be more specific about how Adams Park fits into overall parks network. Master Plan?
14. Somewhat, more places to hide.
15. Somewhat, Lethbridge cant even keep the roads driveable, let alone make all these changes.
16. Somewhat, I'm not a park for park sake person. must have a spray park system for family use ( several on north side would be welcome in the summer).
17. Somewhat, parks are great, keep them, improve them, add more if feasible.
18. No, this only allow things for tots & sports/athletes to do. Nothing for older children (15-20), single adults or seniors to enjoy.
19. No, Unnamed park: leave it as it is! dont touch it!

### Poster boards comment:

1. Add community gardens
2. Leave parks alone
3. Keep all green space
4. Improve safety of Westminster by changing structure so vagrants cannot shelter and use door ways and steps
5. New pathways in the paths and more lights to see
6. **The city should protect lots where homes have been condemned and convert them into mini parks.**

## Question: Do you support the objectives?

Online and paper at open house feedback form answers:



Question options  
(Click items to hide)

● Yes ● Somewhat ● No

1. I believe multi-family dwellings have a purpose in our community and can be responsibly maintained.
2. Yes, Need some cooperation - dig the hole and everyone does an upgrade at the same time.
3. Yes, transition to underground power will save money.
4. Yes, sewer line in front of my place on 7 A Ave N backs up & needs replacing.
5. Somewhat, our back lane is paved & fine for garbage trucks.
6. Ensure electrical services are adequate to support electric vehicles in the future.
7. Somewhat, the infrastructure needs updating there are too many temporary repairs done in the same place regularly.
8. Really need to work on electrical supply - getting it underground & up to date.
9. This needs attention! everyone complains how 5 ave N want repaved after the major replacement, but no point until they address the problems when they rip up the street.
10. Forward thinking stormwater drainage is terrible by my house
11. Need to upgrade water & sewer lines where deteriorating or old south of 5 Ave N.
12. Westminster has only 50% single dwellings now as it is. Put the duplexes/tri's in some other area (were full!). its someone elses turn.

### Poster boards comment:

1. Our back lane was paved years ago – garbage pick up is fine
2. Keep recycling bins in rear if at all possible



Question: Please, provide any other feedback you would like to share!

Online and paper at open house feedback form answers:

1. The room and the volunteers were great. any questions asked there was someone that tried to give an answer.
2. I appreciate these info sessions- keep having them!
3. The special interest area could benefit from innovative ideas from the City and the rest of the community that improves life, living conditions and value of the location.
4. There are policies I disagree with. I disagree with Secondary suites limited to corner lots. If the lot size will support & neighbours agree it should be ok. we need more housing & this could also allow more multi-generation families to live together. THANKS FOR THE INFO!!
5. Intensification could be allowable on a case by case basis (could some development actually benefit the neighbourhood if undertaken responsibly? i would rather have a complaint for a new building than old, decrepit illegal suites.
6. Im new at this and dont know much of this community so I unfortunately have little to say because I dont really know what to say.
7. Re-doing of four-plexes
8. Bike paths: the only people who bike around here are drug runners or thieves. No one uses the existing one from 9 Ave N. So: \* no need \*expense to us for a useless item \*too small of an area (no room) \*takes away parking from businessesI would like to see City provide incentives (ie- utility and free exterior paint) to potnetial new single dwelling home owners. Our neighbourhood still remains affordable. Stop this planning. "
9. Bike paths are a joke, cyclists (they have no respect for vehicles) need to obey the rules of the road which they seldom do. make them have licence plates like we had to 40 yrs ago, plus have an operators licence.
10. Addition on multi-housing units everywhere next to single homes with addressing bylaw of being able to park in front of own home if multi-use houses dont have parking on site.
11. Pocket park?? would like to see it get lowered for storm drainage pond in case of heavy rain. No bikes on main street (side street is a good alternate)
12. You note the need for new park space, to be supported by redevelopment levies. Why not earmark where this park space will be located (or provide multiple options, or at least siting criteria)?
13. medium and high density development is important, especially in existing neighbourhoods.
14. please stop allowing developers (who dont even live here) to come in and buy houses, let them rot & be vacant and then rip them down & put in high density.
15. "5 Ave & 13 st N: leave some street parking, restrict cyclist (they are vehicles), would prefer left turn lanes, not roundabouts. finish 5 ave repairs. stop digging it up!!! "
16. Parking objectives - where are people supposed to park?? one way streets- dont agree!

# Thank you for your feedback!



**WESTMINSTER**  
Area Redevelopment Plan

**Project Website has the draft plan and open house boards.**

[www.lethbridge.ca/warp](http://www.lethbridge.ca/warp)

**Should you have any questions or comments, we'd love to hear from you:**

Genesis Hevia Orio, Community Planner II

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# Appendix D: Development Compliance Checklist



The following checklist will ensure the proposed development is aligned with the Land Use Concept, Objectives, and Policies outlined in the Westminster Area Redevelopment Plan (WARP). Please work through the two-step checklist to ensure compliance with the WARP.

## Step 1: Land Use Concept

The Land Use Concept (LUC) identifies sub-areas and corridors within the neighbourhood based on the type of development they can support. The sub-areas and corridors are unique and each requires specific development guidance as outlined in the future development direction. Refer to page 40 to identify the sub-area(s) or corridor(s) where your proposed development is located.

### For ALL development guidance under the Future Development Direction...

→The use of 'shall' means that the policy is mandatory; exceptions would require an amendment to the Plan.

→The use of 'should' means that the policy is expected to be followed, with the possibility of exceptions due to a valid planning principle, or circumstances unique to a specific project.

#### Sub-areas:

Answer all the questions below and only select 'N/A' as an answer if the development proposal is not located within the corresponding sub-area.

#### Does the Proposed Development....

YES NO N/A

#### Inner Neighbourhood:

Align with the Future Development Direction of the Inner Neighbourhood outlined on Pages 41-52?

#### Medium Density Residential - Sub-area A

Align with the Future Development Direction of the Medium Density Residential - Sub-area A outlined on Pages 41-52?

#### Medium Density Residential - Sub-area B

Align with the Future Development Direction of the Medium Density Residential - Sub-area B outlined on Pages 46?

#### Special Interest Area:

Align with the Future Development Direction of the Special Interest Area outlined on Pages 47?



East Commercial:

Align with the Future Development Direction of the East Commercial outlined on Pages 48-49?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Corridors:

Answer all the questions below and only select 'N/A' as an answer if the development proposal is not located within the corresponding corridor.

**Does the Proposed Development....**

YES                  NO                  N/A

13 Street North:

Align with the Future Development Direction of the 13th Street North corridor outlined on Pages 50-52?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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5 Avenue North:

Align with the Future Development Direction of the 5 Avenue North corridor outlined on Pages 53-54?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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→ If you checked "No" for ANY Sub-area or Corridor above, identify adaptatations to the development proposal that are required to ensure compliance with the WARP.

## Step 2: Policy Section

The policy section includes objectives and policies and address specific topic areas in alignment with the Land Use Concept. The objectives and policies are grouped together under the following key sections: land use; transportation; parks, open spaces and urban forestry; and utilities and servicing.

### For ALL objectives and policies within the Policy Section...

→The use of 'shall' means that the policy is mandatory; exceptions would require an amendment to the Plan.

→The use of 'should' means that the policy is expected to be followed, with the possibility of exceptions due to a valid planning principle, or circumstances unique to a specific project.

### Does the Proposed Development....

YES

NO

#### 4.1 Land Use

*Align with ALL objectives and policies found on Pages 59-61, that are relevant to the proposed development?*

#### 4.2 Transportation Network

*Align with ALL objectives and policies found on Pages 61-62, that are relevant to the proposed development?*

#### 4.3 Parks, Open Spaces, and Urban Forest

*Align with ALL objectives and policies found on Page 63, that are relevant to the proposed development?*

#### 4.4 Utilities and Servicing

*Align with ALL objectives and policies found on Pages 64-66, that are relevant to the proposed development?*

→ If you checked "No" for objectives or policies, identify adaptatations to the development proposal that are required to ensure compliance.

**Thank you for completing this checklist.**

→ If you checked "Yes" for ALL the applicable questions your development likely complies with the WARP, subject to detailed review by the Development Authority.