



THE CROSSINGS

COMPREHENSIVE PLAN

JULY 2014
LETHBRIDGE, ALBERTA

Approved by Municipal Planning Commission July 29, 2014

SUBMITTED BY:



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01 INTRODUCTION

The Crossings is the first mixed-use community in West Lethbridge. It is a place for residents to live, work, shop, play and learn. At the heart of this development is a dynamic focal point – a ‘Community Core’ where residents of all ages come together and create opportunities. Envisioned as a fully integrated neighborhood, The Crossings will have a strong identity inspired from its natural landscape -rolling coulees, soft prairie grasses, and expansive blue skies. As Lethbridge grows and develops over time, this mixed use urban development will become the community gathering place for West Lethbridge.

The Crossings proper encompasses approximately 698 ha (1,724.8 ac) of area that will be the core service area for west Lethbridge through a diverse range of land uses which includes schools, libraries, recreational centers, commercial/retail businesses, offices, multi-unit housing, and senior’s housing (West Lethbridge Phase II ASP pg. 12). This community will encourage healthy lifestyles through a range of mobility options and access to a multitude of everyday activities and give new meaning and sense of place to West Lethbridge.

The Crossings Comprehensive Plan 2014 (C-CP 2014) is the initial overall site plan to emerge for the large portion of the core area designated as Direct Control under Bylaw 5531. Existing uses such as the schools, public library and soon to be built recreation center are designated as Public Building under Land Use Bylaw 5700 and do not form part of this Plan. As it may take many years before the whole Crossings site is fully realized, the goal of this document is to establish the land use, design and required infrastructure parameters that meet both present day market conditions and long term goals set in the West Lethbridge Phase II Area Structure Plan (ASP) and Benton Crossing Outline Plan. This Comprehensive Plan outlines the primary objectives and land uses that will be further detailed in subsequent development permit applications for individual sectors as those areas are developed (See Figure 1.0).

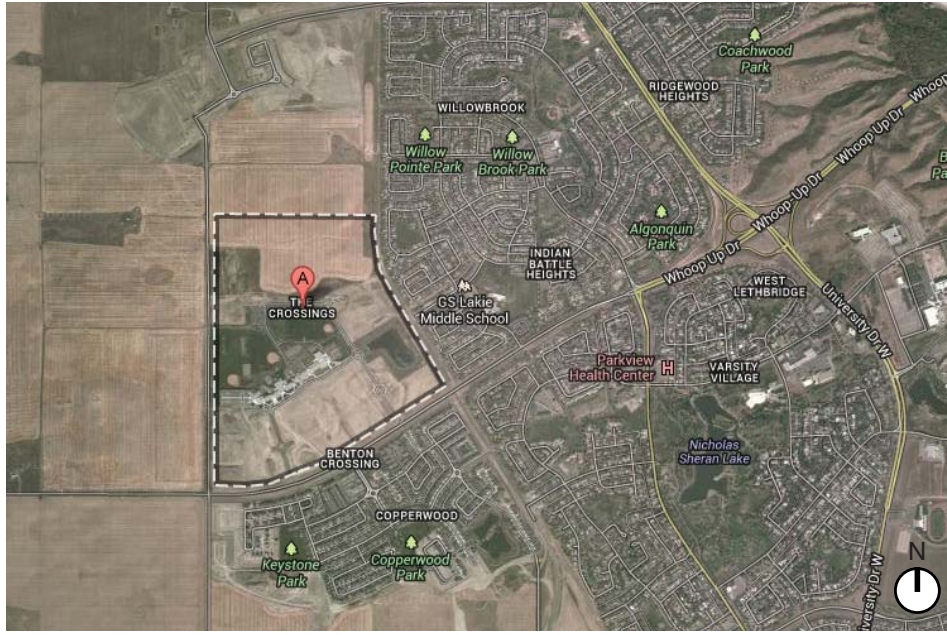




GATES OF WALDEN, AB

The Crossings Comprehensive Plan 2014 continues to build on this vision. The purpose of the C-CP is to:

- Provide a detailed description and supporting illustrations of development issues such as land use, circulation, open space, and pathway development
- Describe building types and determine their relative location so that synergy is created within the plan area for future adjacent uses and existing development.
- Describe connectivity within the Crossings and broader West Lethbridge community to create a safe and comfortable pedestrian-friendly, multi-modal travel environment that will help realize ‘The Crossings’ vision.
- Provide design principles that optimize the synergies between private and public spaces that contribute to visually and spatially integrating land uses, and that help create a true community gathering hub.



LOCATION MAP
SOURCE: GOOGLE MAPS



OPEN PARK SPACE

02 POLICY FRAMEWORK

2.1 Statutory Plans

2.1.1 Integrated Community Sustainability Plan/Municipal Development Plan

The City of Lethbridge's Integrated Community Sustainability Plan/Municipal Development Plan (ICSP/MDP) was adopted in June of 2010 as a statutory plan under the auspices of the Municipal Government Act by City Council and provides a long term (+40 years) framework for the growth and health of the City. The Crossings is generally identified as a mixed use development in an area of the City that is envisioned to support 100,000 people when all the land within the current City boundaries is developed. The ICSP/MDP's 6 main policy areas speak to a city that is prosperous, healthy and diverse, culturally vibrant, well-designed, environmentally responsible, and that supports the region. The Crossings Comprehensive Plan 2014 seeks to align itself with these city-wide policy directions.

2.1.2 West Lethbridge Phase 2 Area Structure Plan

The West Lethbridge Phase 2 Area Structure Plan is also a statutory Plan and was adopted by City Council in 2005. Area Structure Plans (ASPs) are applicable to a specific geographic area of the municipality and provide the framework for undeveloped lands (green field) to be urbanized and connected to the existing municipality. ASPs explain the general land use for the Plan area, infrastructure requirements, transportation patterns, population densities and sequence of development (staging). The West Lethbridge Phase 2 ASP went a step further in that it recognized the fast developing Westside of the City would require a community gathering hub and subsequently referenced the creation of a "Community Core" (see Figure 2.0). This Community Core would include activities that bring residents together as well as aesthetic considerations for how the physical spaces would contribute to the functionality and use by residents. The specifics of how the Core could work and look were left to the Outline Plan stage.



LETHBRIDGE COULEES

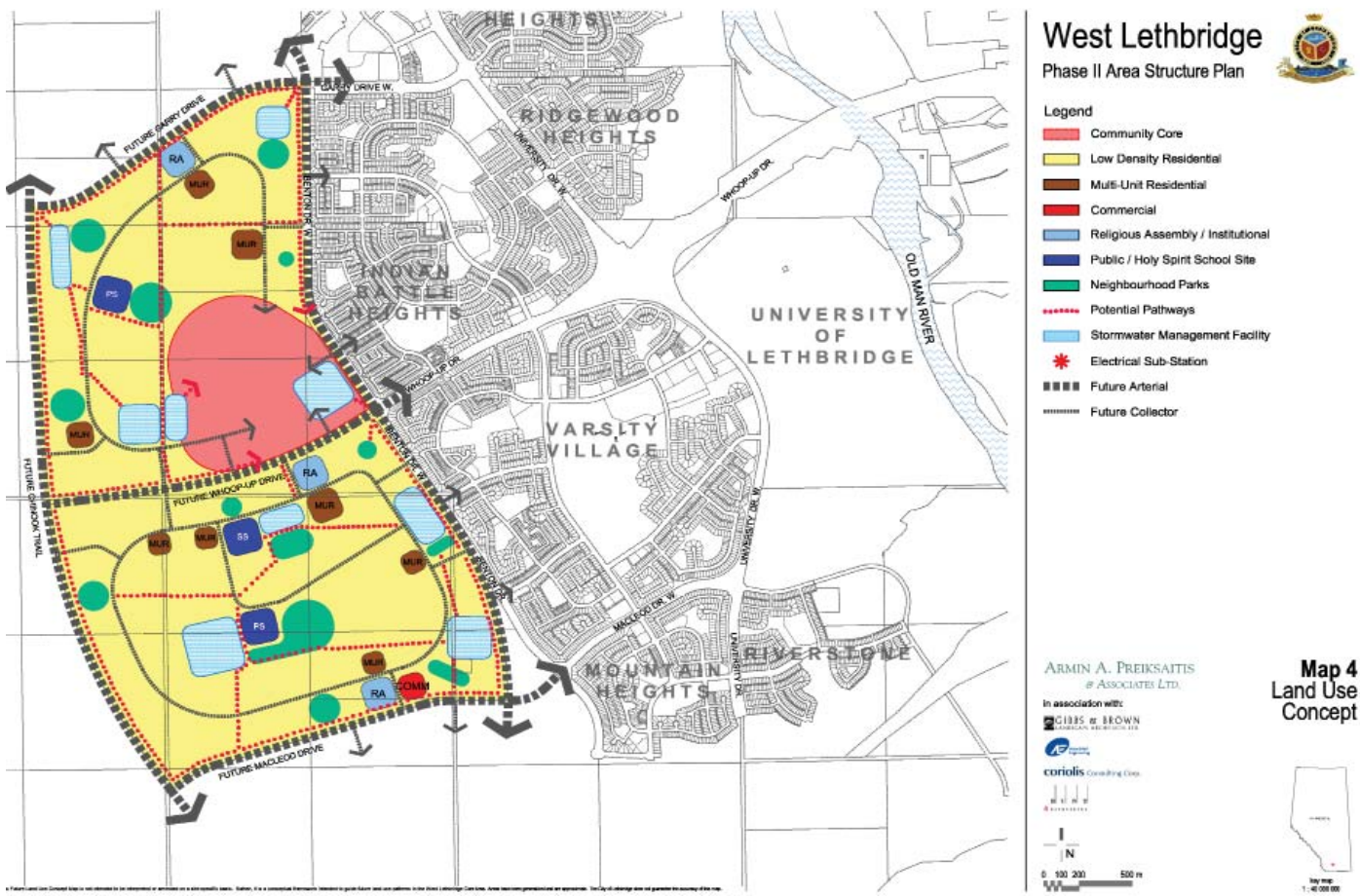


FIGURE 2.0 WEST LETHBRIDGE PHASE II ASP LAND-USE CONCEPT MAP

This Comprehensive Plan is alive to the vision and goals for the Community Core and sets the framework for the Core to develop over time as the Westside continues to grow. A further detailing of the Community Core component of the ASP is detailed in Appendix A and B.

2.2 Benton Crossing Outline Plan

The Benton Crossing Outline Plan was approved by the Municipal Planning Commission in 2006. Sections 3 and 4 of the Outline Plan speak to the Development Concept and Urban Design components. The Benton Crossing Outline Plan Figure 3.0 shows a Development Concept outlining roads, land uses, entry features and pathway connections. This Comprehensive Plan includes existing roads as shown in the Outline Plan, as well as the proposed Village Square, mix of land uses and pathway connections to adjacent neighborhoods. Recognizing the market and associated trends the plan introduces a refined and economically balanced land use mix that allows development to be successfully implemented.

Section 7 of the Outline Plan speaks to staging and implementation. This Comprehensive Plan will generally follow from east to west but some flexibility is needed in terms of the central work/shop/live/play area as to what commercial opportunities are available based on the market. Pertinent

sections of the Outline Plan can be found in Appendix C.

2.3 Land Use Bylaw 5700

2.3.1 Direct Control Bylaw 5531

The Comprehensive Plan area is designated as Direct Control under Land Use Bylaw 5700. Direct Control is a unique district in the Land Use Bylaw as the rules for development can be customized to enable a result that would not be possible under a conventional district. As the Plan area had a clearly articulated vision in the West Lethbridge Phase 2 ASP and more detail on form and function in the Benton Crossing Outline Plan, the Direct Control district specifies that unless otherwise provided, the General Rules for All Districts of Land Use Bylaw 5700 would apply, permitted uses would be any deemed compatible with the West Lethbridge Phase 2 ASP, the Benton Crossing Outline Plan and a comprehensive site plan approved by the Municipal Planning Commission would be the best tool to achieve the desired result. This Comprehensive Plan will address many of the design standards found in Bylaw 5700 however the following sections, as may be amended, will apply unless stated otherwise in this plan:

- Sections 9.1 to 9.22 General Rules for All Districts
- Section 10.1 General Rules for Commercial Districts
- Section 14.1 General Rules for Residential Districts



03 ELEMENTS OF THE CROSSINGS



FIGURE 3.0 CONCEPTUAL AERIAL VIEW OF THE CROSSINGS
*COLORS ARE REPRESENTATIONAL ONLY

3.1 Activity Areas

These activity areas are based on complimentary pursuits and endeavours that when combined together provide a high quality of life for residents and work towards achieving the Community Core envisioned by the ASP. (See Figure 3.0)

3.1.1 Work/Shop/Live/Play

The Work/Shop/Live/Play activity area is bounded by the existing roads of Whoop Up Drive to the south, Aquitania Blvd to the east, Britannia Blvd to the north, and Mauritania Blvd to the west. Building on the existing and soon to be constructed public uses to the north and west, the central area of the Crossings will function as the primary gathering place, not only for students and recreation users, but for nearby residents and those from all over the Westside of Lethbridge. The park space adjacent to the public library and Village Square will have a key role in bringing together the community and acting as a wayfinding and focal point for existing and future uses within the Crossings.

Based on market conditions, shopping, restaurants, personal services, offices and residential uses above smaller scale commercial uses could be

SECTION 5.3 WEST LETHBRIDGE PHASE II ASP DESIGN GUIDELINES

- A diversity of uses should be encouraged to support activity to create a safe and lively Community Core.
- The mix of land uses should function in a mutually supportive fashion to minimize land use conflicts while maximizing synergies.
- Views and vistas should be aligned with key buildings and should terminate with key landmarks.

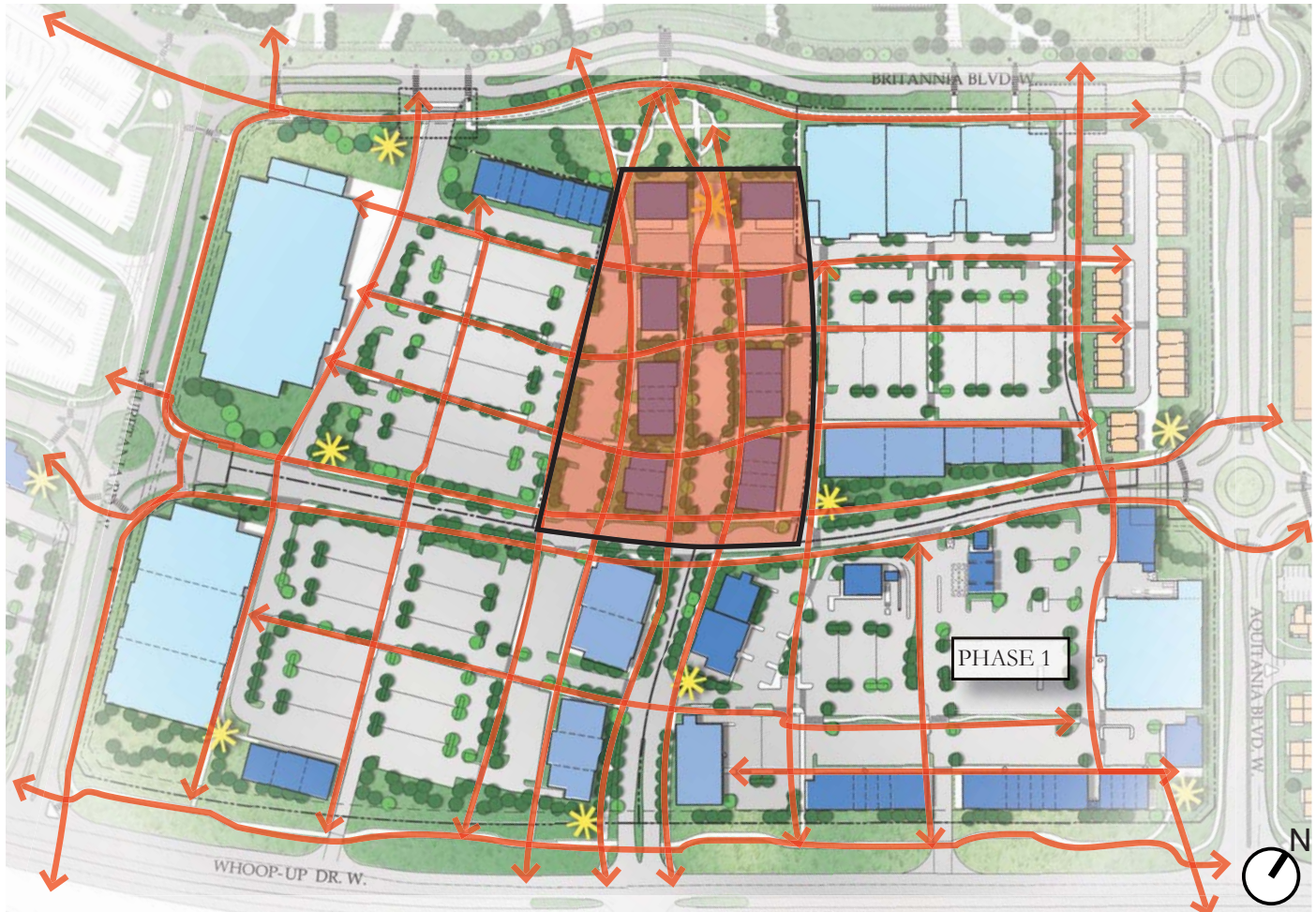









FIGURE 4.0 WORK / SHOP / LIVE / PLAY AREAS

accommodated in the “Village Square”. Due to the size and sub-regional nature of the location, now and into the future it is anticipated that there will be a mixture of large, medium and small scale commercial uses in the Crossings. It is also anticipated that this large central area will develop in 5 to 6 phases beginning with phase 1 shown in Figure 4.0. The phases will be akin to quadrants delineated by roadways with each phase being integrated with previous ones in such a manner that there is a continuity of place even though the components may be built at different times. (See Figure 4.0).

Located within the Work/Shop/Live/Play area and forming part of the Village Square and overall open space system, a park space is provided which links the High Street and Britannia Blvd. The space can be easily accessed through the pedestrian network and should be designed to be year-round, safe, and an inviting place where the local community can come together (See Figure 5.0).

LEGEND

	LARGE FORMAT COMMERCIAL
	MEDIUM FORMAT COMMERCIAL
	SMALL FORMAT COMMERCIAL
	VILLAGE SQUARE
	MULTI-RESIDENTIAL
	PEDESTRIAN PATHWAYS
	CONNECTIVE NODES



KEY PLAN



FIGURE 5.0 PARK SECTIONAL-PERSPECTIVE

Although it is called a park space this does not necessarily mean it should be solely green and landscaped. The park will support and encourage a number of activities including:

- local markets & community fairs
- library events
- recreational and sports events
- festivals
- concerts and performances



OUTDOOR CONCERTS

To ensure the park space is functional and used by area residents, the following design objectives will be considered and further supported in development permit applications

- active use at the road interface
- a sense of enclosure to help mitigate strong wind conditions.
- a main park entry, which gives a sense of arrival and entry to the park
- park design emphasizing multi-use
- hard and soft landscaping
- appropriate lighting
- seating areas

Buildings adjacent to the park will be appropriately scaled to help mitigate prevailing west winds and architecturally detailed to create an engaging experience within the Village Square.

SECTION 5.3 WEST LETHBRIDGE PHASE II ASP DESIGN GUIDELINES

- Parks should be linked to an overall open space system via pedestrian linkages or pathways.
- Parks will provide amenity value for residents by providing a combination of playground opportunities, informal play areas, as well as passive use and seating areas.
- Compact development to minimize the impact of prevailing west winds should be encouraged.



HOLLY SPRINGS TOWNE CENTRE, NC (IMAGE A)



NEBRASKA CROSSING SHOPPING CENTRE, NB (IMAGE B)

3.1.2 Work/Shop/Live

A work/shop/live area is located south of the soon to be built recreation center, north of Whoop Up Dr. and west of Mauritania Blvd, this area is considered a “flex” site meaning its configuration will be determined by future community needs and it is expected to be one of the last areas to be built out. Permitted uses include: hotel, residential, commercial retail, office, or other complimentary uses. The same design principles and standards described in this document shall apply to this site and once its uses are determined, any major amendments to the plan or re-zoning classification would be subject to approval of the Municipal Planning Commission.

It is also expected that the commercial uses will change over time which is typical in most commercial areas but that those future uses will continue to contribute towards the vision for the Crossings and will reflect how the City as a whole is changing over time as well.



FIGURE 6.0 LIVE AREAS



KEY PLAN

LEGEND

- MULTI-RESIDENTIAL SENIORS
- MULTI-FAMILY RESIDENTIAL
- PEDESTRIAN PATHWAYS
- CONNECTIVE NODES

3.1.3 Live

The primary Live activity area is located in the South-East corners of the Crossings and is bounded by Whoop Up Dr. to the south, Aquitania Blvd. to the west and Metis Tr. to the east. The Live area provides a good compliment to the existing residential uses in Indian Battle Heights to the east and Copperwood to the south. In addition, the Live area is adjacent to the existing storm water pond which provides an aesthetic amenity to residents and a logical transition to the more active area in the central portion of the Crossings. A secondary Live activity area has been established in the North-East corner of the Crossings bounded by Whoop Up Dr to the south, Aquitania Blvd to the east, and Britannia Blvd to the North. The location of the Live area is an adjustment from the concept shown in the Outline plan, however, the new configuration minimizes conflicts with existing residential uses, provides both a quiet and more active residential option and pushes the Work/Shop/Live/Play area closer together for a tighter and more intimate experience considering the size of the central area (See Figure 6.0).



PARTIAL ELEVATION DETAIL



TOWNHOUSES (CONCEPTUAL)



FOUR-PLEXES (CONCEPTUAL)

Various housing types and densities will support the community core and accommodate different lifestyles. These may include: townhouses, duplexes, four-plexes, and other multifamily formats (See above). This residential area is intended to accommodate a diverse population and will appeal to:

- Singles, young couples, seniors, and others who will enjoy the wide range of experiences the Crossings will have to offer.
- Families with children, young and old, who would appreciate the proximity to schools, recreational facilities, and parks.

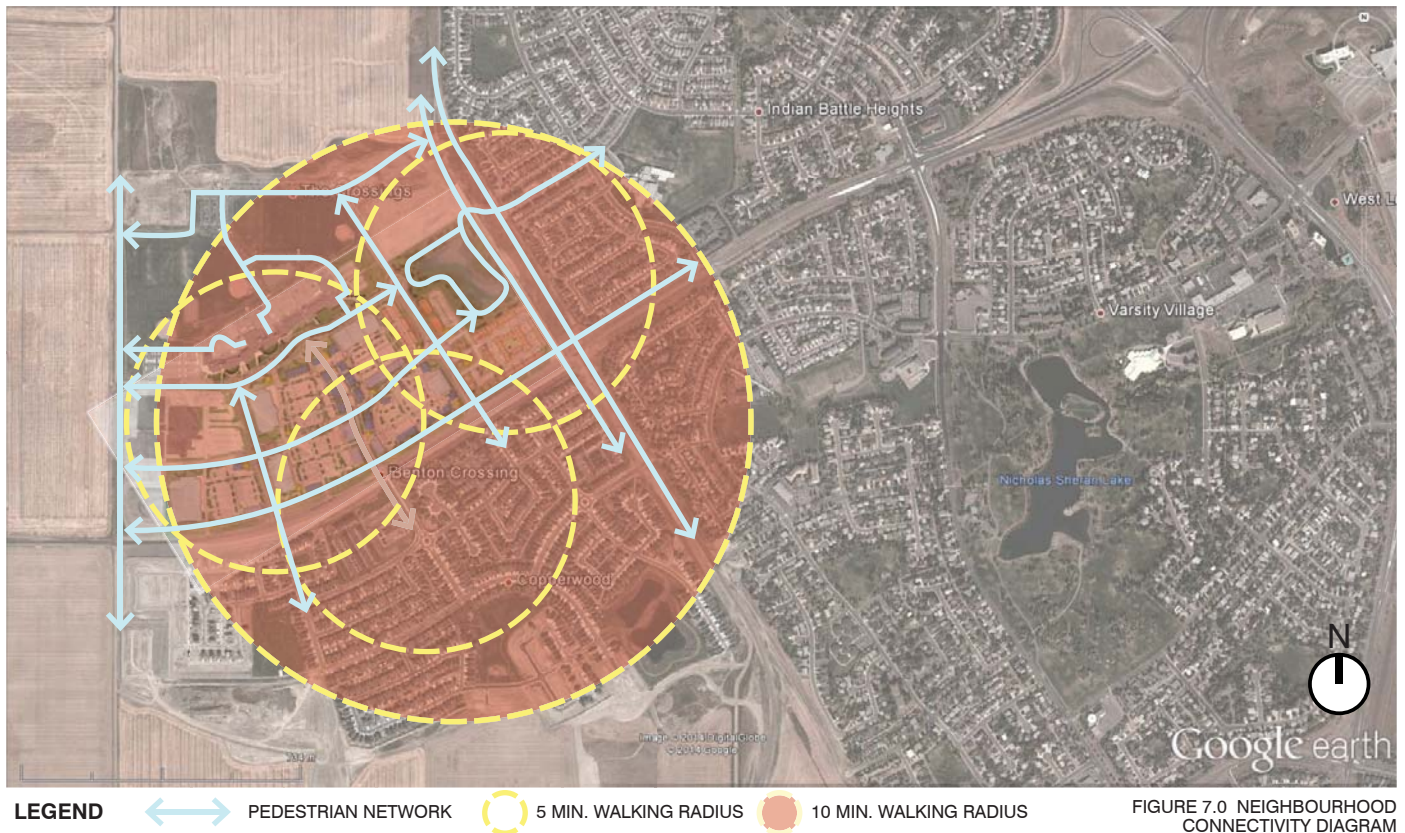
Other uses that support residential viability and diversity (including but not limited to day cares, group homes, supportive housing, transition homes, and home-based businesses) provided they can satisfy any requirements of Land Use Bylaw 5700 would be in keeping with this area. Planned pathways, landscaping, and accesses carrying pedestrian and bicycle flow through to commercial and park spaces will be provided as well as to adjacent regional pathways along arterial roadways.

WEST LETHBRIDGE PHASE II
ASP DESIGN GUIDELINES

• *A variety of housing forms (e.g. apartments, townhouses, duplexes, and single-family units) and types of tenure should be made available to accommodate a broad range of income and age groups.*

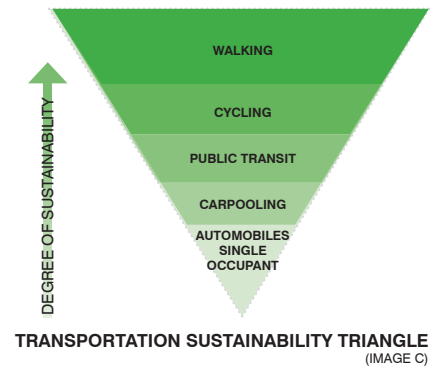
• *Townhouses and apartments should be located at the sidewalk with parking behind and interior to the block. Single-family houses should be set close to the street.*

3.2 Connectivity



3.2.1 Pedestrian Network

The Crossings will feature a strong multi-modal component for all users. The purpose of the pedestrian network is to provide individual site routes that together will form a larger network for the entire Crossings as well as connect to the regional pathway system and existing neighborhoods. The primary objective is to create a street system that offers interconnected routes between commercial and residential areas which will provide safe and functional use for pedestrians, strollers and the mobility challenged. Interconnected pedestrian linkages are provided within parking areas to encourage walking and reduce dependency on the private automobile. These linkages will be enhanced with landscaping, lighting, various pavement treatments, wayfinding, and/or other site elements. (Refer to Lanes under section 3.2.6) Pedestrian routes shall connect to bus stops, public parks, small plazas, and/or connective nodes (See Figure 7.0 & 7.1).



PARKING LOT PEDESTRIAN LINKAGE EXAMPLE

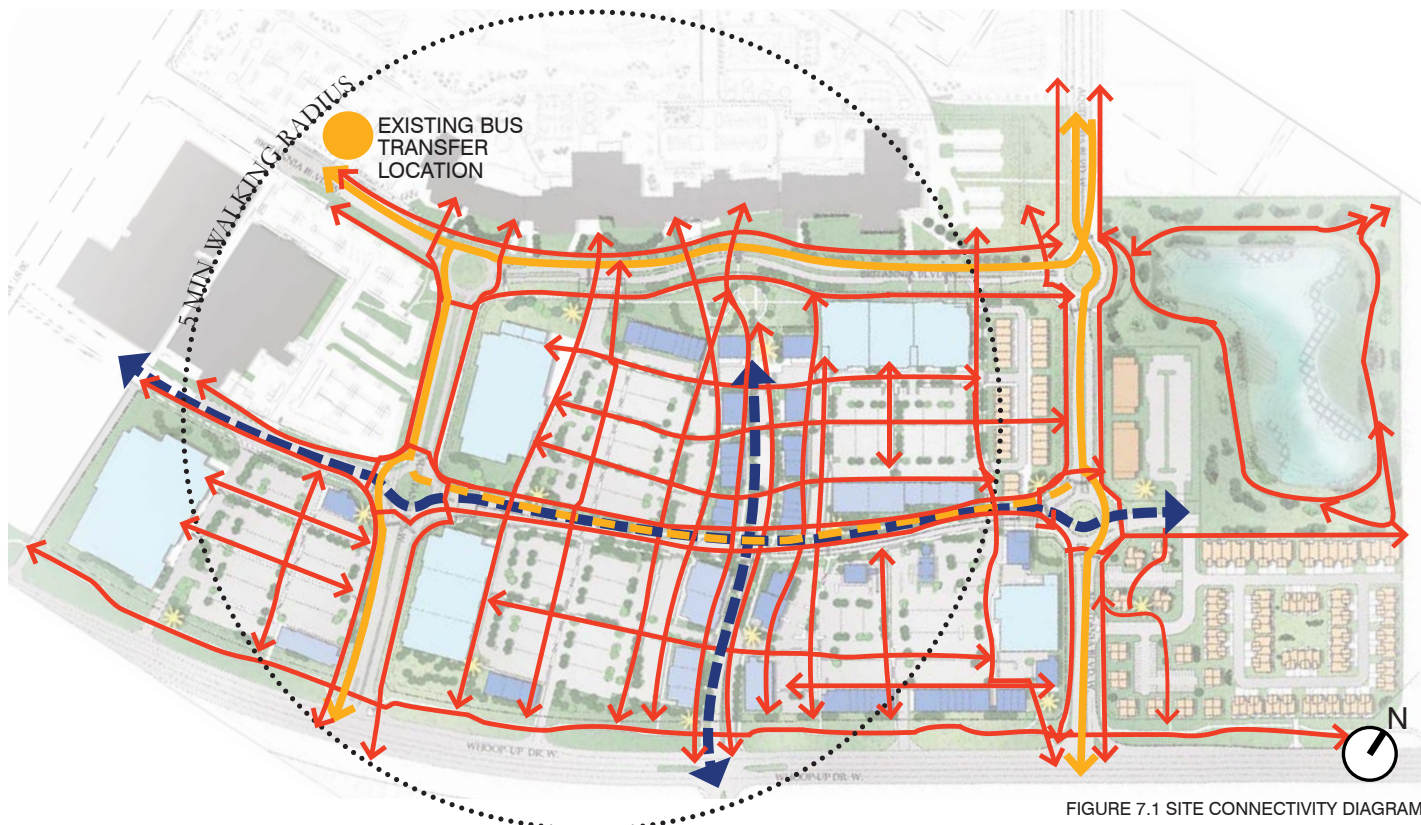


FIGURE 7.1 SITE CONNECTIVITY DIAGRAM

LEGEND

- ↔ PEDESTRIAN NETWORK
- ↔ CYCLING NETWORK
- ↔ TRANSIT NETWORK
- ↔ POTENTIAL TRANSIT ROUTE
- 5 MIN. WALKING RADIUS
- * CONNECTIVE NODES

3.2.2 Cycling

The existing roads in the Crossings accommodate cyclists as part of the road without a separate bicycle-only lane. Cyclists can also access the regional pathway system on Whoop Up Dr. when Metis Tr. is completed, and it will have a regional pathway to accommodate cyclists. Therefore the design of the Crossings will need to allow for a connection. Internal street patterns are designed around a modified grid system allowing for direct and efficient connections for cyclists and pedestrians alike. The first phase will include a regional pathway connection at the key intersections of Aquitania Blvd to Mauretania Blvd (East to West) and Britannia Blvd to Whoop-Up Drive (North to South). This pathway will be incorporated into the road cross-sections when they are constructed and will provide commuting and recreational opportunities for local residents and direct pedestrian and cycling movement to recreational and educational facilities and into surrounding communities.



3.2.3 Public Transit

Access to public transit within The Crossings is essential for reducing the number of vehicles and increasing on-site accessibility for those without automobiles. As Transit stops are incorporated into the Crossings area the developer can improve upon the existing public transit infrastructure from the adjacent high school and will work with the City of Lethbridge to establish these locations.

*WEST LETHBRIDGE PHASE II
ASP DESIGN GUIDELINES*

- Linkages with surrounding neighborhoods, including walkways, trails, and roadways should be created to ensure connectivity and ease of pedestrian movement.
- The street system should provide multiple, parallel, and interconnected routes between commercial and residential areas.
- The street pattern should be designed as a grid or modified grid in order to achieve efficient connections and direct paths for pedestrians and bicyclists.

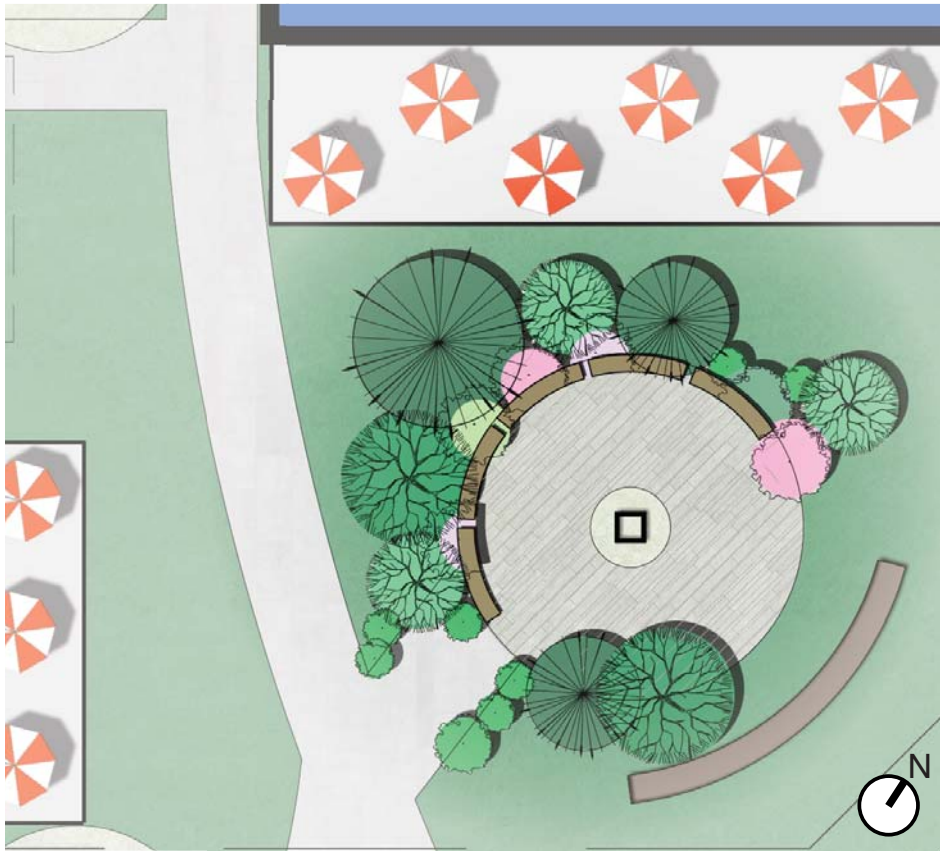


FIGURE 8.0 CONNECTIVE NODES

WEST LETHBRIDGE PHASE II ASP
DESIGN GUIDELINES

- *The transit facilities should contribute to a strong sense of place.*
- *Pedestrian connections between all parts of the Community Core and adjacent villages should be clearly defined to provide safe and attractive access to transit facilities.*
- *Prominent pedestrian nodes and transport interchanges should be emphasized (e.g. by marking their locations with a prominent landmark or gateway)*
- *Public spaces should be designed to promote year-round and day-long usage.*



CONNECTIVE NODE EXAMPLE (IMAGE D)



KEY PLAN

3.2.4 Connective Nodes

Connective nodes are small public spaces found within The Crossings that are enhanced by landscaping, various pavement treatments, site furnishings, landmarks, wayfinding, and /or lighting. These nodes are intended as resting points that are integrated into the pedestrian network and overall site plan. There shall be a minimum of 1 connective node per site (See Figure 8.0).

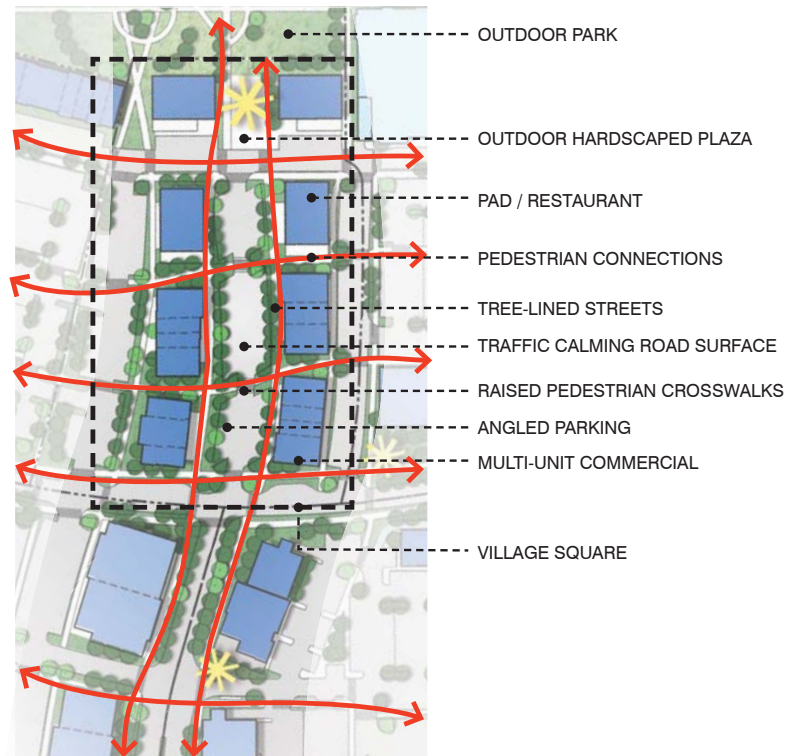


FIGURE 9.0 HIGH STREET CONCEPTUAL PLAN

3.2.5 The High Street

Located within the central area of the Crossings and at the heart of Village Square is a High Street that provides direct entrance into the Crossings from Whoop-up Dr. and the Copperwood neighborhood. The purpose of the High Street is twofold: firstly to serve as a road transition from Whoop Up Dr. to Britannia Blvd and secondly to transition into an engaging pedestrian-oriented street. It is designed to accommodate street front buildings, wide tree-lined sidewalks and streetscape amenities, and to promote slow and deliberate vehicle traffic movements through such measures as narrow traffic lanes, reduced turning radii, on-street angled parking and articulated cross-walk materials. In future, traffic lights will be installed when vehicle numbers warrant the installation. The southern portion of High Street will likely not feature angled parking. (See Figure 9.0).

As the High Street moves north its function changes to create an engaging and pedestrian-oriented street bringing together buildings and street in a holistic approach. A minimum of 2 pedestrian connections to the parking areas to the west and east shall be provided to allow for easy pedestrian movements and activity. The High Street here will feature a minimum of 3.0 m wide sidewalks for patio use by adjacent businesses, parking, and traffic calming measures such as:

- Raised crosswalks
- Traffic control signage
- Raised median islands
- Speed humps or cushions
- Angled parking

WEST LETHBRIDGE PHASE II ASP DESIGN GUIDELINES

- *Street-oriented retail should be provided along the 'High Street' of shopping centres to create a visually stimulating pedestrian experience and promote walking instead of driving*
- *A village square should act as a focal point within the Community Core and should be lined with retail shops, restaurants, and cafes to create a lively, pedestrian-friendly atmosphere.*
- *Compact development should be promoted so that services and amenities are within an approximate radius of 400 meters, or within a 5-minute walk radius.*
- *Opportunities for shared parking facilities should be encouraged to minimize the amount of land devoted to parking.*
- *A village square should be defined by the mass and height of surrounding buildings to provide a strong street wall.*



TREE-LINED STREET (IMAGE E)

3.2.6 Streets, Lanes, & Street-boulevards

The purpose of the streets, lanes, and street-boulevards is to provide for street types that balance the needs of pedestrians and vehicles in a manner that supports the function of the Plan area. The street network will be well connected and clear so that it does not detract from views and focal points. Landmarks, site furniture and other elements will be incorporated into the street network to encourage walking and cycling over driving from one internal site to the other. The character of these roadway systems are described below:

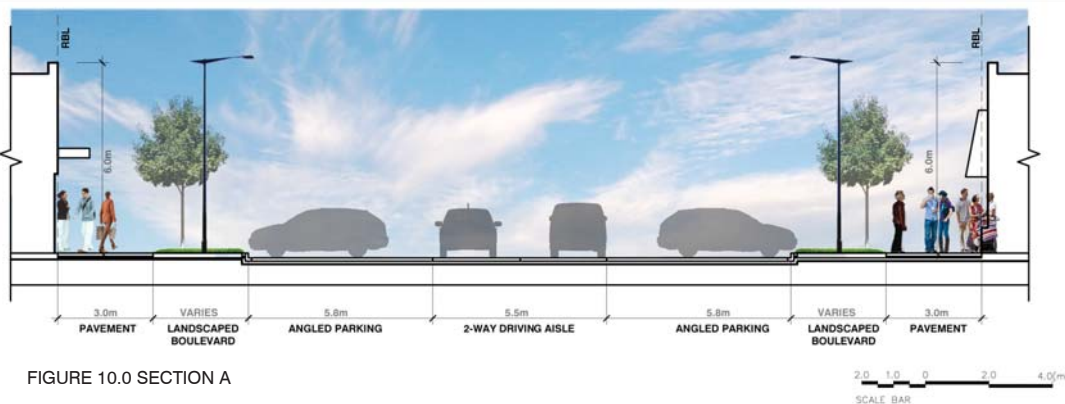


FIGURE 10.0 SECTION A

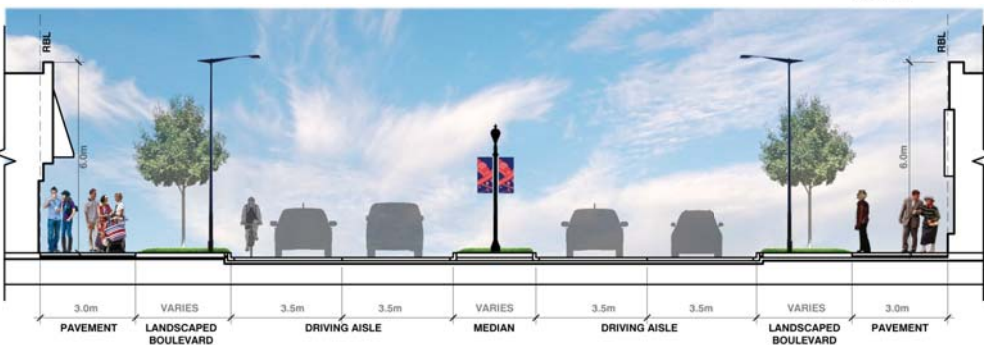


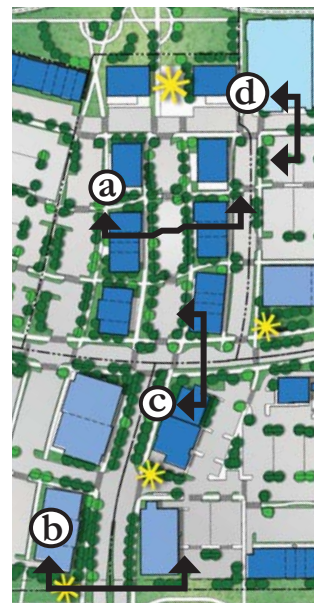
FIGURE 11.0 SECTION B

Streets:

Streets are oriented north to south and bounded by Britannia Blvd., to the north and Whoop Up Dr., to the south. These roadways provide access into interior sites while maintaining a high quality public realm. Streets will support multi-modal movement, allowing safe separation between cyclists, vehicles, and pedestrians. Streets will include a 3.0m pedestrian sidewalks, on-site parking, and landscaping on either side of the roadway (See Figure 10 & 11).

WEST LETHBRIDGE PHASE II ASP DESIGN GUIDELINES

- The street system should be designed to maintain convenient vehicle circulation without compromising the safety and attractiveness of the pedestrian environment.
- The street system should be simple, memorable, accentuate landmarks, and encourage pedestrian activity.
- The street network layout should be designed to maximize focal point opportunities.
- Landscaping, street furniture (e.g. lighting, canopies and awnings, etc.) and conveniently located seating areas should be included in the streetscape design.



KEY PLAN

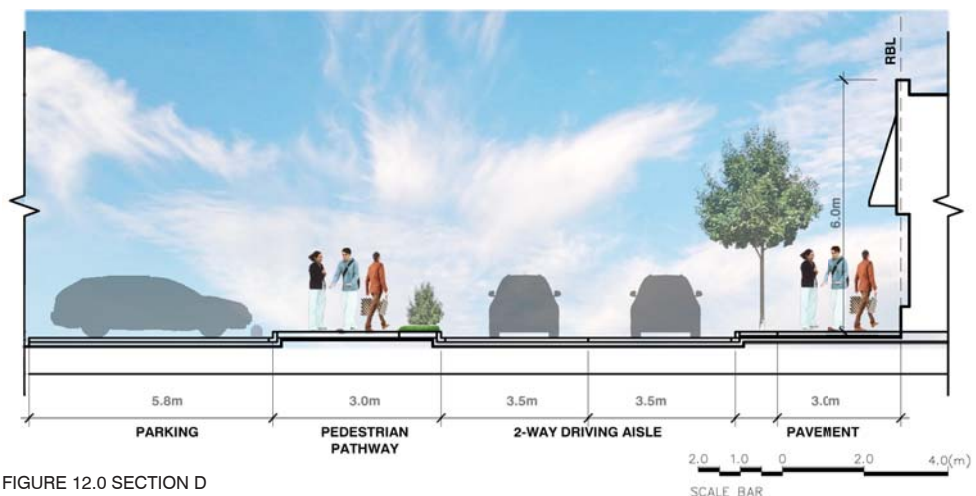


FIGURE 12.0 SECTION D

Lanes:

Lanes are internal roads found in parking lots. They feature a roadway separated by trees or low shrub landscaping and a 3.0 m pedestrian connection. The intention of these lanes is to break up large areas of surface parking and contribute to the overall public realm. A minimum of two lanes will be provided in each of the activity areas (See Figure 12.0).

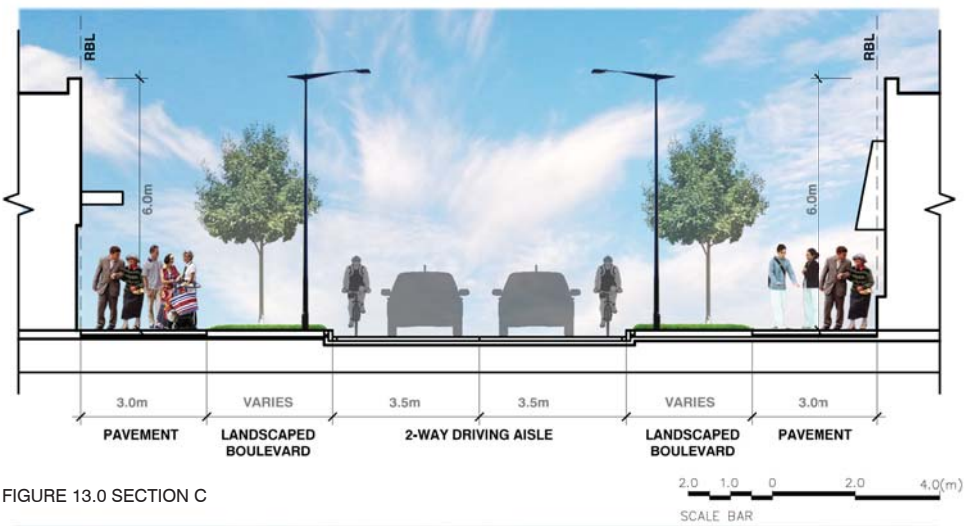
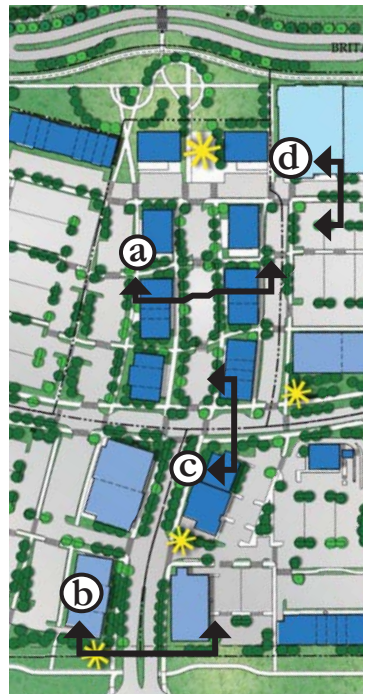


FIGURE 13.0 SECTION C

Street-boulevards:

A Street-boulevards bounded by Mauretania Rd., to the west and Aquitania Blvd., to the east provides internal access into the interior sites. Street-boulevards will support multi-modal movement, allowing safe separation between cyclists, vehicles, and pedestrians. They will feature a 3.0m pedestrian sidewalks and landscaping on either side of the roadway with a strong emphasis on cycling connectivity (See Figure 13.0).



KEY PLAN



LANE CONDITION EXAMPLE

WEST LETHBRIDGE PHASE II ASP DESIGN GUIDELINES

- *Drought resistant landscaping and nature should be encouraged.*
- *Street trees and plantings should be provided where possible on residential streets.*
- *Street trees should be planted, and lighting and other street furniture should be at a human scale to enhance the character of the pedestrian realm.*

3.3 Design Principles

3.3.1 Landscaping

In keeping with the existing vegetation planted around the storm pond, on the schools and public library site and on the recreation-center parcel, landscaping will be provided within the Crossings area as a condition of development approval. Landscaping will be provided in order to enhance the appearance of individual land uses and act as a unifying feature throughout the Crossings. The size, maturity and composition of plantings will be further refined at the development permit stage and will be akin to what was provided on the public sites. In extensive parking areas, rows and clusters of landscaping will act as a wind break, will slow traffic, and will soften the harsh visual impact of extensive asphalt areas. Where possible, drought-resistant landscaping will be used and greenery will be provided on residential streets.

3.3.2 Building features, property setbacks and orientation

The aesthetic appearance of the Crossings is envisioned as mirroring the elements of the prairie fields and wide open skies with a neutral palette that does not compete with the natural environment, in much the same way the public buildings of the Crossings and other prominent buildings on the Westside such as the University of Lethbridge have already done. There is no pre-determined slate of building materials or styles beyond the objective of complimenting the modern architecture of what has already been constructed in the Crossings.

The scale of buildings will be a factor in the setback distance from the property lines as well as the need to accommodate shallow utility locations and the creation of a consistent street wall between buildings as determined in the major and minor amendments chart in section 5.2. For the Village Square, located at the heart of the Crossings, the vision is to create an intimate and vibrant urban environment. Buildings will be aligned along the High Street and designed with a four-sided architecture approach. This means the quality of the design will be extended to all sides of a building with allowances for properly screened loading and utility requirements (See Deerfoot Meadows Example). Primary entrances will be street oriented and the quality of



FOUNTAIN GRASS (IMAGE F)



4-SIDED ARCHITECTURE EXAMPLE
DEERFOOT MEADOWS, AB



4-SIDED ARCHITECTURE EXAMPLE
DEERFOOT MEADOWS, AB



FIGURE 14.0 AERIAL OF VILLAGE SQUARE
(REPRESENTATION ONLY)

materials will be complementary to adjacent buildings in the immediate area. The use of high quality durable materials is encouraged for easy maintenance and enhanced safety of the built environment over time.

The Crossings is a large site with frontage on 4 existing roads. The design of these roads allows for only limited on-street parking and limited access into individual parcels. This means the parking for most businesses will be located to the interior of the parcels. As there is a tendency to orientate the building entrances to the parking lot, care will need to be taken with individual buildings designs so that they do not present a blank and unattractive building wall to the existing roads of Whoop Up Dr. and Aquitania, Britannia and Mauritania Blvds. Buildings will need to exhibit some articulation or creative use of building materials, landscaping or glazing to be considered suitable at the development permit stage. Attention to building heights and massing shall be given to help define and enclose public streets and spaces (See Figure 14.0).

WEST LETHBRIDGE PHASE II ASP DESIGN GUIDELINES

- *Where possible, commercial buildings should be encouraged to build to the property line and residential uses should have reduced front yards and a defined street edge.*
- *Primary entrances of buildings and individual ground-floor residential entrances should be oriented to the street.*
- *Spaces should be designed using high quality durable materials to facilitate easy maintenance over time, as well-maintained, attractive spaces are less likely to be misused.*
- *Blank walls should be avoided; corner buildings should face both streets.*
- *The height and massing of buildings should define and enclose public streets and spaces.*



NEBRASKA CROSSING SHOPPING
CENTRE, NB (IMAGE G)

3.3.3 Relationship to adjacent land uses and the public realm

The existing public uses within the Crossings are used by a wide range of demographic groups and any future development within the Crossings will need to form strong connections both in form and function to create a welcoming and integrated place for residents and visitors. It is also anticipated that some elements normally installed on the public realm such as benches, waste receptacles, lighting and bike racks will be provided on private property. Those elements need to be of a similar style and materials to those seen in the public realm in order to create a visually unified appealing place. These details will be further detailed at the development permit stage.

3.3.4 Parking requirements

The parking standards for size of spaces, turning radii and loading zone requirements as contained within Land Use Bylaw 5700 will apply for all development permit applications. The land use parking standards as calculated in Land Use Bylaw 5700 will be guidelines only as the Crossings has the ability to share parking between uses and benefit from less asphalt as well as the access to multi-modal transportation. Landscape buffers and pedestrian routes are encouraged to break up large surface parking areas. Additionally, screening, clear and legible signage, and rear or side loading locations will help maintain an attractive pedestrian-oriented environment.

3.3.5 Signage

Individual tenant signage will be of high quality and illuminated with individual channel letters or a contoured can. Alternative styles of signage and/or digital signage may be considered provided they are architecturally compatible, attractive, and appropriate to the overall building design and do not detract from adjacent signage. High quality continuous signage, logos, and national branding may also be considered provided they conform to Land Use Bylaw 5700 requirements for the Highway Commercial district (C-H) for sites fronting Whoop Up Drive and the Neighborhood Commercial district (C-N) for all other sites. Way finding signage and site identification

WEST LETHBRIDGE PHASE II ASP DESIGN GUIDELINES

- *Several small parking lots spread throughout are preferred, rather than one single large parking lot.*
- *Surface parking lots should be landscaped and parking entrances and loading areas should be screened to maintain an attractive pedestrian-oriented environment.*
- *The parking layout of arterial commercial centres should be designed to provide safe, convenient, and attractive pedestrian access.*
- *Parking and loading should be oriented to the rear or side of buildings and utilize lanes for access.*
- *Clear signage for parking should be provided.*



TENANT SIGNAGE EXAMPLE

should be architecturally cohesive, complimentary in terms of materials, color and height with the existing buildings and signage in the Crossings. In addition private signage should take its cue from what is existing in the public realm as development proceeds.

3.3.6 Gateways

With the frontage on Whoop Up Dr., there are several opportunities to provide gateways announcing the arrival at this unique community gathering place and hub for Westside residents. It is not the intent to determine what those gateway features would encompass in this Comprehensive Plan but rather to enshrine that the gateways shall be marked and can include landscaping, way finding and consistent elements between all locations.



FIGURE 15.0 EXISTING SITE FURNISHINGS

3.3.7 Site Fixtures and Furnishings

The primary objective is to provide fixtures, furnishings and other site elements that create a pedestrian friendly environment and contribute towards a comfortable, memorable, and safe public realm. In order to achieve continuity between sites, site elements shall be of a similar style and quality to existing fixtures and furnishings already in place (See Figure 15.0). These will include, but are not limited to: benches, waste and recycling receptacles, lighting, bike racks, bollards, landmark features, and public art.

3.3.8 Design Guidelines Summary

The following table (Figure 16.0) is a summary of the design guidelines and outlined requirements for the comprehensive plan. Specific details related to plan implementation can be found on Figure 20.0 Design Guidelines Amendments Table under section 5.2.

WEST LETHBRIDGE PHASE II ASP DESIGN GUIDELINES

- *Landmarks, theming, way finding, and public art should be provided.*
- *Properly located entrances, exits, fencing, landscaping, and lighting should be designed to subtly direct pedestrian and vehicular traffic in ways that decrease illicit activities without hindering user mobility.*

Figure 16.0 Design Guidelines Table







SITE DESIGN GUIDELINES (SITES 1-10)		
Design Feature	Requirement	Image Example
Site Landscaping	Minimum 1 irrigated planting strip on site frontages adjacent to a public right of way. Planting in accordance to Land Use Bylaw 5700 Appendix A: Landscape Design Guidelines	
Site Fixtures & Furnishings	Provision of furnishings that are functional and visually consistent with the overall development	
Crossings Development Identification Signage	Free-standing signs. Number and placement as approved by the Development Officer and in accordance with the P-B district max. area and max. height restrictions.	
Billboards	Not permitted	
Screening	Screening for drive thrus, garbage enclosures, loading spaces, mechanical and electrical equipment	
Garbage & Loading Areas	Limit visual impact and shared access where possible	
Site Lighting	Adequate and visually consistent with the overall development. No lighting spill over effect for sites abutting residential sites. Lighting shall not interfere with traffic safety on public roadway	
Bicycle Racks	A minimum of 2 per site. Restrictions and codes in accordance with Land Use Bylaw 5700	
Pedestrian Connections	2.5 m - 4.0 m wide	

Figure 16.0 Design Guidelines Table

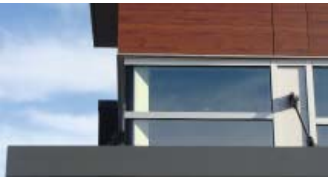



COMMERCIAL DESIGN GUIDELINES (SITES 1 ,2 3, 4, 5, 8 as specified in Figure 20.0)		
Design Feature	Requirement	Image Example
Setbacks	3.0- 6.0 m on frontages adjacent to public road right-of-ways only.	
Building Coverage	0.22-0.30 Floor Area Ratio (FAR). Calculations to be provided as part of each Development Permit Application. No maximum FAR for sites 4 and 8. Residential / office uses above commercial buildings exempt from FAR calculations.	
Parking Provisions	3.5 stalls per 1000 sq.ft. Parking aisle widths and aisle dimensions in accordance with the Land Use Bylaw 5700. Lane location and orientation as per CSP.	
Parking Area Landscaping	A minimum of 1 irrigated landscaped island with 2 trees per 20 stalls of parking	
Building Placement	0 - 2.0 m Required Building Line (RBL) from edge of pavement as shown in Figure 10 Section A	
Drive Thru's	Maximum 2 per site. No drive thru's permitted in sites 4 and 7	
Temporary Signage	Restrictions and codes in Land Use Bylaw 5700	
Portable Signage	Restrictions and codes in the Portable Sign Bylaw	
Building Materials	Minimum of 2 high quality architectural materials excluding: vinyl, plastic windows	
Building Signage / Digital Signage	Restrictions and codes in Land Use Bylaw 5700	
Freestanding Signs for Sites not fronting Whoop Up Drive	Maximum of 4 per site with a maximum of 2 on any frontage and in accordance with C-N District max. areas and max. height restrictions	
Freestanding Signs for Sites fronting Whoop Up Drive	Maximum of 4 per site with a maximum of 2 on any frontage and in accordance with C-H District max. areas and max. heights restriction	

Figure 16.0 Design Guidelines Table

MEDIUM DENSITY RESIDENTIAL DESIGN GUIDELINES (SITES 6, 10)	
Design Feature	Requirement
Density	Minimum 26 units / hectare and Maximum of 75 units / hectare
Setbacks	Minimum 2.4m from any parcel line
Parking Provisions	Restrictions and codes in Land Use Bylaw 5700.
Building Coverage	Maximum 0.7 FAR
Building Height	Maximum of 13.2 m for all uses
Building Materials	Minimum of 2 high quality architectural materials excluding: vinyl, plastic windows

HIGH DENSITY RESIDENTIAL (SITE 9)	
Design Feature	Requirement
Density	Minimum 76 units / hectare and Maximum of 200 units / hectare
Setbacks	Minimum 2.4m from any parcel line
Parking Provisions	Restrictions and codes in Land Use Bylaw 5700.
Building Coverage	Maximum 2.0 FAR
Building Materials	Minimum of 2 high quality architectural materials excluding: vinyl, plastic windows

04 DEVELOPMENT PHASING

4.1 Development Permit Applications

Development Permit Applications will be prepared for each activity area and any sub-areas based on development interest. The applications will be integrated with the adjacent activity areas and the components of each will be consistent with one another. They will be founded on:

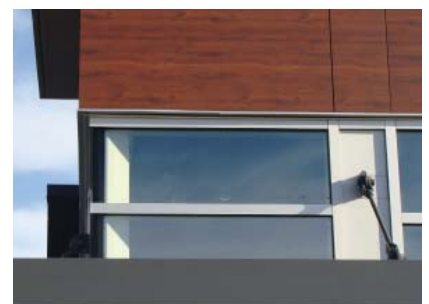
- Compliance with C-CP 2014 in terms of the vision for the Crossings
- The intent and characteristics of each activity area
- Creating a synergy between the uses within an activity area
- The relationship with the public realm and the adjacent land uses
- Ensuring the connectivity objectives are achieved and implemented
- Roadway design functionality in regards to the various modes of transportation
- The principles of universal design
- Ensuring transitions between site plans are considered and even going to the level of “shadow planning” with how parking, vehicular and pedestrian/cyclist movements are to be coordinated.
- Building outlines that may be shown for concept only with specific detail requirements addressed when future buildings are ready to build

Development Permit Applications will also address the rules and design requirements for:

- Architectural features of the buildings
- Building setbacks from the property lines
- Building coverage as a percentage of the lot
- Signs and way-finding elements
- Lighting
- Landscaping
- Site furnishing and fixtures
- Fencing, railings and screening treatments
- Parking lot layout and number of stalls
- Bicycle routes and facilities
- Transit stops
- Pedestrian connections
- Loading Zones and Waste Storage
- Park features



EXISTING CROSSINGS SITE
FURNISHINGS



MATERIAL PALETTE EXAMPLE

4.2 Infrastructure servicing requirements







FIGURE 17.0 SITE SERVICING STRATEGY

4.2.1 Utilities

The Crossings has been pre-serviced in numerous locations from Aquitania, Britannia and Mauretania Blvds as identified on Figure 17.0 Site Servicing Strategy. The sizing and depths of these installations have been developed based upon the requirements as identified in the Benton Crossings Outline Plan 2006. A general description of Site Servicing based on identified sites is as follows:

LEGEND

-  ROAD RIGHT OF WAY
-  WATER CONNECTION POINT
-  SANITARY SEWER CONNECTION POINT
-  STORM SEWER CONNECTION POINT

Sites 1, 4, 5 & 6

These sites will be serviced from Aquitania Boulevard, and it is recommended that an additional road ROW be subdivided to allow for the creation of public infrastructure access points (manholes). Services will be extended north and south from this location. An existing set of service stubs north of Site 3 could be used to service buildings adjacent to Britannia Boulevard and reduce on-site development costs.

Sites 2 & 3

These sites will be serviced from Mauretania Boulevard, and it is recommended that an additional road ROW be subdivided to allow for the creation of public infrastructure access points (manholes). Services will be extended north and south from this location. The re-alignment and/or reconfiguration of the existing treated water line may be required to complete servicing to these parcels independently.

Site 7 (Park)

Servicing of this open space can be accomplished from Britannia Boulevard. The open space is considered to be predominantly green space with minimal site servicing. Therefore, it is suggested that this area be allowed to drain to the existing Britannia storm sewer system and should not require a dedicated storm sewer service.



FIGURE 18.0 CONCEPTUAL AERIAL OF PARK

Site 8

A sanitary and storm sewer has been stubbed west of Mauretania and is intended to service Site 8. A water line service will need to be installed to this site from Mauretania Boulevard.

Sites 9 & 10

A sanitary sewer and a water line has been stubbed east of Aquitania Boulevard and can service these sites. With regard to storm servicing of these parcels, new services can be installed from Aquitania, or new pond inlets can be created to the existing storm water management facility. The latter strategy is anticipated to be less disruptive to existing users.

Site 10 will include a public road way designed to City of Lethbridge Standards. This public infrastructure will allow for the private servicing of sub parcels within area 10.

Given site topography, consideration should be given to allow overland drainage from the perimeter of the parcel to discharge directly to public R/W's. Drainage from all buildings and paved areas will be directed towards on site storage nodes. (Refer to Fig 17.0)

Underground utilities, site servicing, and storm water storage will follow the City of Lethbridge's best practices for interior roadway design and existing connection lines within The Crossings to allow for flexibility in the development of the site.

4.2.2 Transportation

Transportation accesses to existing roads, traffic control devices and carriageways shall be reflected as per the HDR Corporation approved report, The Crossings Traffic Impact Assessment Report completed in July 2007 and TIA Update Technical Summary dated May 25, 2011. No further traffic impact assessment is required, however all road network plans and parking layouts will be reviewed by the City of Lethbridge's Transportation department through the circulation process for the development permit process.



SITE PHOTO LOOKING TOWARDS
CENTRAL CROSSINGS

05 PLAN IMPLEMENTATION

5.1 Comprehensive Plan 2014 Approval Process

The Crossings Comprehensive Plan 2014 (C-CP 2014) is, at this point, a high-level document and the plan remains conceptual which is subject to alterations and adjustments as a result of market conditions, new standards and consumer demand at the time of development. It is meant to provide a framework that subsequent development permit applications will comply to in greater detail. The developer, working with City administration, created this approach so that there was certainty with respect to process while allowing for flexibility to adapt to market trends. As development interest emerges and business owners and builders come forward with their own ideas and desires the land developer will include these within the development permit applications to accommodate them – within the context set out by the C-CP 2014. The overall site plan will account for future growth through a set maximum building area determined between the developer and Planning and Development Services department for each site.

5.2 Amended Plans Approval Process

Once the Crossings Comprehensive Plan 2014 (C-CP 2014) is approved by the Municipal Planning Commission, any alterations to the plan may be submitted to the Planning and Development Services Department for review. Upon review, the Planning and Development Services Department will determine if the change falls under a major or minor amendment category defined below:

5.2.1 Major Amendments

Changes that would result in a significant departure from the overall intent of the project such as the intended land use on a parcel, an increasing of the percentage of undeveloped areas, a decreasing of overall buildable areas, or a reduction in proposed building height are considered major and will require that the plan be amended by the Municipal Planning Commission.

5.2.2 Minor Amendments

Changes that do not fundamentally alter the design, appearance, character or functional orientation of the Comprehensive Site Plan can be considered as minor amendments. These can include minor variances to setbacks, signage



FIGURE 19.0 CROSSINGS MASTER SITE PLAN

dimensions, quantity and type, shape or orientation of a building on a site and may be approved by a Designated Officer.

5.2.3. General Definitions

The following general definitions shall apply:

- **Area (for FAR calculation):** means the developable land within a site measured from the parcel lines adjacent to public road right-of-ways to the site lines adjacent to private roadways or the immediately adjacent site or park space.
- **Arterial Roadway** means high-capacity urban road. These include: Whoop Up Dr., Mauretania Blvd., Britannia Blvd., and Aquitania Blvd.
- **Frontage** means the parcel line adjacent to a public right-of-way and/or the site line adjacent a private roadway.
- **Site** means the locations shown in Figure 19.0. Sites may extend from parcel lines adjacent to public right-of-ways to the centre line of private roadways or to the site lines of an immediately adjacent site or park space.
- **Site Line** means the developable limit of a site as it lies adjacent to a private roadway or an immediately adjacent site or park space.

The requirements are summarized in the following table (See Figure 20.0).

Figure 20.0 Design Guidelines Amendment Table*

SITE DESIGN GUIDELINES				
Design Feature	Requirement	Minor Amendment	Major Amendment	Applicable Sites
Site Landscaping	Minimum 1 irrigated planting strip on site frontages adjacent to a public right of way. Planting in accordance to Land Use Bylaw 5700 Appendix A: Landscape Design Guidelines	N/A	Removal	Sites 1-10
Site Fixtures & Furnishings	Provision of furnishings that are functional and visually consistent with the overall development	Quantity and type	Removal	Sites 1-10
Crossings Development Identification Signage	Free-standing signs. Number and placement as approved by the Development Officer and in accordance with the P-B district max. area and max. height restrictions.	Relaxations approved by the Development Officer	Non-compliance with Land Use Bylaw 5700	Sites 1-10
Billboards	Not permitted	N/A	Inclusion of billboards	Sites 1-10
Screening	Screening for drive thrus, garbage enclosures, loading spaces, mechanical and electrical equipment	Type of screening treatment	Removal	Sites 1-10
Garbage & Loading Areas	Limit visual impact and shared access where possible	Relaxation of screening treatments and types	No screening	Sites 1-10
Site Lighting	Adequate and visually consistent with the overall development. No lighting spill over effect for sites abutting residential sites. Lighting shall not interfere with traffic safety on public roadway	Quantity and type	Removal	Sites 1-10
Bicycle Racks	A minimum of 2 per site. Restrictions and codes in accordance with Land Use Bylaw 5700	Relaxations approved by the Development Officer	Non-compliance with Land Use Bylaw 5700	Sites 1-10
Pedestrian Connections	2.5 m - 4.0 m wide	+/- 15% variance	Removal	Sites 1-10

Figure 20.0 Design Principles Amendment Table (cont.)

COMMERCIAL DESIGN GUIDELINES				
Design Feature	Requirement	Minor Amendment	Major Amendment	Applicable Sites
Setbacks	3.0- 6.0 m on frontages adjacent to public road right-of-ways only.	+/- 15% variance	>15% variance of req. Setback	Sites 1, 2, 3, 5, 8
Building Coverage	0.22-0.30 Floor Area Ratio (FAR). Calculations to be provided as part of each Development Permit Application. No maximum FAR for sites 4 and 8. Residential / office uses above commercial buildings exempt from FAR calculations.	+/- 15% variance	<0.187 FAR or >0.345 FAR	Sites 1, 2, 3, 5
Parking Provisions	3.5 stalls per 1000 sq.ft. Parking aisle widths and aisle dimensions in accordance with the Land Use Bylaw 5700. Lane location and orientation as per CSP.	> 3.5 stalls per 1000 sq ft and <5.0 stalls per 1000 sq.ft. Lane adjustments to ensure consistency with building orientation.	<3.5 stalls per 1000 sq ft. or >5.0 stalls per 1000 sq ft. Elimination of lanes.	Sites 1-5, 8
Parking Area Landscaping	A minimum of 1 irrigated landscaped island with 2 trees per 20 stalls of parking	Site specific relaxations to allow for combinations of trees, shrubs and other soft landscaping elements.	Removal	Sites 1-5, 8
Building Materials	Minimum of 2 high quality architectural materials excluding: vinyl, plastic windows	Quantity and type	Inclusion of vinyl and / or plastic windows	Sites 1-5, 8
Building Placement	0 - 2.0 m Required Building Line (RBL) from edge of pavement as shown in Figure 10 Section A	+/- 15% variance	>15% variance	Site 4
Drive Thru's	Maximum 2 per site. No drive thru's permitted in sites 4 and 7	N/A	3 or more per site	Sites 1, 2, 3, 5, 8

Figure 20.0 Design Principles Amendment Table (cont.)

Building Signage / Digital Signage	Restrictions and codes in Land Use Bylaw 5700	Relaxations approved by the Development Officer	Non-compliance with Land Use Bylaw 5700	Sites 1-5, 8
Temporary Signage	Restrictions and codes in Land Use Bylaw 5700	Relaxations approved by the Development Officer	Non-compliance with Land Use Bylaw 5700	Sites 1-5, 8
Portable Signage	Restrictions and codes in the Portable Sign Bylaw	Relaxations approved by the Development Officer	Non-compliance with Land Use Bylaw 5700	Sites 1-5, 8
Freestanding Signs for Sites not fronting Whoop Up Drive	Maximum of 4 per site with a maximum of 2 on any frontage and in accordance with C-N District max. areas and max. height restrictions	Relaxations approved by the Development Officer	Non-compliance with Land Use Bylaw 5700	Site 3, 5
Freestanding Signs for Sites fronting Whoop Up Drive	Maximum of 4 per site with a maximum of 2 on any frontage and in accordance with C-H District max. areas and max. heights restriction	Relaxations approved by the Development Officer	Non-compliance with Land Use Bylaw 5700	Sites 1, 2, 8

MEDIUM DENSITY RESIDENTIAL DESIGN GUIDELINES				
Design Feature	Requirement	Minor Amendment	Major Amendment	Applicable Sites
Density	Minimum 26 units / hectare and Maximum of 75 units / hectare	N/A	<26 units / hectare or >75 units / hectare	Sites 6, 10
Setbacks	Minimum 2.4m from any parcel line	+/- 15% variance	>15% variance of req. Setback	Sites 6, 10
Parking Provisions	Restrictions and codes in Land Use Bylaw 5700.	Relaxations approved by a Designated Officer	Non-compliance with Land Use Bylaw 5700	Sites 6, 10
Building Coverage	Maximum 0.7 FAR	+/- 15% variance	>0.81 FAR	Sites 6, 10
Building Height	Maximum of 13.2 m for all uses	+/- 15% variance	>15.2 m	Sites 6, 10
Building Materials	Minimum of 2 high quality architectural materials excluding: vinyl, plastic windows	Quantity and type	Inclusion of vinyl and / or plastic windows	Sites 6, 10

Figure 20.0 Design Principles Amendment Table (cont.)

HIGH DENSITY RESIDENTIAL				
Design Feature	Requirement	Minor Amendment	Major Amendment	Applicable Sites
Density	Minimum 76 units / hectare and Maximum of 200 units / hectare	N/A	<76 units / hectare or >200 units / hectare	Sites 9
Setbacks	Minimum 2.4m from any parcel line	+/- 15% variance	>15% variance of req. Setback	Sites 9
Parking Provisions	Restrictions and codes in Land Use Bylaw 5700.	Relaxations approved by the Designated Officer	Non-compliance with Land Use Bylaw 5700	Sites 9
Building Coverage	Maximum 2.0 FAR	+/- 15% variance	>2.3FAR	Sites 9
Building Materials	Minimum of 2 high quality architectural materials excluding: vinyl, plastic windows	Quantity and type	Inclusion of vinyl and / or plastic windows	Sites 9

5.3 Development Approval Process

- Once a major amended plan has been approved by Municipal Planning Commission, development applications can be made to the Development Officer for a decision.
- Notification and interdepartmental circulation processes and submission requirements will apply for any development applications,
- The cost of the application will be determined by Planning and Development Services staff in accordance with the Development Permit Fee Bylaw.
- Any application which, in the opinion of the Development Officer, does not sufficiently conform with the C-CP 2014 may be referred to the Municipal Planning Commission for a decision. This includes applications for which a waiver of a numerical standard is requested.

5.4 Change of Use Applications

Once a building has been constructed and given occupancy, subsequent changes in the land use can be dealt with as a change of use application which shall be subject to Section 9.22.1.2 of Land Use bylaw 5700.









PRAIRIE ARCHITECTURE EXAMPLE
(IMAGE H)

06 CONCLUSION

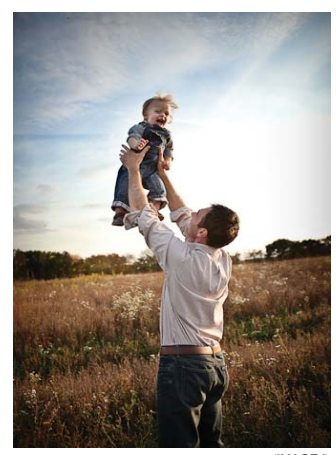


FIGURE 21.0 THE CROSSINGS MASTER SITE PLAN

LEGEND

	LARGE FORMAT COMMERCIAL		MEDIUM FORMAT COMMERCIAL
	SMALL FORMAT COMMERCIAL		MULTI-RESIDENTIAL
	EXISTING SCHOOL / REC CENTRE		CONNECTIVE NODES

The Crossings Comprehensive Plan 2014 is a document which establishes a design and process framework that meets both present day market conditions and long term policy goals. As development ideas are refined, supporting material will be provided to bring detail of the objectives presented in the C-CP 2014. The ultimate objective of this document is to bring life to a unique concept first identified in the West Lethbridge Phase II Area Structure Plan and the Benton Crossings Outline Plan – the Community Core. The developer’s aim is to give West Lethbridge a unique and resilient gathering and meeting place where people can grow, live, and engage as a community (See Figure 21.0).



(IMAGE 1)

07 APPENDICES

7.1 Appendix A - West Lethbridge Phase 2 Area Structure Plan (Section 5.0)

For the purposes of the area structure plan, the Community Core is indicated on the land use maps as a single entity. The Community Core will actually consist of a number of land uses which will require careful planning to ensure appropriate relationships. It was deemed premature to specifically identify the exact location of each land use in the Community Core in the area structure plan. The task is best completed at the Outline Plan stage when more detailed planning is conducted and potential user groups have better refined their needs. However, some preliminary planning for land uses within the Community Core was conducted as part of the area structure plan process to identify general location and size parameters. Considerable public consultation also occurred in order to develop design guidelines that met the vision of potential stakeholders of the Core. Appendix D (within the ASP) provides a summary of several alternative Community Core designs that were evaluated by the public, potential users, and technical staff. Alternative 5 in Appendix D was prepared in response to comments received on Alternatives 1 through 4. Alternative 5 best represents application of the design principles developed for the Community Core and reflects feedback from the public and potential users. During the Outline Planning process, Appendix D should be used for design context purposes.

5.1 What is the Community Core?

The Community Core is a pedestrian-oriented, mixed-use centre where residents can live, work, shop, play, and learn. It also provides a focal point for surrounding villages and a range of public and civic facilities such as schools, libraries, and recreational centres, offering private commercial/retail businesses, offices, multi-unit housing, senior's housing, and health clinics all integrated into a common destination. The range of community services provided in the Community Core helps to create a sense of community and focus for all of West Lethbridge. Further, a Village Square, high quality

pedestrian street environment and good transit access provides a unifying framework that makes the Community Core a gathering point and provides linkages to surrounding villages and the remainder of West Lethbridge.

5.2 Components of the Community Core

The following is a short description of preliminary guidelines for potential land uses within the Community Core:

Combined High School Site and Library

A site approximately 23 ha (56 ac) has been identified as part of the Community Core to accommodate new high schools for both school divisions, integrated in a single structure with a new 1,440 m² (15,500 ft²) branch library. The Public School Division envisions that the new high school will be initially designed to accommodate 900 students, with the ability to expand to 1,100 students by 2009. The Holy Spirit Roman Catholic High School will initially accommodate 450 students, with the ability to expand to accommodate 600 students. The combined school site would also provide for playfields that would be available for community use. It is assumed the site will be large enough to accommodate future expansion of the two high school buildings and library if required. A final site size will be determined at the outline plan stage.

Recreation Facility/Community Centre

A combined recreation facility and community centre is planned for a site of approximately 1.2 ha (3 ac). Discussions with a number of community stakeholders, such as the YMCA, saw the possibility of providing programming for seniors, youth, and child care services in the facility.

Seniors Housing

From discussions with the Green Acres Foundation, Chinook Health Region, Nord Bridge Senior Citizens Association, and Lethbridge Senior Citizens

Organization, it was determined that the Community Core was well suited for seniors housing and support services. A 4.0 ha (10.0 ac) site has been allocated for seniors housing in the Community Core. The seniors housing site is located within walking distance (150m or 500 ft.) of shopping and services and transit, and not too close to the high schools. Opportunities exist for an 'aging in place' complex which provides a range of housing options from cottages and apartments for independent living to assisted care facilities.

District Commercial

A 3.25 to 4.85 ha (8 to 12 ac) district commercial shopping centre is proposed at the northwest intersection of Whoop Up and Benton Drive. The site has

good visibility and access from the arterial roadway system. It is expected to be anchored by a grocery store.

Flex-Site for Potential Commercial/Entertainment/Residential Uses

To allow for possible future expansion, a flex-site could be identified at the outline plan stage for potential additional commercial, entertainment, or recreational uses. Should the market demand not be there, the site can be used for multi-unit development residential development.

Recreation/Community Services

In addition, another 12.1 ha (30.0 ac) have been identified as part of Alternative 5 (refer to Appendix D) to accommodate a major regional recreation facility/community facility. It is envisioned this could include a recreation multiplex with a swimming pool, ice arenas, gymnasiums, fitness centre, multipurpose meeting rooms, and community services. The site could also potentially accommodate more playfields and parking.

Medical Clinic

A 0.4 ha (1.0 ac) site has been allocated for a medical clinic.

Village Square

As a focal point and place for community celebrations and events, 3.0 ha (7.4ac) of area have been allocated for a Village Square. This Village Square is planned as the key open space feature for the Community Core. It is intended to be the 'heart' of the Community Core and significantly contribute to a sense of place. It is intended to be an integral component of the overall open space system and well connected to both the primary and secondary pathway networks. It should act as a community landmark, bring a central focus to the Community Core, and create settings for casual social interaction, informal recreation, and special events.

Residential

The Community Core will also accommodate higher density, low-rise and midrise apartments, Medium density (row housing and stacked town housing), and low density single family attached and detached family housing forms.

7.2 Appendix B - West Lethbridge Phase 2 Area Structure Plan Design Guidelines (Section 5.3.)

(Excerpts below are taken from the ASP process, establishing requirements for the Comprehensive Plan process.)

Five future land use alternatives have been developed for the Community Core. The positives and negatives of each alternative are discussed in

Appendix D. The following are some general design guidelines that should be considered for more detailed planning at the outline plan stage to encourage a Community Core that contains exemplary public and private development.

Mixed Use

- A mixed-use Community Core provides opportunities to live, work, shop, learn, and play. The following should be considered:
- A diversity of uses should be encouraged to support activity to create a safe and lively Community Core.
- A mix of land uses should be integrated both horizontally (i.e. locating compatible uses beside one another, for example a library and high schools) and vertically within the same building.
- Compact development should be promoted so that services and amenities are within an approximate radius of 400 meters, or within a 5-minute walk radius.
- The mix of land uses should function in a mutually supportive fashion to minimize land use conflicts while maximizing synergies.
- Housing forms that facilitate work/live opportunities should be encouraged.

Walkability

In order to develop an attractive and safe pedestrian environment, the following should be considered:

- Linkages with surrounding neighborhoods, including walkways, trails, and roadways should be created to ensure connectivity and ease of pedestrian movement.
- Street-oriented retail should be provided along the 'High Street' of shopping centres to create a visually stimulating pedestrian experience and promote walking instead of driving.
- Street crossings should be clearly marked so they are convenient and safe for pedestrians and visible to motorists.
- The public realm should be designed as barrier-free space intended for universal access.
- Landscaping, street furniture (e.g. lighting, canopies and awnings, etc) and conveniently located seating areas should be included in the streetscape design.

Street and Block Patterns

To provide an attractive street network for pedestrian and vehicular circulations, the following should be considered:

- The street pattern should be designed as a grid or modified grid in order to achieve efficient connections and direct paths for pedestrians

and bicyclists.

- The street system should be designed to maintain convenient vehicle circulation without compromising the safety and attractiveness of the pedestrian environment.
- The street system should provide multiple, parallel, and interconnected routes between commercial and residential areas.
- The street system should be simple, memorable, accentuate landmarks, and encourage pedestrian activity.

Built Form

To create a high-quality attractive built environment the following should be considered:

- Building height and massing should transition from a taller, dense mixed use Community Core to high-density residential housing to medium density residential housing and finally, to surrounding lower density villages.
- Where possible, the built form should preserve views, create attractive roof lines and minimize shadowing.
- The height and massing of buildings should define and enclose public streets and spaces.
- Landmarks, theming, way finding, and public art should be provided.

Active Streetfronts

Commercial and residential streetfronts should be designed to create street level pedestrian activity. The following should be considered:

- Where possible, commercial buildings should be encouraged to build to the property line and residential uses should have reduced front yards and a defined street edge.
- Primary entrances of buildings and individual ground-floor residential entrances should be oriented to the street.
- Housing should address the street and sidewalk with entries, balconies, porches, architectural features, and activities, which help create safe, pleasant walking environments.
- Blank walls should be avoided; corner buildings should face both streets.
- Street trees should be planted, and lighting and other street furniture should be at a human scale to enhance the character of the pedestrian realm.

Parking Requirements and Configuration for Commercial and Multi-Unit Residential

The following should be considered when developing parking facilities for commercial and multi-residential uses:

- Several small parking lots spread throughout are preferred, rather than one single large parking lot.
- Opportunities for shared parking facilities should be encouraged to minimize the amount of land devoted to parking.
- Surface parking lots should be landscaped and parking entrances and loading areas should be screened to maintain an attractive pedestrian oriented environment.
- The parking layout of arterial commercial centres should be designed to provide safe, convenient, and attractive pedestrian access.
- Parking and loading access should be oriented to the rear or side of buildings and utilize lanes for access.
- The development of structured parking should be hidden from the street, preferably placed in the interior of blocks.
- Clear signage for parking should be provided.

Transit

- Adhering to the following design guidelines supports transit-oriented development.
- Transit facilities should be placed at the heart of the Community Core and, if possible, adjacent to the Village Square.
- The transit facilities should contribute to a strong sense of place.
- Higher density residential development should be promoted in proximity to transit facilities.
- Pedestrian connections between all parts of the Community Core and adjacent villages should be clearly defined to provide safe and attractive access to transit facilities.

Residential Areas

The Community Core will create a vibrant residential community by:

- A variety of housing forms (e.g. apartments, townhouses, duplexes, and single-family units) and types of tenure should be made available to accommodate a broad range of income and age groups.
- Townhouses and apartments should be located at the sidewalk with

parking behind and interior to the block. Single-family houses should be set close to the street.

- Residential blocks should provide alleys for utilities and garage access.
- Street trees and plantings should be provided where possible on residential streets.
- Sidewalks should be provided on both sides of all streets, preferably separated from the roadway by a boulevard/street trees.
- Front porches should be encouraged to create an active street environment.

Parks and Open Space

A system of parks and public spaces should be integrated into the Community Core. The following should be considered in the provision of parks and open space:

- A Village Square should act as a focal point within the Community Core and should be lined with retail shops, restaurants, and cafes to create a lively, pedestrian-friendly atmosphere.
- A Village Square should be defined by the mass and height of surrounding buildings to provide a strong street wall.
- Parks should be linked to an overall open space system via pedestrian linkages or pathways.
- Parks will provide amenity value for residents by providing a combination of playground opportunities, informal play areas, as well as
- passive use and seating areas.
- Parks should be designed with access and visibility from public streets and to ensure universal accessibility.

Place-Making

To create a sense of place, foster informal social gathering spaces, add visual interest and develop a legible wayfinding system, the following should be considered:

- Civic building, places of worship and/or other buildings on prominent sites should be designed to be architecturally distinctive.
- The street network layout should be designed to maximize focal point opportunities.
- Views and vistas should be aligned with key buildings and should terminate with key landmarks.
- Prominent pedestrian nodes and transport interchanges should be emphasized (e.g. by marking their locations with a prominent landmark or gateway).
- Architectural differentiation of buildings and rooflines should be encouraged to create visual interest and assist wayfinding.

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) aims to enhance safety and security by managing the built environment. Developers should work with local agencies to advocate that CPTED principles are incorporated into subdivision design. CPTED principles include the following:

- Methods to achieve natural surveillance should be implemented by providing clear sight lines from within buildings (e.g. installing street oriented windows, lighting and removing obstructions, as well as focusing the flow of street activity in or near potential crime areas).
- The creation of areas hidden from view and isolated spaces should be avoided.
- Spaces should be designed such that people naturally take ownership, which discourages potential offenders because of users' familiarity with each other and the surroundings.
- Spaces should be designed using high quality durable materials to facilitate easy maintenance over time, as well-maintained, attractive spaces are less likely to be misused.
- Properly located entrances, exits, fencing, landscaping, and lighting should be designed to subtly direct pedestrian and vehicular traffic in ways that decrease illicit activities without hindering user mobility.
- Public spaces should be designed to promote year-round and day-long usage.

Climactic Considerations

To minimize adverse local climactic conditions, the following should be considered:

- Drought resistant landscaping and nature should be encouraged.
- Compact development to minimize the impact of prevailing west winds should be encouraged.

7.3 Appendix C – Benton Crossing Outline Plan Development Concept (Section 3.0)

(Overall summary excerpts from the Benton Crossing Outline Plan.)

3.1 Vision for the Community Core

The vision articulated in the West Lethbridge Phase II ASP describes the Community Core area as follows:

“The Community Core is a pedestrian-oriented, mixed-use centre where residents can live, work, shop, play, and learn. It also provides a focal point for surrounding villages and a range of public and civic facilities such as schools, libraries, and recreational centres, offering private commercial/retail businesses, offices, multi-unit housing, senior’s housing, and a health clinic all integrated into a common destination.”

3.2 Key Planning Principles

The following are a summary of the key planning principles contained in the ASP to guide growth and development within the ASP area. The Outline Plan reflects these planning principles.

“The Community Core is a pedestrian-oriented, mixed-use centre where residents can live, work, shop, play, and learn. It also provides a focal point for surrounding villages and a range of public and civic facilities such as schools, libraries, and recreational centres, offering private commercial/retail businesses, offices, multi-unit housing, senior’s housing, and a health clinic all integrated into a common destination.

Principle #1: Provide a framework that will facilitate financial viability of future development through the orderly and economic extension of services and strategic allocation of land uses.

Principle #2: Promote walkability by creating functional, safe, and attractive pedestrian environments.

Principle #3: Foster integrated neighborhoods that encourage a wider range of housing choice for different age and income groups.

Principle #4: Provide a logical, safe, and efficient hierarchy of transportation systems within the ASP area to address the public transit, private automobile,

truck movement, and pedestrian and bicycle transportation needs of residents and businesses.

Principle #5: Create a sense of place that adds visual interest and fosters social interaction, where people want to spend time.

Principle #6: Design attractive and functional open spaces.

Principle #7: Foster the safety and comfort of residents to enhance livability.

Principle #8: Accommodate needed community services and recreational opportunities.

Principle #9: Encourage mixed use development within the Community Core to create opportunities to live, work, shop, play, and learn.

3.3 Design Guidelines

As part of the preparation of the ASP, design guidelines, included in Appendix E, were developed to help ensure exemplary public and private development within the Community Core area. The design guidelines are intended to be implemented through the subdivision review process, the Land Use Bylaw and incorporated as requirements in the developer proposal call process..

3.4 Land Use Designations

Land use and population statistics for the Outline Plan are found in appendix F.

3.4.1 Combined School Site/Library

As part of the preparation for this Outline Plan, consultation with the Lethbridge Public School District No. 51, The Holy Spirit Catholic School Board, and the Lethbridge Public Library took place. As a result of these discussions, 16.6 ha (20.3 ac), or 16% of the Gross Developable Area (GDA), are allocated to accommodate the two schools. An additional 1.2 ha (3.0 ac) site for a library, or 1% of the GDA, has also been provided. The combined school site and public library are located midway between the two collector road accesses from Whoop-Up Drive. The proposed 8.2 ha (20.3 ac) stormwater dry pond on the West side of the combined schools site will provide additional space for playfields bringing the total area of the combined Municipal Reserve sites to 24.8 ha (61.3 ac).

The Public School Division envisions that a new high school will be initially designed to accommodate 900 students (Phase I), with the ability to expand to 1,100 students by 2009 (Phase II). The Holy Spirit Roman Catholic Junior/Senior High School will initially accommodate 450 students (Phase I), with the ability to expand to accommodate 600 students (Phase II). The combined school site and public library

would be redistricted as P-B Public Building at an appropriate time prior to subdivision.

3.4.2 Swing Site (Recreation Multiplex or Low Density Residential)

A swing site of approximately 12.5 ha (30.9 ac), or 12% of the GDA, has been identified for the south west corner of the plan area. This location provides for easy access from the combined school site and Whoop-Up Drive. Dependant on market demand, the swing site could function as a major regional facility that may include a recreation multiplex with a swimming pool, ice arenas, gymnasiums, fitness centre, multi-purpose meeting rooms, and community services. Alternatively, this area could be developed as single detached/duplex residential. The swing site is proposed to be designated as either P-B Public Building or as R-L Low Density Residential, dependant on its ultimate land use, at an appropriate time prior to subdivision.

3.4.3 Commercial

A district level shopping centre anchored by a grocery store is proposed northwest of the intersection at Whoop-Up and Benton Drive and proceeding west to the second site access. The three commercial sites, totaling approximately 11.5 ha (28.4 ac) or 11% of the GDA, have good visibility and access from the arterial roadway system. The proposed districting of the commercial sites would be C-H Highway Commercial. In keeping with the design guidelines, additional performance standards may need to be provided to ensure the design of the shopping centre is pedestrian friendly in addition to accommodating vehicular access and parking.

3.4.4 Commercial/Residential/Office Mixed Use

Directly south of the combined school site and surrounding the Village Square, 3.0 ha (7.41 ac) has been designated for commercial/residential/office mixed use development, representing 3% of the GDA, to accommodate commercial, residential, office, and institutional uses. A 'High Street' style development is also proposed within the mixed use area surrounding the Village Square, to foster a pedestrian and street-oriented commercial environment. (supplemental definition in document – "A High Street features a mixture of land uses, integrated both horizontally and vertically, typically with retail uses on the main floors and office and/or residential uses on upper floors. It is a human scaled environment with an attractive and lively streetscape that accommodates both vehicular and pedestrian traffic.") Residential uses are included as discretionary uses in the existing Commercial Districts of the City of Lethbridge Land Use Bylaw. As an appropriate mixed use

land use development district does not currently exist within the City of Lethbridge Land Use Bylaw, a new district would be created or the DC Direct Control provisions in the Land Use Bylaw could be employed.

3.4.5 Institutional

A 0.7 ha (1.7 ac) parcel for institutional uses, 1% of the GDA, is located east of the combined school site and adjacent to the stormwater management wet pond facility. It is proposed that this parcel shall be re-districted to P-B Public Building at an appropriate time prior to subdivision.

3.4.6 Low Density Residential

Low density residential land uses are proposed for 15.5 ha (38.3 ac) or 15% of the GDA. Single detached and duplex residential areas with rear lane access decreases the need for on-street parking and limits direct driveway access to roadways, thereby creating a safe and attractive streetscape. Proposed low density residential areas may be re-districted R-L Low Density Residential.

3.4.7 Comprehensive Residential/Seniors

Two areas, one north of the storm water management wet pond facility, adjacent to Benton Drive, and the other north of the commercial area on the east side of the eastern access from Whoop-Up Drive, are designated for comprehensive residential/seniors development. In total 5.4 ha (13.3 ac) or 5% of the GDA is proposed to include a range of housing including single detached residential, street oriented duplexes, fourplexes, townhouses, walk-up apartments, and seniors development, dependant on market demand.

Comprehensive residential/seniors development in the Outline Plan Area is located adjacent or in close proximity to the collector roadway network and the stormwater management wet pond facility. Care must be taken in these areas to ensure a logical transition in height and density between different housing types, with medium density residential located along collector roads and providing a transition from high density residential areas to low density residential areas.

Dependant on market demand, the lands designated for comprehensive residential/seniors development in the Outline Plan Area could be re-districted to a range of Land Use Districts to accommodate a variety of housing types. Districts in these areas could include R-CL Comprehensively Planned Low Density Residential, R-CM Comprehensively Planned Medium Density Residential, and R-75

Medium Density Residential.

3.4.8 High Density Residential

Proposed high density residential development is 2.4 ha (5.9 ac) or 2% of the GDA. High density development in the Outline Plan Area is located adjacent to mixed use and commercial areas and to collector roadways to encourage walkability and to minimize the impact of high volumes of traffic through low density residential areas. It is proposed that the lands designated for high density residential development in the Outline Plan Area be designated as R-150 High Density Residential.

3.4.9 Parks, Open Spaces, and Pathways

The parks and open space system consists of school playfields, a Village Square, wet and dry stormwater ponds, and complimentary pathways. The design of the parks and open space system provides both passive and active recreational opportunities for the community, and creates visual interest and focal points within the Outline Plan Area. The west stormwater dry pond is approximately 8.2 ha (20.1 ac) and the east stormwater wet pond is 5.7 ha (14.1 ac), representing 14% of the GDA. Wherever possible, low density housing has been designed to back onto stormwater management facilities to offer increased amenity. Treated stormwater may be used to irrigate parks and the school site and the feasibility of supplementing the wet pond with irrigation water, in order to maintain consistent water level, will be investigated.

A 1.1 ha (2.7 ac) Village Square, representing 1% of the GDA, has been sited directly south of the combined school site, across from the library. Mixed use development and a ground level 'Main Street' ring the Village Square so as to take advantage of local pedestrian traffic generated from surrounding uses and create an active and safe public space. The pathway network is intended to link amenities such as stormwater management ponds, neighborhood parks, the

combined school site and other amenities together, and connect with the City's regional trail system. Pathway crossings are located at intersections and, as much as possible, are incorporated into stormwater management facilities, linear connections, and utility right-of-ways.

3.4.10 Municipal and Environmental Reserve

The dedication of Municipal Reserve (MR) will be the primary means of developing the parks and open space system. It should be noted that portions of the stormwater management facility areas may qualify for MR credit. The

specific amounts of MR credit within these stormwater management facilities will be determined at the subdivision application stage when the detailed design of these facilities is completed. It should be noted that the combined school site area consists of 16% of the gross developable area of the site. All areas within the Outline Plan Area are deemed to be developable, so there is no need for any environmental reserve dedication in accordance with Section 664 of the Municipal Government Act.

3.5 Community Mailboxes

Canada Post has provided conceptual locations for community mailboxes throughout the Plan area– Community Mailboxes and Transit. The final locations of Community Mailboxes will be established at the detailed design stage.

3.6 Abandoned Gas Well

An abandoned gas well is located in the south west of the Outline Plan. At the detailed design stage, an unobstructed working space of 10x15 meters around the well and an access route of 8.0 meters to the well, from the nearest road right-of-way, will be maintained. This is in accordance with Alberta Energy and Utility Board recommendations for setbacks from abandoned wells.

7.4 Image Citation

- A *Holly Springs Towne Center*. photograph, viewed March 13, 2014,
< http://kiterealty.com/files/_sized/cf00786d1022ca30c651108f8a57190694ddd0bd.jpg>
- B *Nebr Crossing Nov 15-9*. photograph, viewed March 13, 2014,
< http://farm6.staticflickr.com/5506/10885695684_7dc05172d8_o.jpg>
- C *What is Active Transportation?* diagram, viewed March 13, 2014,
< <http://sustainablecalgary.org/wp-content/uploads/2014/05/Triangle.png>>
- D *Private Mountain Communities, Biltmore Park Town Square*, photograph, viewed June 04 2014,
< <https://aa30b42c6e-custmedia.vresp.com/11bb56b1fb/MainStreet-taillights-sunset.jpg>>
- E *South Hampton Main street*, photograph, viewed June 04 2014,
< <http://www.hamptonproperties.net/images/southampton.jpg>>
- F *Colette Charsley Landscape Design*, photograph, viewed June 04 2014,
< [http://3.bp.blogspot.com/-QxnG3_DcPUQ/UXpV8CC_nII/AAAAAAAAAIU/gfqVvkQn1D4/s1600/DSC_0236+\(2\).jpg](http://3.bp.blogspot.com/-QxnG3_DcPUQ/UXpV8CC_nII/AAAAAAAAAIU/gfqVvkQn1D4/s1600/DSC_0236+(2).jpg) >
- G *Nebraska-Crossing-2*, photograph, viewed June 11 2014,
< <http://www.kainc.com/content/portfolio/nebraska-crossing-2.jpg> >
- H *Bellevue Medical Centre*, photograph, viewed June 11 2014,
< http://www.contractdesign.com/contract/content_images/BellevueMedCtr_PP1009.jpg>
- I *Lifestyle with Knisley Family at Perry Farm*, photograph, viewed June 05 2014,
<<http://www.rockwellphoto.com/2012/lifestyle-knisley/>>