

London Road

Area Redevelopment Plan



Monitoring & Evaluation Tool

Five Year Review Term 1: January 2018 – January 2023

Update 4: January 2022

Contents

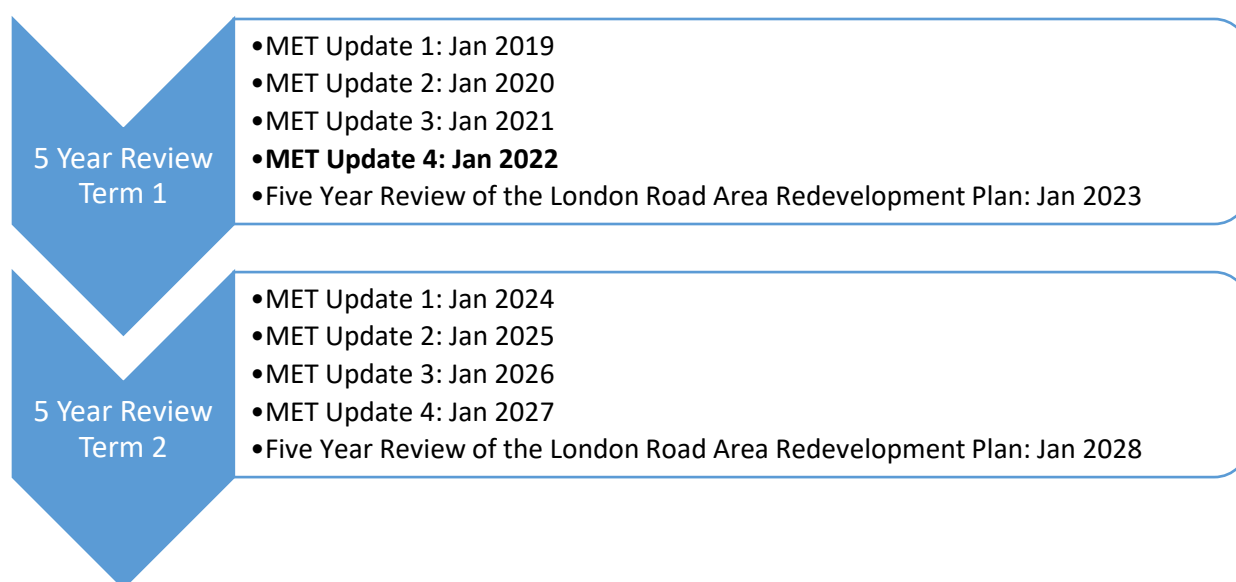
- 1. Introduction 3
 - 1.1 Context..... 3
 - 1.2 Meeting objectives..... 3
- 2. Plan Performance Analysis..... 5
 - 2.1 Data overview 5
 - 2.2 Land Use Bylaw amendments 8
 - 2.3 London Road Area Redevelopment Plan amendments 8
 - 2.4 Development in the Plan Area 9
 - 2.5 Public projects and major infrastructure improvements 12
 - 2.6 Strengths and weaknesses identified through implementation 17
- 3. Plan evaluation..... 21
- 4. Next steps 21

1. Introduction

1.1 Context

The London Road Area Redevelopment Plan (London Road ARP or LRARP) was adopted by City Council on 22nd January 2018. The Plan included a number of further steps for City administration to take following adoption, as set out in section 6.1 of the Plan. In particular, section 6.1.1.2 and section 6.2 described the need for a Monitoring & Evaluation Tool (MET) to be produced within the year following the Plan’s adoption. The MET should be used to assess and review the Plan every five years, beginning in 2023.

The first edition (January 2019) of the MET laid the framework for future annual updates. These annual updates shall be used to collect data about the Plan’s performance, leading to a Plan review after five years.



1.2 Meeting objectives

Section 6.2 of the LRARP sets out a number of objectives for the MET to complete. These shall be addressed in the MET as follows:

Objective	Implementation
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 applicant, neighbourhood association, and residents.	<p>The MET shall provide a framework in which quantitative and qualitative data shall be updated and recorded on an annual basis, in January of each year. This will include a number of data points which aim to track progress toward objectives of the London Road ARP.</p> <p>Qualitative data shall include feedback received from applicants, the neighbourhood association and residents.</p>

<p>Ensure that the infrastructure and service delivery requirements for facilitating future growth in the Plan Area are understood and provided for.</p>	<p>Discussions shall be undertaken with relevant infrastructure and service providers, in order to provide updates in the MET on any issues affecting growth potential, and to make any recommendations for actions as necessary at the five year review stage.</p>
<p>Discuss the performance of the Plan and its implementation over the previous monitoring term. This shall include discussion of ongoing Land Use Bylaw Amendments, development in the Plan Area, previous publically-funded projects and any major infrastructure improvements. It 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.</p>	<p>Annual updates to the MET shall include qualitative and quantitative data on Plan performance.</p> <p>A more fulsome discussion and analysis of Plan performance may be left to the five year review stage, in order to more broadly assess progress and trends.</p>
<p>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.</p>	<p>Data on anticipated future development and any major infrastructure improvements required to facilitate growth may be added to the MET in annual updates.</p> <p>Recommended amendments to the Plan shall be included at the five year review stage.</p>

2. Plan Performance Analysis

2.1 Data overview

Metric	2013	2014	2015	2016	2017	2018	2019	2020	2021	Target
Neighbourhood population	3429	3498	3453	3472	3507	3512	3515	DNA	DNA	
# of LRARP amendments	0	0	2	0	1	2 ¹	0	0	0	
# of rezoning Bylaws passed in the Plan Area	1	2	2	0	1	2 ²	1 ³	0	0	
# of land use amendments contrary to those proposed in the Plan	N/A	N/A	N/A	N/A	N/A	0	0	0	0	Zero
# of “downzonings” (residential districts only) ⁴	0	0	0	0	0	0	0	0	0	Zero
# of designated Municipal Historic Resources	5	5	5	6	6	6	6	6	7	Maintain or increase
# of designated Provincial Historic Resources	6	6	6	6	6	6	6	6	6	Maintain or increase
# of properties from Inventory of Historic Places demolished	0	0	0	0	0	0	0	0	0	Zero
# of DPs issued for single detached dwellings	2	1	4	3	6	3	3	1	3	
# of DPs issued for additions to single detached dwellings	2	0	2	0	0	0	0	0	1	
# of DPs issued for accessory buildings	0	0	0	1	0	2	0	0	2	
# of DPs issued for secondary suites	0	7	6	4	4	4	1	1	2	
# of DPs issued for two-unit dwellings	1	1	5	3	1	2	1	2	0	

¹ Bylaw 6135: amended the approach to retiring the R-37(L) land use district; and Bylaw 6148: brought 4 former R-37(L) parcels into compliance.

² Bylaws 6118 and 6139.

³ Bylaw 6141: rezoned 804 – 6 St. S. from Direct Control to Direct Control (see section 2.2 below for details).

⁴ See policy 5.3.2.n. Rezoning to a lower-density land use district (e.g. R-50 to R-37).

Metric	2013	2014	2015	2016	2017	2018	2019	2020	2021	Target
# of DPs issued for >2 unit residential developments	0	0	0	0	1	0	0	0	0	
# of permits issued to demolish residential uses	2	3	3	4	10	4	2	4	3	
# of dwelling units demolished ⁵	DNA ⁶	DNA	DNA	DNA	DNA	DNA	2	4	3	< units created
# of dwelling units created (year completed – from building permits)	3	1	3	10	7	11	6	3	7	> units demolished
Net gain/loss in dwelling units per year ⁷	DNA	DNA	DNA	DNA	DNA	DNA	+4	-1	+4	> 0
Number of residential units ⁸	1898	1902	1905	1907	1905	1908	1907	1909	1922	Increase
Average density (dwelling units/hectare) of all residential developments approved ⁹	34.6	15.1	21.6	26.6	18.7	24.8	23.3	30.4	15.8	
Median value of residential property (all types) (x \$1000)	205.7	214.8	216.1	216.7	218.4	225.7	228.0	227.5	239.5	
\$ collected through redevelopment levy	0	0	0	0	0	0	0	0	0	
# of front driveway/curb cut installations	3	5	1	5	2	3 ¹⁰	2 ¹¹	0 ¹²	3 ¹³	< 3 per year (2013-2017 average = 3.2)
# of DPs issued for commercial uses	1	0	2	0	0	0	1 ¹⁴	0	0	
# of prohibited “non-neighbourhood-oriented” commercial uses ¹⁵	N/A	N/A	N/A	N/A	N/A	0	0	0	0	Zero

⁵ Data not previously recorded. Metric added from 2019 onwards.

⁶ DNA = Data Not Available

⁷ Data not previously recorded. Metric added from 2019 onwards.

⁸ Source: Tax & Assessment. Note that data may vary from that sourced from Development and Building permits.

⁹ 2013-2017 figures from Building Permits. 2018 onwards from Development Permits.

¹⁰ One of the curb cut installations was completed early in 2018, under the previous ARP rules, and would not have been allowed under the new ARP.

¹¹ Infill developments at 619 - 9 Ave. S. and 641 - 5 St. S. Neither parcel has rear lane access.

¹² Existing curb cut removed at 1227 - 7 Ave. S. Existing curb cuts replaced at 511 - 7 Ave. S. and 1204 - 8 Ave. S.

¹³ 418 – 12A St S: no lane, allowed. 609 – 10 St S: no lane, allowed. 283 – 7A Ave S: lane <4m wide, allowed.

¹⁴ Addition to Big Brothers Big Sisters.

¹⁵ See policy 5.3.2.q. E.g. gas stations, large restaurants, warehousing & storage, drive-thrus, large surface parking lots.

Metric	2013	2014	2015	2016	2017	2018	2019	2020	2021	Target
# of stand-alone parking facilities developed	0	0	0	0	0	0	0	0	0	Zero
# of DPs issued for child care, minor	0	0	0	0	0	0	0	0	0	
# of DPs issued for child care, major	0	0	0	0	0	0	0	0	0	
# of DPs issued for group homes	0	0	0	0	0	0	0	0	0	
# of homebased business licenses issued ¹⁶	57	49	55	54	57	54	57	46	51	
# of waivers issued by the development authority (total)	5	11	6	5	14	7	4	15	11	
Average parcel coverage of new development (%) (from approved development permits)	34.5	30.0	36.5	31.3	25.4	29.4	36.5	23.6	24.3	
# of public street trees removed for a development	DNA	DNA	DNA	DNA	DNA	0	2 ¹⁷	0	0	
# of public street trees removed for a curb cut/front driveway	DNA	DNA	DNA	DNA	DNA	0	0	0	0	
# of trees planted (unknown whether replacements or not)	23	29	25	13	43	40	3	0	23	

¹⁶ Includes renewals and new licenses.

¹⁷ 641 – 5 St. S. and 1210 – 7 Ave. S.

2.2 Land Use Bylaw amendments

Land Use Bylaw amendments in the context of the LRARP refer to either:

- Changing land use designations (also known as ‘rezoning’) of parcels within London Road. Note that rezonings within the London Road ARP Plan Area do not require an amendment to the Plan itself, as it does not contain a ‘current land use districts’ map (unlike the old 1982 London Road ARP).
- Amending the text of the Land Use Bylaw document itself (e.g. changing development rules).

Year	Bylaw	Description
2018	6117	This Bylaw included a number of minor changes to the Land Use Bylaw itself. These changes refer users to statutory plans (such as the London Road ARP) where applicable (e.g. where the LRARP may have different requirements from the Land Use Bylaw). In addition, Bylaw 6117 inserted into the Land Use Bylaw a new subsection setting out the submission requirements for a shadowing/sunlight study, which is required in the London Road ARP under certain circumstances.
	6118	Concurrently with Bylaw 6135, below, City Council passed Bylaw 6118. This rezoned all existing R-37(L) parcels to R-37, allowing the R-37(L) district to be retired. The two districts are very similar, and as the ‘density bonus points system’ from the old 1982 Plan was not used in the new Plan, it was felt that the R-37(L) district was no longer necessary. Bylaw 6136 then amended the Land Use Bylaw to delete the R-37(L) district.
	6139	This Bylaw rezoned 510 – 6 Avenue South from R-37 (Medium Density Residential) to D-C (Direct Control), in order to allow additional commercial uses including a Cannabis Retail Store.
2019	6141	This Bylaw rezoned 804 – 6 Street South from a previous Direct Control (DC) district to a new Direct Control district. The use remained the same (four townhomes), but as the previous D-C district was tied to a specific architectural design, when the design was changed the parcel had to be rezoned to the new D-C district to reflect the new design.
2020	6199	This Bylaw rezoned 421 – 11 Street South from R-L (Low Density Residential) and P-B (Public Building) to a new DC (Direct Control) district. This was to facilitate the planned redevelopment of the site to a mixed-use building. In the meantime it would allow the continued use of the existing low density residential buildings.
2021	None	There were no Land Use Bylaw amendments in the plan area in 2021.

2.3 London Road Area Redevelopment Plan amendments

Amendments to the ARP document itself:

Year	Bylaw	Description
2018	6135	Concurrently with Bylaw 6118, above, Bylaw 6135 was passed by City Council. This Bylaw amended the text of the London Road ARP slightly in order to change the approach being taken to retire the R-37(L) land use district. It also amended Map 2 to correct an error which showed London Road Park being zoned R-37(L) instead of P-R.
	6148	This Bylaw was to correct an issue that had been inadvertently created with the rezoning of all R-37(L) parcels to R-37 (see Bylaw 6118, above). This change had

		made four parcels in the Plan Area non-conforming in terms of their density, as each had approved developments which were above the maximum density allowed under the R-37 district of 37 dwelling units per hectare. Bylaw 6148 inserted language into the London Road ARP in section 5.3.2.o, which allowed these four parcels to maintain their present density.
2019	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2019.
2020	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2020.
2021	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2021.

2.4 Development in the Plan Area

This section provides a brief overview and discussion of development occurring each year within the Plan Area.

2018

Note that the new London Road ARP was adopted on 22 January 2018, so while not a perfect match to the year it does allow a reasonable comparison between development in 2018 and previous years with respect to the Plan’s performance.

Two rezoning Bylaws were passed in 2018 (see section 2.2 above for details). One Bylaw was part of the implementation steps of the ARP itself, in retiring the R-37(L) district, while the other involved rezoning the old “Alberta Meat Market” building to allow its use as a cannabis retail store. These rezonings were in keeping with the policies and objectives of the ARP.

Residential development was typical of that seen over the previous five years, with development permits issued for 3 single detached dwellings, 4 secondary suites, and 2 two-unit dwellings. Four permits were issued to demolish residential developments, while 11 dwelling units were completed. Note that the number of residential dwelling units demolished is unknown, as this data has not been recorded up to now. That data will be added in future so that a comparison can be made between dwelling units lost and added, providing a net loss/gain figure each year.

The average density of new residential development in 2018 was 24.8 units per hectare (u/ha), typical of recent years but still well below the density of residential development across the neighbourhood as a whole (34.8 u/ha). Average parcel coverage of new development was 29.4%, slightly below the average of the past few years.

No funds were collected through the redevelopment levy, as no development permits were issued for developments of greater than 2 dwelling units.

Three front driveways / curb cuts were installed. Two of these were in keeping with the rules of the ARP, while the third was approved early in 2018 before the ARP was adopted, and would not have been allowed under the rules of the new ARP.

Available data regarding the number of public (i.e. street and park) trees is currently limited, due to the way this data has been recorded up to now. At present, the only data available is the number and location of ‘planting sites’. These may or may not have trees present in them. If a tree is removed (e.g. due to age or disease), that planting site may be recycled, with a new tree being planted in the same location. However, this may not occur for some time after the old tree was removed. While data on the

number of trees planted per year is available, this does not stipulate whether the trees are 'new' (e.g. filling in gaps in the street tree network) or 'replacements' (e.g. replacing a previously existing tree which was removed due to age). Further, there is currently no data recorded as to why a tree was removed, which means it is difficult to see if LRARP's policies which aim to preserve street trees during development are making a difference.

Staff from Planning, Transportation and Parks are working together on what tree-related data needs to be recorded in future and how this can be achieved. It is hoped that this will provide better data for future years in this report.

2019

One rezoning Bylaw was passed in 2019 (see section 2.2 above for details). This was a rezoning from a Direct Control (D-C) district to a new Direct Control (D-C) district. This type of district is a site-specific zoning, with rules created specifically for that development. It is often used when – as in this case – the specific design of the proposed development is considered crucial to the acceptability of the proposal. As the applicant wished to change the design of the four townhomes from that approved under the first D-C district, it was necessary to rezone to a new D-C district with updated drawings.

Permits issued for residential development saw a drop compared to recent years, equaling the number (5) last seen in 2013. This likely reflects the wider drop in new home construction in the past year. There were permits issued for 3 single detached dwellings, one secondary suite, and one two-unit dwelling (duplex). Two dwelling units were demolished, and six new dwelling units were completed this year (note that a Development Permit being issued does not necessarily lead to a home completed in that same year, if ever). Overall, four dwelling units were gained across the neighbourhood when taking into account completed builds and completed demolitions.

The average density of new residential development across the neighbourhood in 2019 was 23.3 units per hectare (u/ha), a slight fall from the 24.8 u/ha of 2018, and still well below the density of the neighbourhood as a whole (34.76 u/ha in 2016). Note, however, that the figure of 23.3 u/ha of 2019 developments is still a higher density than that of the homes that were replaced, which is reflected in the gain of 4 dwelling units across the neighbourhood. This is because the average for the whole neighbourhood is raised somewhat by a number of existing high density residential developments. Average parcel coverage of new development was 36.5%, higher than the past few years and equaling the figure in 2015.

No funds were collected through the redevelopment levy, as no development permits were issued for developments of greater than 2 dwelling units.

Two front driveways / curb cuts were installed in 2019, as part of infill developments. Neither parcel had rear lane access, so these were required in order to meet off-street parking requirements. The 5 year average established in the MET for 2013-2017 was 3.2 front driveways/curb cuts installed per year. The target is to remain below 3 installations per year, so the figure of 2 this year meets the target.

Available data on public trees has been improved since last year. Parks data indicates that two public street trees were removed in 2019 for a development (641 – 5 Street South and 1210 – 7 Avenue South). The former was to accommodate the required curb cut/driveway required for the new development (as mentioned above, this parcel does not have access to a rear lane). The latter was a

house being moved, which required the street tree to be removed to make space for the house to be taken off the parcel. Three trees were planted in the neighbourhood, a large drop from the average of 28.8 trees planted per year over the previous six years. Parks have commented that this is due to the tree planting program being focused on north side neighbourhoods in 2019.

2020

No amendments to the London Road ARP took place in 2020. One Land Use Bylaw amendment (rezoning) took place in 2020: Bylaw 6199. This Bylaw rezoned 421 – 11 Street South from R-L (Low Density Residential) and P-B (Public Building) to a new DC (Direct Control) district. This was to facilitate the planned redevelopment of the site to a mixed-use building. In the meantime it would allow the continued use of the existing low density residential buildings, as well as use of the vacant portion of the site for a parking facility. Following redevelopment, the vacant portion will become the parking for the planned mixed-use building.

One development permit was issued for a single detached dwelling, and one for a secondary suite. Two development permits were issued for two-unit dwellings (duplexes). However, it is understood that one of these (605 – 5 St S) is unlikely to be constructed as the owner's plans for the parcel continue to evolve. The parcel is large at 1,056 m², having been formed through consolidation. Former residential buildings on the parcel have been demolished, contributing to the 2020 total of 4 demolished dwellings and a net loss of 1 dwelling across the neighbourhood. As always, there is likely to be a difference between the year when development permits are issued and when buildings are actually constructed and receive building permits.

The number of residential units reported by Tax & Assessment remains flat at 1909 units. This represents an increase of 2 units over 2019 and 11 units since 2013. This shows that there has been no significant increase in residential density in London Road in recent years.

There were no development permits issued for non-residential uses in 2020.

The average residential density of development permits issued in 2020 was 30.4 u/ha, while the average parcel coverage was 23.6 %.

No funds were collected through the redevelopment levy, as no development permits were issued for developments of greater than 2 dwelling units.

No new front driveways / curb cuts were installed in 2020. One existing curb cut was removed at 1227 - 7 Ave. S. when that parcel was redeveloped to a new single detached dwelling without a front driveway. Two existing curb cuts were replaced (i.e. renewed) at 511 - 7 Ave. S. and 1204 - 8 Ave. S.

No new tree plantings took place in 2020; the program was completely paused due to a combination of the pandemic, reduced staffing and program reductions. No tree removals took place due to new development or installation of a curb cut. Nine public trees were removed for other reasons, including a new tree not successfully establishing, damage by a wind storm, and the tree having died from old age or possible stress.

2021

No Land Use Bylaw amendments (rezonings) within the LRARP plan area, nor amendments to the London Road ARP, took place in 2020.

Three development permits were issued for single detached dwellings, and two for secondary suites. No development permits were issued for two-unit dwellings (duplexes) or residential developments with more than two units. Three dwelling units were demolished and 7 units created. As always, there can be discrepancies between development permits, building permits and numbers of residential units reported by Tax & Assessment due to various factors (e.g. differing years of completion).

The number of residential units reported by Tax & Assessment remains flat at 1909 units. This represents an increase of 2 units over 2019 and 11 units since 2013. This shows that there has been no significant increase in residential density in London Road in recent years.

The number of residential units reported by Tax & Assessment increased from 1909 units in 2020 to 1922 units in 2021. This represents an increase of 24 units since 2013. This represents a very modest 1.2% increase in the number of homes in the plan area over the past nine years.

There were no development permits issued for non-residential uses in 2021.

The average residential density of development permits issued in 2021 was 15.8 u/ha, which is lower than all but one of the years since 2013. This is due to the fact that the three residential developments completed were all single detached (with no secondary suite), and those being on relatively large parcels. The average parcel coverage of these three developments was 24.3 %, which is lower than the average for the past nine years. Again, this likely reflects the relatively large parcels which were redeveloped.

No funds were collected through the redevelopment levy, as no development permits were issued for developments of greater than 2 dwelling units.

Three new front driveways / curb cuts were installed in 2021. These were all allowed under the LRARP rules; two of the properties did not have lane access, and one property had a lane of under 4 metres in width. One existing curb cut was replaced (i.e. renewed) at 820 – 9 St S.

In 2021, public tree planting (street trees and parks) recovered from the low numbers of the past two years, with 23 new tree plantings completed. This is similar to the 2013-2018 average. No public trees were removed for reasons related to development (e.g. building activity, curb cut installation). Trees were instead removed for reasons such as being diseased or reaching the end of their life.

2.5 Public projects and major infrastructure improvements

2018

A number of significant upgrades were undertaken to the transportation network during 2018. The 7 Avenue Bike Boulevard was completed in early 2018, and had its grand opening event on 27 May 2018. This provides a safe cycling route through the neighbourhood, along the full length of 7 Avenue South (from 4 Street South to Mayor Magrath). The project included:

- 7 Avenue and 13 Street intersection upgrade:
 - Upgraded to full signal lights (including bike detection)

- Project cost: \$130,000
- 7 Avenue Bike Boulevard:
 - Upgraded corridor to varying treatments
 - Project cost: \$300,000



Upgraded intersection at 13 St S and 7 Ave S

A further Transportation project in the Plan Area was:

- Scenic and 4 Street South intersection upgrade:
 - Upgraded to full signal lights (including bike detection)
 - Closed both 9 Avenue South connections
 - Project cost: \$350,000

The Parks department created 'Pollinator Gardens' in London Road Park. This involved planting approximately 60 pollinator plants in the existing garden along 7 Avenue South, as well as a sign indicating the pollinator garden. The project cost was approximately \$1,800 plus maintenance by Parks crews.

Electrical, ATCO, and Water & Wastewater did not undertake any major work in the Plan Area in 2018.

2019

The Transportation department made some small changes and upgrades within the neighbourhood in 2019, including:

- Intersection of 6 Avenue South at 12 Street South:
 - Began replacement of the pedestrian half traffic signal with a Rectangular Rapid Flashing Beacon system
 - Project cost: TBC after project completion



- 7 Avenue South between 12 Street South and 13 Street South:
 - Added permanent pavement markings
 - Project cost: \$7,400



- 8 Avenue South at 10 Street South:
 - Changed yield to stop control
 - Project cost: \$500
- 7 Avenue South at 9 Street South (Directional Diverter):
 - Changed 'stop' control to 'yield to cyclists and pedestrians' control
 - Project cost: \$500



- 4 Street South at Scenic Drive South:
 - Added Parking Prohibited Zone
 - Project cost: \$500

In 2019, the Parks department made some small upgrades in Kinsmen Park. A light was added by the picnic table in the north end of the park. The Kinsmen Club donated some money and upgraded the sign and lighting at the park entrance.

In addition, on August 24-25, the International Society of Arborists (ISA) Prairie Chapter held their Tree Climbing Competition in Kinsmen Park. This was reported to be a big success, with over 30 arborists from throughout western Canada competing. Lots of positive comments and feedback were given at the ISA Prairie Chapter Conference in October.

Parks also reported some storm damage in the fall to a number of trees in London Road. This led to a couple of removals in Kinsmen Park.

Finally, Parks have been carrying out ongoing pest monitoring of the urban forest throughout the neighborhood, particularly for Dutch Elm Disease (DED), European Elm Scale (EES) and Emerald Ash Borer (EAB), with nothing significant to report. No DED or EAB has been identified in Alberta as of 2019.

Electric, ATCO, and Water & Wastewater did not undertake any major work in the Plan Area in 2019.

2020

The Electric department undertook pole replacement on the three phase mainline in London Road. This work will continue into 2021.

No significant Parks projects were undertaken in London Road in 2020 aside from routine park maintenance, which was also scaled back due to the pandemic. Forestry monitored public trees for infestation of Elm Scale and Emerald Ash Borer, as is standard practice throughout the city.

The Transportation department installed new curb extensions and associated drainage and paving work at the intersection of 11 Street South and 6 Avenue South, at an estimated cost of approximately \$180,000.

2021

The Parks department 'raised' (i.e. pruned the lower branches to raise the tree canopy of) a number of spruce trees in London Road Park. This was intended to improve 'sight lines' into the park to discourage encampments in the park. Along with a major clean-up day, the department also increased maintenance levels by sending crews daily to pick up litter, including mattresses and needles in the park. The watering schedule was also adjusted. A significant project to redesign the landscaping of this park will be undertaken in 2022.

In 2021, the Water & Waste Water department lined the main sanitary trunkline running through London Road (see figure below). The existing line was concrete and had deteriorated over time. The lining process repairs this.



Transportation, Electric, and ATCO did not undertake any major work in the Plan Area in 2021.

2.6 Strengths and weaknesses identified through implementation

This section provides a brief discussion of any strengths and weaknesses identified by staff or raised by other stakeholders each year.

2018

The Plan appeared to draw developer interest to the west peninsula precinct, specifically in the area around 105, 109 and 115 - 7 Avenue South. While multiple developers made inquiries about redevelopment potential and advice was given, none of these proposals have yet come forward with rezoning or development applications. One of the major issues seems to be the lack of stormwater connection to these parcels. The nearest stormwater connection available is at 123 – 7 Avenue South, connecting to which is estimated by Water & Waste Water staff to cost \$50-100k, payable by the developer. This connection would be required by the Drainage Bylaw for a single parcel containing more than two dwelling units. This appears to have made apartment developments unattractive in this location, despite the Plan supporting them.

There was one instance of interest in replacing a single detached dwelling at 641 – 5 Street South with a duplex, which was not supported by the Plan because the interior parcel had no rear lane access and was 18.0m in width - less than the 20m required in ARP section 5.4.3.a. As a result, the proposal was reduced to a single detached dwelling. Instances such as this should be monitored to track whether or not this is leading to a significant lost opportunity for additional dwelling units in the Plan Area over time.

Developer interest was shown in redeveloping 418 – 12A Street South to provide additional dwelling units (beyond the 3-plex currently on the parcel). The cost to connect to the nearest stormwater main on 4 Avenue South was estimated at \$80k. This seems to be proving prohibitively expensive to the owners, which is a disincentive to achieving some of the Plan's objectives.

There may be a need to tighten up some of the language in the built form regulations to ensure outcomes are being addressed (rather than being prescriptive in terms of design). For example, a single detached dwelling approved in 2018 at 1246 – 8 Avenue South provides only a very small window, located above head height, with which to address the street at main floor level. This is not in keeping with the spirit of ARP policy 5.4.3.m, Guiding Principle 3.2 or Character-Defining Element 4, which all seek to maintain the street-orientation predominant in homes throughout the neighbourhood. To provide "eyes on the street", street-facing windows must be appropriately located so that occupants can see out of them.

2019

Similarly to in 2018, there were a number of development inquiries regarding the parcels at the west end of the west peninsula precinct. Again, no proposal has yet progressed to a rezoning or development application stage, suggesting that development potential is being affected by factors such as the cost of connecting to the storm water system, and possibly the cost of construction on the steep slope.

Redevelopment issues such as these may be addressed in some form by a new project the Planning department is embarking upon in collaboration with the Transportation and Urban Construction departments, called Infill Infrastructure Standards. This project aims to examine potential barriers to infill development. Note that this would not affect the status of the London Road ARP, or the need to comply with its provisions.

Members of the London Road Neighbourhood Association raised some concern with a newly constructed single detached dwelling at 836 – 12 Street South. LRNA were concerned that the house may have been constructed larger than approved. This was double checked with the Building Safety Codes Officer involved, who confirmed with the owner that the construction was carried out in accordance with the approved drawings. The drawings were double checked against the LRARP and were found to be in compliance with the applicable built form guidelines.

2020

One potential weakness of the LRARP's built form regulations was highlighted in 2020. LRARP guiding principle 4 states: "Strive for a pedestrian-friendly environment... Provide buildings that are pedestrian-oriented."

Further, LRARP character-defining element 4 ('street orientation') states: "street orientation also contributes toward a pedestrian-friendly street environment, providing a visually rich street edge, and

contributes to safety by allowing residents to survey street activity (“eyes-on-the-street” concept). Development should focus on avoiding the appearance of turning their backs or sides toward the street by ensuring that all development has a strong street presence. The primary façade of all first storeys must be at pedestrian scale. This can be accomplished by providing at grade features such as windows, lighting, landscaping, benches, entrances, entrance features, etc.”

However, as noted in 2018 above, there are no easily measurable (and thus enforceable) requirements attached to this. On more than one occasion it has been noted that, when a residential building is proposed which does not engage with the street at main floor level (e.g. does not include any windows facing the street at main floor level) and the Development Officer requests that this be rectified, the lack of any measurable requirement in the Plan means that the proponent can, for example, just add a very small window placed above most people’s head height. This obviously does not contribute to the intent of ensuring that there is engagement with the street (“eyes on the street”). It is recommended that at the five year LRARP review stage, consideration be given to introducing a more measurable requirement in the built form regulations to address this. For example, a minimum percentage of transparent glazing on the front elevation at main floor level. Requirements like this are regularly used in form-based codes.

2021

This year has been relatively light in new developments, with three single detached dwellings receiving development permits. These all met the requirements in the ARP.

Three new curb cuts/driveways were installed in 2021, which exceeds the target of “less than 3”. However, these were all allowed under the plan rules (i.e. no or inadequate lane access).

Besides the number of curb cut/driveway installations, all other targets were met in 2021 (see section 2.1).

Members of London Road Neighbourhood Association provided the following comments and analysis on the latest data. These points will be examined in greater detail at the five year review stage (2022):

- “The Data Overview should capture the number of home-based business licenses issued.”
- “The parcel coverage increased over 2020 and yet the development permits were mostly for secondary suites. Does this mean new builds are excessively large?”
- “In 2018 and 2020 it was noted that there should be tighter language around built form regulations, and this is still not done. There are other existing municipalities with very strict built form regulations that could serve as a model, rather than this report’s current deference to not being able to do anything about it because there is no language to indicate such could be enforced.”
- “It would be interesting to see how other neighbourhoods compare in terms of waivers being issued.”
- “The average number of development permits seem to have declined upon the implementation of the plan. My understanding was that that plan was to encourage good redevelopment, not stifle it. When I look at the stats it makes me wonder whether people are still doing the same projects (such as adding secondary suites) but doing it without the proper permitting, to avoid having to jump through hoops.”
- “One of the main concerns in our ARP was the number of front driveways. The average per year is virtually the same, so did the plan really make an impact?”

- “The average number of waivers issued increased under the plan, which suggests that maybe it has not actually changed anything, other than creating more hoops to jump through.”
- “Trees planted have significantly declined since 2018. For a neighbourhood who prides itself on its trees and has it documented in the ARP, this is extremely disappointing to see.”
- “The average parcel coverage did increase in 2020 as Cheryl mentioned, but the average prior to the plan was 31.54 and the average afterwards was 28.45, which is an overall decline. However, I’m not sure this is a great benchmark since a new bungalow will cover more area. A two story would not take up as much space on the parcel, but the board has previously indicated height is a concern with new developments.”
- “I strongly disagree with the change the Transportation department made to the 6th Ave and 12th Street crossing. Changing it from a red light to a flashing pedestrian half traffic signal was not in the best interest of pedestrian safety. It was to keep traffic flowing. I cross that street twice a day and people are not as careful to stop without the red light. The pedestrian light has been glitchy and has regularly not worked which makes crossing 6th very dangerous.”
- “I also disagree with the 7th Ave and 9th Street change from a stop to a yield. Because it is a diverter and there is no risk of oncoming traffic, people are not careful to properly yield. As cyclists, myself and my 8-year-old son have both had close calls on that intersection with people not properly yielding or looking for cyclists.”
- “I would almost be tempted to scrap the ARP, it just adds another policy layer and creates more work for people but is not actually driving any significant change.”

3. Plan evaluation

This section is to be completed at the five year review stage. It should:

- Provide an overview of the Plan's performance data over the five year period.
- Discuss the performance of the Plan in meeting goals and objectives.
- Discuss and evaluate any potential amendments to the Plan, which might help better achieve its objectives.

4. Next steps

This section is to be completed at the five year review stage. It should:

- Identify future actions that should occur in the Plan's implementation process.
- Include discussion on future development that is anticipated to occur during the next monitoring term.
- Discuss any major infrastructure improvements that may be required to facilitate growth.
- Recommend any amendments to the Plan.