

BYLAW 6088

**BEING A BYLAW OF THE CITY OF LETHBRIDGE
TO ADOPT AN AREA REDEVELOPMENT PLAN**

THE COUNCIL OF THE CITY OF LETHBRIDGE, IN THE PROVINCE OF ALBERTA,
DULY ASSEMBLED HEREBY ENACTS AS FOLLOWS:

WHEREAS Section 634 of The Municipal Government Act, Chapter M-26, R.S.A. 2000,
provides as follows:

Section 634 A Council may:

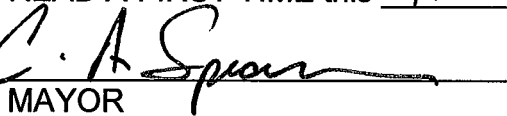
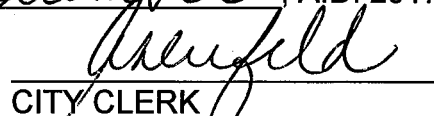
- (a) designate an area of the municipality as a redevelopment area for the purpose of any or all of the following:
 - I. Preserving or improving land and buildings in the area;
 - II. Rehabilitating buildings in the area;
 - III. Removing buildings from the area;
 - IV. Constructing or replacing buildings in the area;
 - V. Establishing, improving or relocating roads, public utilities or other services in the area;
 - VI. Facilitating any other development in the area,
- (b) adopt, by bylaw, an area redevelopment plan,
- (c) in accordance with this section and Division 6, provide for the imposition and collection of a levy to be known as a "redevelopment levy", and
- (d) authorize a designated officer, with or without conditions, to perform any function with respect to the imposition and collection of that redevelopment levy.

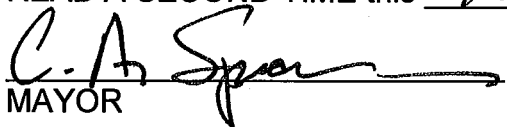

WHEREAS the Council of the City of Lethbridge wishes to adopt an Area Redevelopment Plan for that area of land in the City of Lethbridge generally described as London Road, as shown on Schedule A attached hereto ("Plan Area").

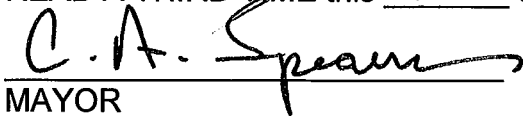

NOW THEREFORE, THE COUNCIL OF THE CITY OF LETHBRIDGE, IN THE PROVINCE OF ALBERTA, DULY ASSEMBLED, HEREBY ENACTS AS FOLLOWS:

1. The document which is attached hereto as Schedule B forms part of this Bylaw, and shall be known as the "London Road Area Redevelopment Plan".

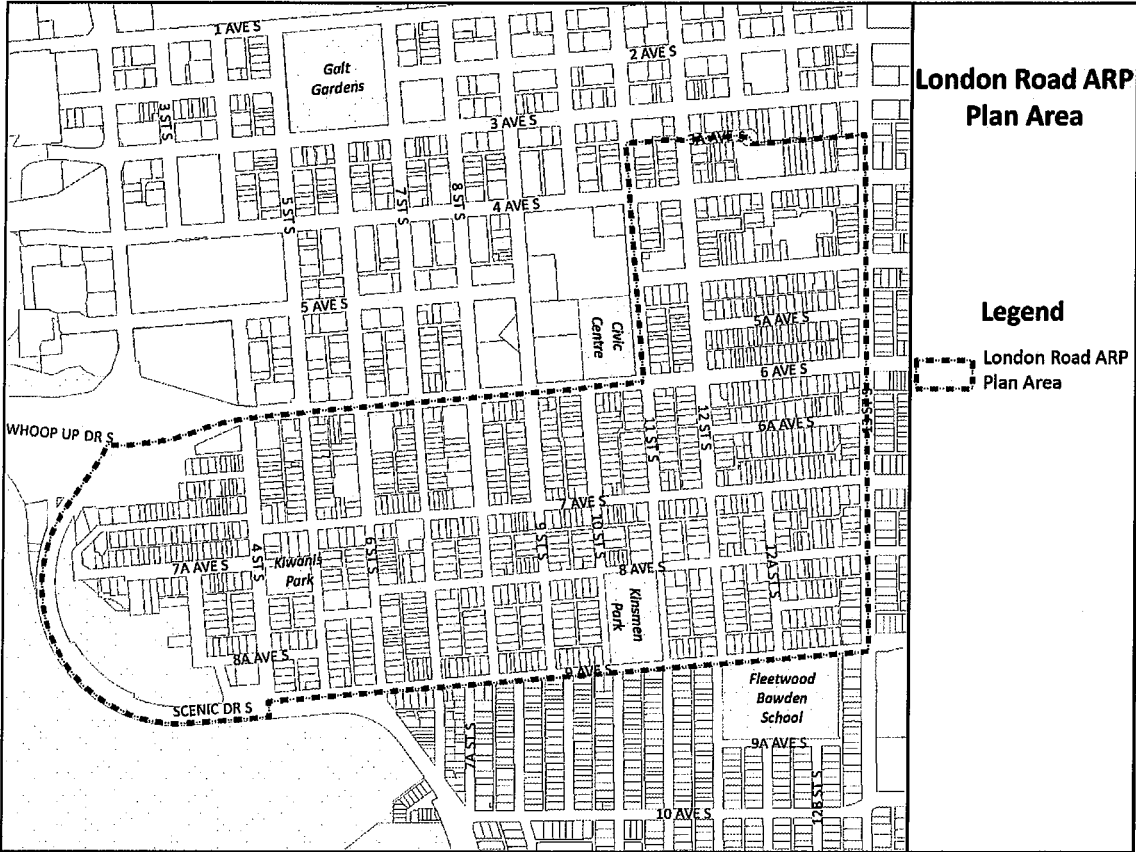
2. A redevelopment levy shall be imposed in accordance with s. 4 for the purposes of providing land for a park or land for new or expanded recreation facilities, or both, within the Plan Area ("Redevelopment Levy").
3. The Redevelopment Levy was determined based on the minimum 15m² amenity space required in City of Lethbridge Land Use Bylaw 5700 for each apartment or townhouse Dwelling Unit. The Redevelopment Levy will aid in the provision of shared neighbourhood amenity space at an estimated cost of \$100 per m².
4. An applicant to whom a Development Permit has been issued for a Development in the Plan Area containing more than two Dwelling Units shall pay a Redevelopment Levy in the sum of ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.00) per Dwelling Unit over the number of Dwelling Units previously existing on the Parcel or Parcels of land.
5. A Development Officer is hereby authorized to:
 - a. calculate the net increase in Dwelling Units,
 - b. collect the Redevelopment Levy prior to the issuance of the Development Permit,
 - c. refund the Redevelopment Levy within six months of the expiration of the Development Permit if Development has not commenced prior to the expiration of the Development Permit.
6. "Development", "Development Permit", "Dwelling Unit" and "Parcel" shall have the meaning as set out in the City of Lethbridge Land Use Bylaw 5700.
7. Bylaw 3840 and amendments thereto is hereby repealed.
8. This Bylaw shall come into force on the date of final passing thereof.

READ A FIRST TIME this 11 day of December, A.D. 2017

 MAYOR 
 CITY CLERK

READ A SECOND TIME this 22 day of January, A.D. 2018

 MAYOR 
 CITY CLERK

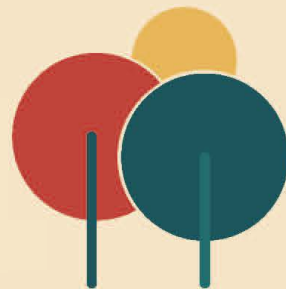
READ A THIRD TIME this 22 day of January, A.D. 2018

 MAYOR 
 CITY CLERK

Schedule A



London Road

Area Redevelopment Plan



Adopted 22 January 2018
Amended 15 October 2018,
10 December 2018



CITY OF
Lethbridge

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A landscape photograph showing a dry, grassy field in the foreground. In the middle ground, there is a line of power line towers stretching across the horizon. The sky is clear and blue. The text is overlaid on a semi-transparent white box in the center of the image.

Acknowledgement Statement

The City of Lethbridge acknowledges that the London Road neighbourhood is situated on the lands of the Blackfoot people of the Canadian Plains and pays respect to the Blackfoot people past, present and future while recognizing and respecting their cultural heritage, beliefs and relationship to the land. The City of Lethbridge is also home to the Metis Nation of Alberta, Region III.

Executive Summary

London Road occupies a special place as one of Lethbridge's oldest and most well-loved residential neighbourhoods. It is a walkable, central neighbourhood where people can live, work and play. London Road's location immediately adjacent to downtown and the coulees, its neat, gridded street pattern with beautiful, mature street trees, and its lively mix of architectural styles and eras have made it an increasingly popular target for redevelopment in recent years.

The London Road Area Redevelopment Plan (ARP) is a detailed, long-term plan that coordinates neighbourhood conservation and sets out policies for the redevelopment of vacant and underutilized parcels of land and buildings. It is a legally binding document that implements the City's Integrated Community Sustainability Plan / Municipal Development Plan. The London Road ARP seeks to conserve the best parts of the neighbourhood as it exists today, while shaping continuing change in a positive way to benefit all residents and businesses, present and future. It also sets out public infrastructure policies to help concentrate and coordinate investment decisions, in areas like utilities, mobility and accessibility, and parks and recreation.

The Plan was developed through extensive consultation with residents, property owners, businesses, the London Road Neighbourhood Association and other stakeholders between 2013 and 2017.

How to use this Plan

The **Introduction** explains the purpose and organisation of the Plan. It describes the process used to develop the Plan, and how it fits with other policies and plans.

Neighbourhood Profile provides a historical background and context to London Road's development, and examines the neighbourhood's demographics, existing land uses, building conditions and infrastructure.

Vision, Guiding Principles, and Character-Defining Elements sets out the overall vision for the neighbourhood's future and the guiding principles that will help achieve it. It also identifies the specific elements that define London Road's unique character.

The **Land Use Concept** identifies 11 sub-areas including 3 precincts, 4 corridors and 4 park spaces. It examines the current state of each, and sets out the vision for their future enhancement.

The **Policy Framework** forms the foundation of the Plan, addressing specific topic areas in support of achieving the vision and guiding principles. Together with the Land Use Concept, this provides the bulk of guidance and regulations on which future rezonings and development proposals shall be judged.

Plan Implementation and Monitoring sets out next steps, and how the progress of the Plan shall be monitored over time.

Finally, the **Appendices** include a glossary of terms which are unique to this Plan, a 'What We Heard Report' on public consultation undertaken during the Plan's development, an 'FYI to Other Departments' report that sets out feedback and potential actions for other City of Lethbridge departments, and a Development Compliance Checklist to aid developers and applicants in ensuring their proposals will be in accordance with this Plan.

1. Introduction

An introduction to the purpose and scope of this Plan, and how it was developed.



1.1 Purpose

The purpose of this Area Redevelopment Plan (ARP), here on referred to as the Plan, is to provide a planning framework that will guide the long-term redevelopment and land use for the neighbourhood of London Road, in accordance with the City of Lethbridge Integrated Community Sustainability Plan / Municipal Development Plan (ICSP/MDP). It is intended for the Plan to address a growing population, aging infrastructure, and increasing demand for mature neighbourhood living by providing a modernized long-term vision that balances appropriate redevelopment with the conservation of the heritage character.

The ARP has been prepared in conformity with both the South Saskatchewan Regional Plan (SSRP) and Section 634 and 635 of the Municipal Government Act, which addresses the adoption of ARPs and stipulates which matters must and may be addressed. In accordance with Section 638.1 of the Municipal Government Act, the SSRP will prevail in the event of a conflict or inconsistency between it and the ARP.

What is an ARP?

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

1.2 Plan Organization

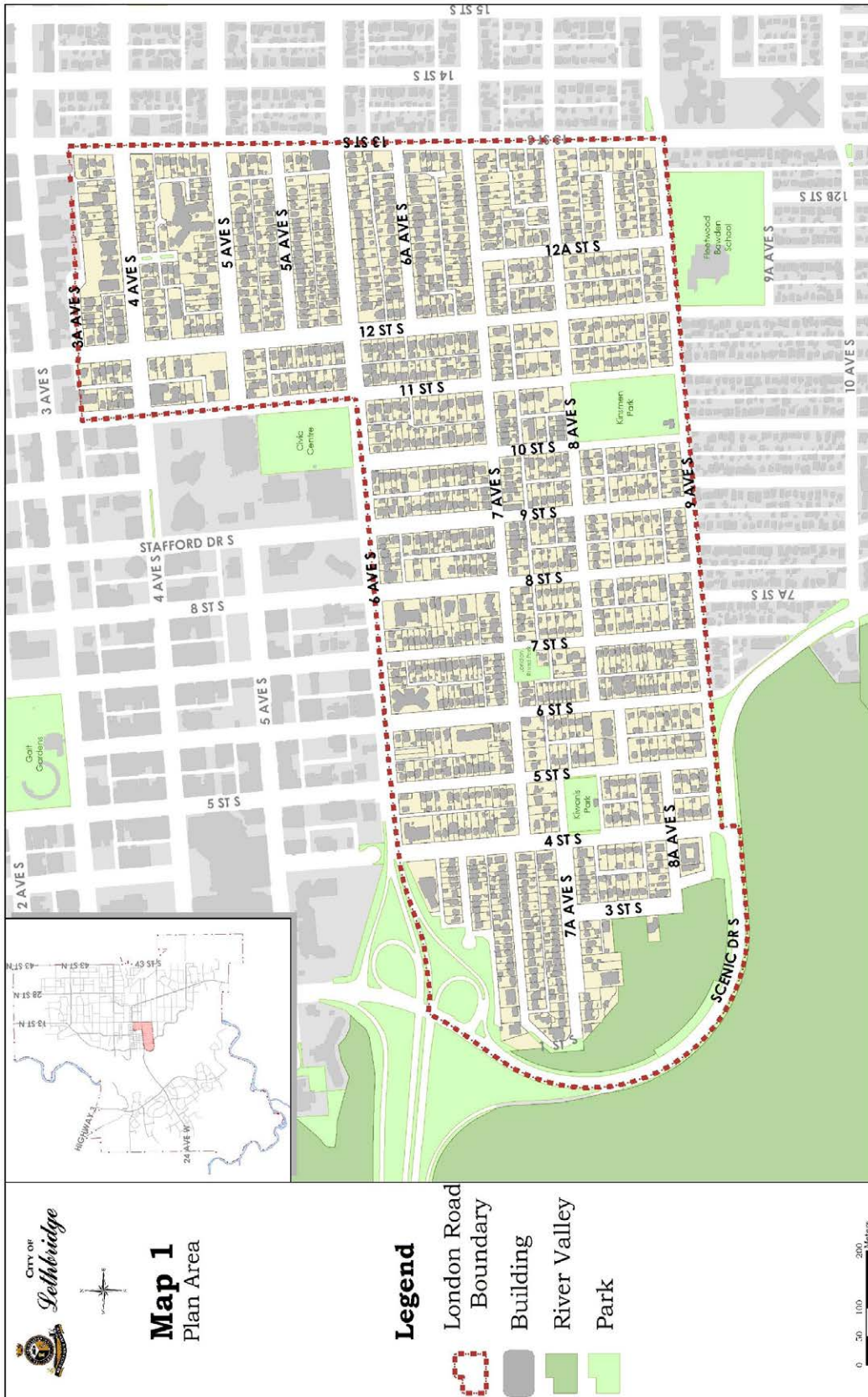
The Plan is organized into the following sections:

- 1. Introduction** – describes the purpose of the Plan and how it relates to existing planning.
- 2. Neighbourhood Profile** – provides the background context on the neighbourhood.
- 3. Vision and Guiding Principles** – establishes the core values that underpin all objectives, policies, and regulations within the Plan.
- 4. Land Use Concept** – depicts the land use and place-making goals for the neighbourhood.
- 5. Policy Framework** – sets out the specific objectives, policies, and regulations that will guide development and neighbourhood improvements.
- 6. Implementation and Monitoring** – focuses on next steps and ongoing monitoring.
- 7. Appendices** – provides supporting information.

1.3 Plan Area

London Road is centrally-located in south Lethbridge, as shown in *Map 1: Plan Area*. The Plan Area contains approximately 114 hectares (280 acres) of land that is predominantly developed as low-density residential.

Although the Plan Area is defined by a boundary, the neighbourhood does not exist or function on its own. The central location of the neighbourhood means it is bound on all sides by other existing neighbourhoods, including Downtown and Upper Eastside to the north, Victoria Park to the east, and Fleetwood to the south. It is important not to think of the neighbourhood in isolation and to be cognizant of the major influences of other neighbourhoods.



1.4 Compliance with Existing Policies and Plans

It is important that all planning aligns or is 'compliant' with higher order existing plans and policies. The Plan has been prepared after careful review and consideration of existing statutory plans including the South Saskatchewan Regional Plan and the Integrated Community Sustainability Plan/Municipal Development Plan. A list of relevant strategies and policies is provided in Appendix D. In addition to the statutory plans, the plan has also been prepared with consideration of Land Use Bylaw 5700, and other non-statutory plans, studies, and reports including City Council's Strategic Plan, the Central Neighbourhoods Study, Transportation Master Plan, 6th Avenue Functional Study, and Heart of Our City Master Plan.

South Saskatchewan Regional Plan (SSRP)

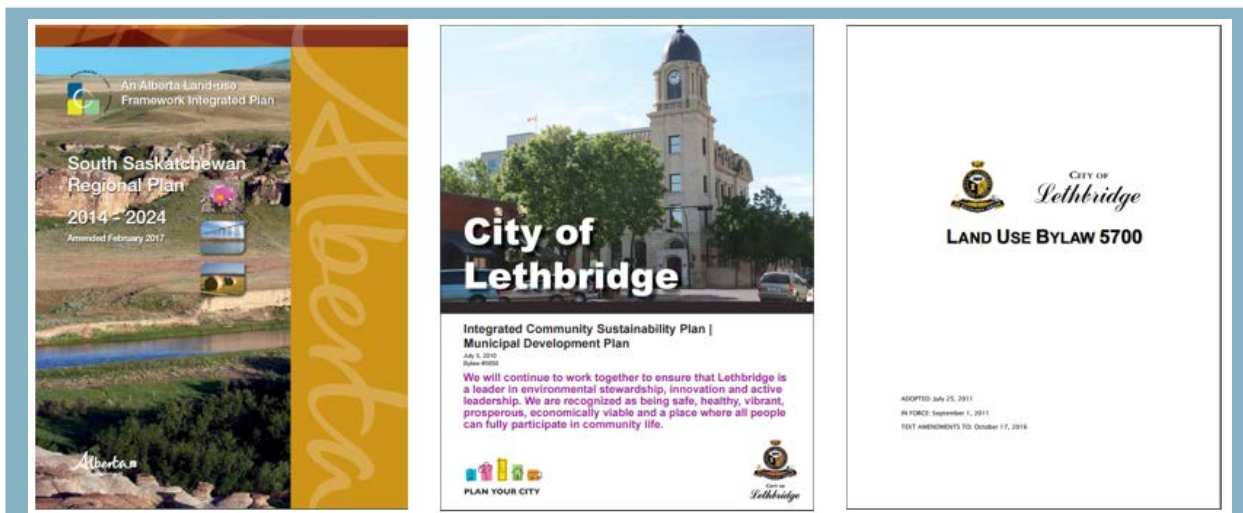
The SSRP was adopted by the Province in 2014, and is the regional plan for Southern Alberta. It uses a cumulative effects management approach to set policy direction for municipalities to achieve environmental, economic, and social outcomes. Based on the outcomes, the SSRP includes a number of more specific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

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

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

City of Lethbridge Land Use Bylaw 5700

The Land Use Bylaw was adopted by Council in 2011. It is the primary tool for regulating and controlling land use and the development of buildings within the city. The Land Use Bylaw has been referenced in the preparation of the Plan, specifically, with policies around land use and built form.



Left to right: South Saskatchewan Regional Plan (SSRP), Integrated Community Sustainability Plan / Municipal Development Plan (ICSP/MDP), and City of Lethbridge Land Use Bylaw 5700.

1.5 Planning Process

Development of this Plan commenced in December 2013 and was completed in early 2017. The process has included collaboration with a number of City of Lethbridge departments with extensive input from a wide range of neighbourhood stakeholders including the London Road Neighbourhood Association (LRNA), residents, business owners, developers and builders, and the Historic Places Advisory Committee (HPAC). A full “What We Heard” report can be found in Appendix B.

As described in Section 1.4, existing regional and citywide plans, policies, and strategies also played a role in the planning process as the Plan was ‘scaled’ to provide a neighbourhood-specific response to the broader goals of the region and city. The following graphic describes the main phases within the plan process:

	Key Steps	Public Engagement
Phase 1 Introduction	<ul style="list-style-type: none"> Introduce process to neighbourhood Identify neighbourhood interests and ideas 	<ul style="list-style-type: none"> Public Open House Fleetwood Elementary School planning activity Community festivals Sidewalk conversations Conversations at local ‘bumping spots’ Walking tours (Jane’s Walk) Various informal engagements
Phase 2 Neighbourhood Analysis	<ul style="list-style-type: none"> Building conditions assessment Community-based SWOT analysis City SWOT analysis Existing conditions evaluation 	
Phase 3 Vision and Guiding Principles	<ul style="list-style-type: none"> Develop and seek input on plan direction and core values Based on input, refine the plan direction and core values 	<ul style="list-style-type: none"> Public Open House LRNA Annual General Meeting Walking tours (Jane’s Walk) Various informal engagements LRNA Development Committee meetings
Phase 4 Policy Framework	<ul style="list-style-type: none"> Develop key objectives Develop policies Confirm and refine with additional input 	
Phase 5 Drafting the Plan	<ul style="list-style-type: none"> Create the plan content in alignment with previous phases Confirm and refine with additional input 	<ul style="list-style-type: none"> Workshops / focus groups LRNA Development Committee meetings LRNA membership meeting
Phase 6 Approval	<ul style="list-style-type: none"> Present the draft plan for final public input and to Council for approval 	<ul style="list-style-type: none"> Public Open House Public Hearing
Phase 7 Implementation	<ul style="list-style-type: none"> Next steps Ongoing implementation and monitoring 5 year review 	<ul style="list-style-type: none"> Continued dialogue

Figure 1: Planning Process

2. Neighbourhood Profile

The neighbourhood profile provides some background context on the neighbourhood. The information provided within this section is intended to assist in painting a picture of how the neighbourhood developed, as well as providing a snapshot of its current state as of 2017. It also acts as a simplified baseline that can be used to monitor long-term change.

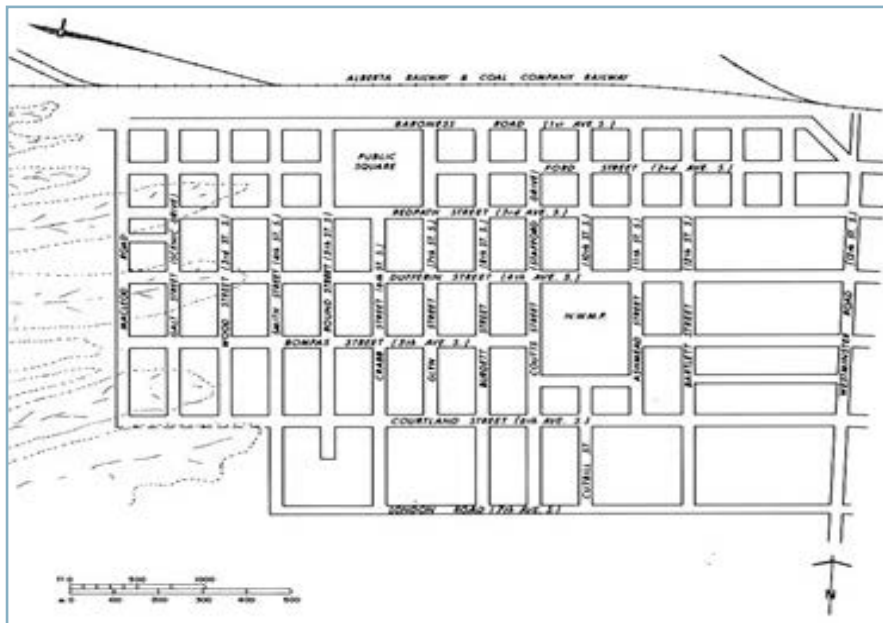


2.1 History of Planning and Development

London Road was one of the first residential areas to be developed in Lethbridge. Records show that the five block area between 4th and 9th Streets from 6th to 7th Avenues South was surveyed as part of the original Lethbridge town plot survey in 1885. The first street names were named after company shareholders whose connections with Lethbridge was simply ownership of shares or, occasionally, absentee ownership of town or city lots.

Since the late 1800s, the neighbourhood has experienced various stages of development and redevelopment, shown in *Figure 2: Neighbourhood Development (1890-2016)*. These various stages of development have been guided by the policies and recommendations from a number of plans and studies.

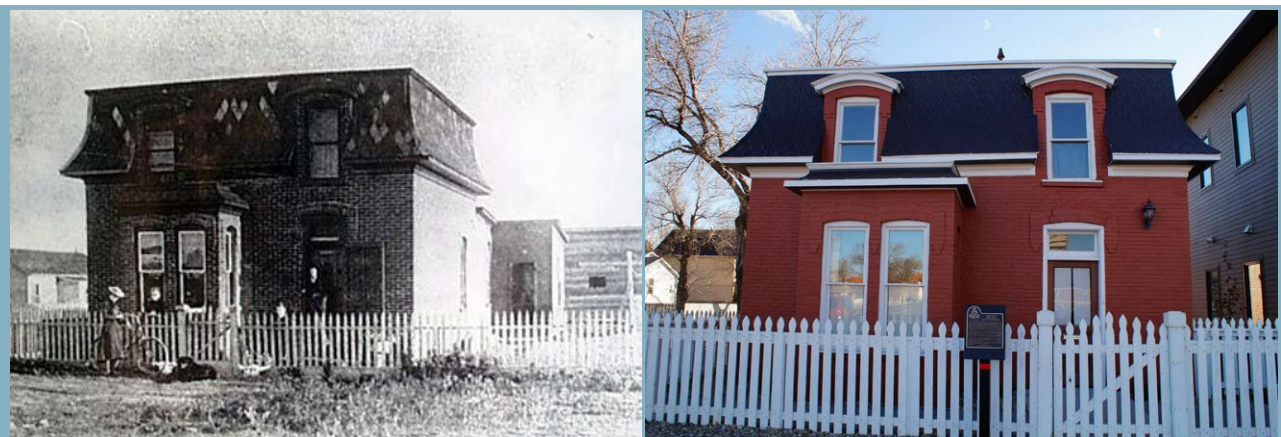
In 1965, the neighbourhood was included in a City-wide Urban Renewal Study to examine areas of the city in need of redevelopment or rehabilitation, and to propose methods by which they could be upgraded. The study recommended that the neighbourhood be considered for a minor amount of redevelopment with most renewal activity occurring in the form of conservation and rehabilitation. Due to an inability to secure funds for this program, the study recommendations were never implemented.



Original Lethbridge town plot survey completed by Montague Aldous in 1885/86 that contains a portion of the London Road neighbourhood.

In 1977, a London Road Neighbourhood Study was commissioned by the City. It was to be a land use study aimed at defining municipal policies towards redevelopment in the neighbourhood. The study proposed many policies which formed the foundation of many of the policies in the 1982 London Road Area Redevelopment Plan.

In 1978, an Economic Impact Study was prepared by an independent consultant with the purpose of evaluating the economic feasibility of maximum residential densities proposed by the neighbourhood study. It was concluded that low-to-medium density multiple family development was feasible.



Coneybear Residence circa 1891 (left), present day (right)

In 1980, key measures to stabilize present land use and reduce uncertainty about future neighbourhood land uses was included in the City's Land Use Bylaw. In 1982, an area redevelopment plan was developed to compile the accepted policy recommendations of the neighbourhood study and the economic study. The intent of the plan being to ensure future development will reflect the needs and concerns of the residents and the city as a whole.



Annandale Residence at Dufferin Street (4th Avenue South) and 13th Street South, date unknown (1909 at earliest)

In 2005, a Central Neighbourhoods Study was initiated as a result of ongoing redevelopment concerns expressed by residents within several centrally-located Lethbridge neighbourhoods. London Road was one of seven neighbourhoods identified in the study. The study included a survey which was completed by 2,154 households; 403 of which were from the London Road neighbourhood. The survey spoke to values (proximity to downtown, tree-lined boulevards, older homes, architectural variety, and walkability) and concerns of residents (insensitive redevelopment, and the selling of drugs and other illegal behaviours).



Annandale Residence, present day

Period of Development	Description	Image
1890 - 1920	Neighbourhood experienced rapid growth and development (particularly 1890-1905). Nearly half of the existing houses were built during this time. Primarily north of 7 th Avenue South.	
1921 - 1940	Development was fairly slow in this time period. Majority of development was subdivisions of large lots developed prior to the 1920s and filling in empty parcels north of 7 Avenue South. Development would also move South towards 8 Avenue South.	
1941-1960	Pace of development increased during and after World War II, when much of the rest of the neighbourhood was built out. The majority of development occurring between 7 th Avenue and 9 th Avenue South.	
1961 - 2016	<p>Little development occurred in this period. Development that did occur was primarily in the nature of additions, renovations, and redevelopment.</p> <p>Since 2010 there has been increasing pressure for the redevelopment of larger homes replacing smaller old homes, as well as commercial uses along the southern portion of 6th Avenue South.</p>	

Figure 2: Neighbourhood Development (1890 – 2016)

2.2 People

London Road is a vibrant neighbourhood made up of long-time residents, families, seniors, students, and newcomers. In 2016 there were 3,472 residents (1,793 female/1,679 male) representing 3.6% of Lethbridge's total population. Looking back to the former ARP (exact numbers not legible) the neighbourhood population was once as high as 5,000 in 1957. Below, *Figure 3: Neighbourhood Population (1994-2016)* shows more detailed census records that indicate a fairly consistent decline in population from 3,838 residents in 1994 to 3,472 residents in 2016. A loss of approximately 16 residents per year.

This declining population is somewhat characteristic of mature neighbourhoods as there are typically fewer children, more single individuals, more young working couples, and a large population of senior citizens. The occupancy rate (persons per household) is also an important consideration; as the Canadian average family size has dropped from approximately 3.7 in 1971 to 2.6 in 2016, London Road's occupancy rate in 2016 was 1.86, which again is typical for mature neighbourhoods.

The small upward trend following 2013's population low of 3,429 residents could be an indication of a rebound in population linked to where the neighbourhood is in its lifecycle and will be interesting to monitor over the next 10-20 years.

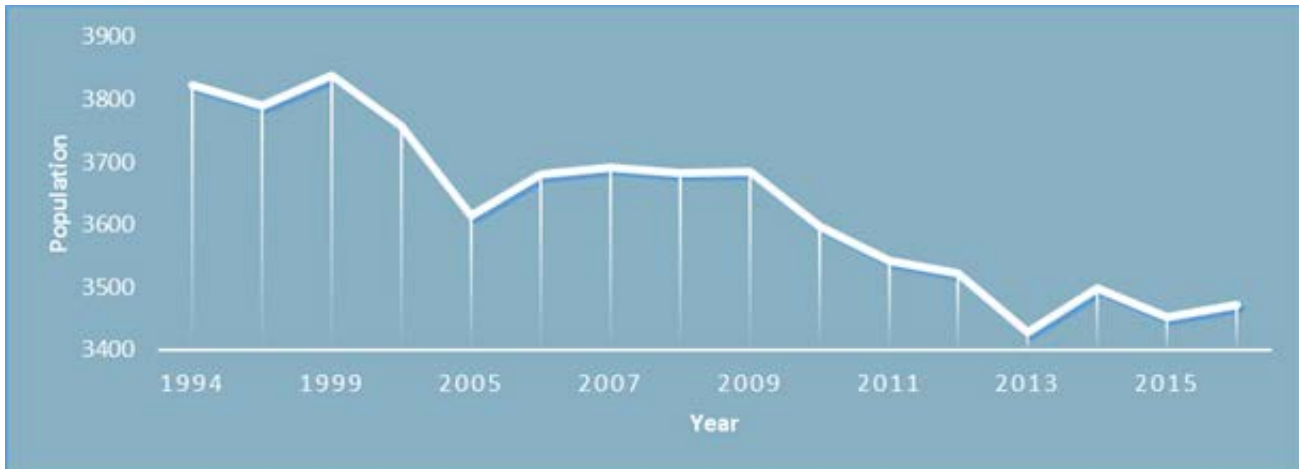


Figure 3: Neighbourhood Population (1994-2016)

Rates of home ownership in the neighbourhood are significantly lower (45%), compared to the city as a whole (74%). This is likely reflective of the higher percentage of apartments, multi-family, suites, and senior living facilities.

The neighbourhood features higher unemployment rates (6.1%) than the city as a whole (4.6%). Rates of unemployment are evenly distributed geographically throughout the neighbourhood, with the exception of disproportionately high rates in the West Peninsula (DA-106) at 14.3%.

2.3 Existing Land Uses

The total area of the neighbourhood is approximately 114 hectares (280 acres). A large portion of the total area is composed of undevelopable land, with approximately 37 hectares (90 acres) being made up of transportation and utility right of ways including roadways, laneways, sidewalks, boulevards, and public utility lots.

The developed area within the Plan Area is 64 hectares (157 acres), which represents the total land that has been developed and is potentially suitable for future development and/or redevelopment. The final component of the total area is the land dedicated for open space and parks, which only represents 2.7 hectares (6.7 acres).

The lands located between the safe setback line and Scenic Drive are hazardous lands not suitable for development and do not form any part of the calculations.

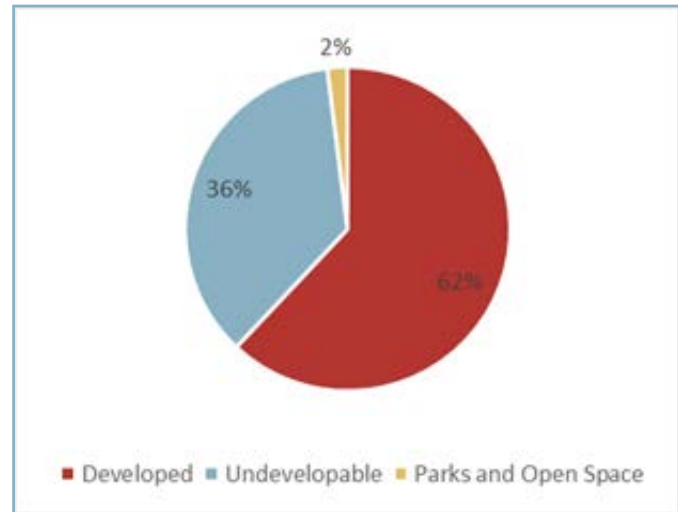


Figure 4: Total Land Composition (2016)

Land Use Category	# of Parcels	Area in Acres	Area in Hectares	% of Total Area	% of Developed Area
Residential	1,097	149	60	59%	95%
Commercial	17	3	1	1%	2%
Institutional/Public Building	5	5	2	2%	3%
Industrial	0	0	0	0%	0%
Parks and Open Space	3	6	2	2%	N/A
Transportation/Utilities	N/A	90	37	36%	N/A
Total		253	102	100%	100%

Figure 5: Total Land Composition by Land Use Category (2016)

Figure 5: Total Land Use Composition by Land Use Category (2016) shows the general land use within the Plan Area, while Map 2: Existing Land Use Designation at Time of Plan (below) identifies the specific land use designation (sometimes referred to as 'zoning') as determined by the Land Use Bylaw. Note that this map shows the land use designation as it existed at the time of the Plan's adoption, and will not be updated as changes to land use designation are made over time. However, this map is important for interpreting a number of policies later in the Plan and will be referenced throughout.



Residential

Residential is the predominant land use at 95% of the developed area. Low-density residential is the primary form making up 80% of the total residential. This is reflected in building types such as single detached dwellings and two unit dwellings (duplexes). Within the neighbourhood, many single detached houses have been converted to include secondary suites (conforming and non-conforming).



Low-density residential uses, which have a built form commonly referred to in the Plan as small-scale residential, includes (left to right): Single-detached dwellings, duplexes, and single-detached dwellings with secondary suites.

In addition to low-density, medium-density and high-density residential make up 14% and 6%, respectively, of the total residential area. These land uses are reflected in building types such as fourplexes, townhouses and apartments.



Medium and high-density residential uses, which have a built form commonly referred to in the Plan as medium and large-scale residential, includes but is not limited to (left to right): three-unit townhouses, four-unit townhouses, and apartments.

Residential Land Use (LUB district)	# of Parcels	Area in Acres	Area in Hectares	% of Net Developed Area	% of Total Residential Area
Low Density Residential (R-L)	899	119	48	73%	80%
Medium Density Residential (R-37, R-60, R-75)	177	21	8	13%	14%
High Density Residential (R-100, R-150, R-200)	21	9	4	6%	6%
TOTAL	1,097	149	60	92%	100%

Figure 6: Existing Residential Land Use Composition (2016)

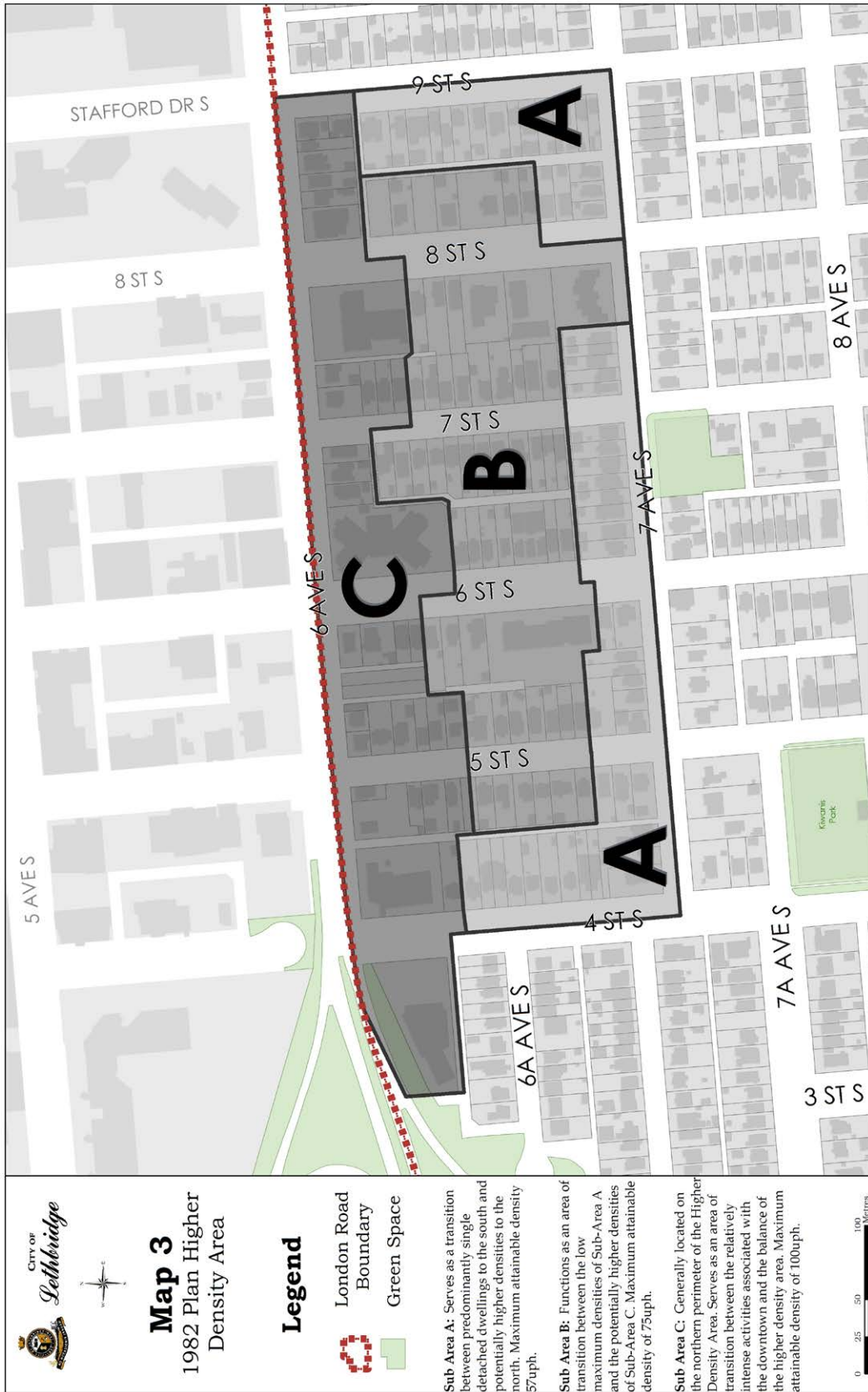
A large component of the Medium Density Residential is composed of the R-37L land use designation. This is a result of the 1982 ARP, when a 5 block area located between 6th and 7th Avenues South, from 4th Street to west of 9th Street on the east was identified as a targeted “Higher Density Area”, as shown on *Map 3: 1982 Plan Higher Density Area*.

All land within this area was rezoned R-37L to provide the potential for high-quality developments in the designated area at higher densities than allowed elsewhere in the neighbourhood. The R-37L designation would allow a maximum of 37uph with the provision that greater densities (based on sub-area A, B, or C) could be achieved in accordance with specific design requirements. A process known as ‘density bonusing’ was implemented to provide a tool to evaluate a development based on building design, landscaping, site size, parking, etc. and involved a process that included dialogue between the City, applicant, and residents.

Why remove the Density Bonusing System?

The Density Bonusing System was fairly complex and left too much open to interpretation and evaluation, resulting in it being underutilized. There was also a desire to have some of the specific design requirements applied to all development, not just those that were trying to achieve greater densities. For these reasons the Plan has replaced the Density Bonusing System with the Built Form Regulations.





Map 3
1982 Plan Higher
Density Area

Legend

-  London Road Boundary
-  Green Space

Sub Area A: Serves as a transition between predominantly single detached dwellings to the south and potentially higher densities to the north. Maximum attainable density of 57uph.

Sub Area B: Functions as an area of transition between the low maximum densities of Sub-Area A and the potentially higher densities of Sub-Area C. Maximum attainable density of 75uph.

Sub Area C: Generally located on the northern perimeter of the Higher Density Area. Serves as an area of transition between the relatively intense activities associated with the downtown and the balance of the higher density area. Maximum attainable density of 100uph.





Non-Residential

Non-residential uses represent approximately 5% of the developed area, being composed of 2% commercial and 3% public building/institutional uses. The few commercial locations are dispersed throughout the neighbourhood, and include a grocery store, specialty shops, professional offices, and a funeral home. The institutional and public building land use includes a variety of uses dispersed throughout the neighbourhood including places of worship, daycares, Lethbridge YWCA, social services, and seniors' health care facilities. There are no industrial lands within the Plan Area.



Non-Residential uses includes a variety of commercial and public/institutional uses, including (left to right): places of worship (Parish Church of Saint Augustine), commercial shops/cafes (The Jasmine Room), and a variety of social services (Big Brothers and Big Sisters).

Transportation, Utilities, Parks and Open Space

The remainder of the Plan Area, approximately 38%, is made up of undevelopable land dedicated to transportation and utilities as well as parks and open spaces. Although this land is not available for the development of residential and non-residential uses as described above, it plays a critical role in the functioning of the neighbourhood. These will be explored further in Section 2.5 – Existing Infrastructure.



Transportation, utilities, and parks and open spaces are all land unavailable for development but play a critical role in the functioning of the neighbourhood. This includes (left to right): streets and sidewalks, laneways, valley lands (just east of Scenic Drive South), and various parks (Kinsmen Park).

2.4 Building Conditions

Building condition data is useful in determining the location and extent of areas that are most likely to experience pressures for changes in land use or density, and areas needing renewal, rehabilitation or replacement of housing. A building conditions assessment was completed during the summer of 2014. The assessment ranked each building in the Plan Area individually based on their existing conditions, shown in *Map 5: Average Building Conditions by Area*. In order to avoid speculation of individual properties, an average was calculated for each area, as was done in the 1982 ARP.

Generally, the average building conditions in the neighbourhood were good or very good. This is largely reflective of the increasing investment that individual home owners are putting into properties in the neighbourhood. Between 2005 and 2015, there were 266 building permits pulled with an estimated value of \$7,291,000.00 (\$27,409.00 per permit on average).

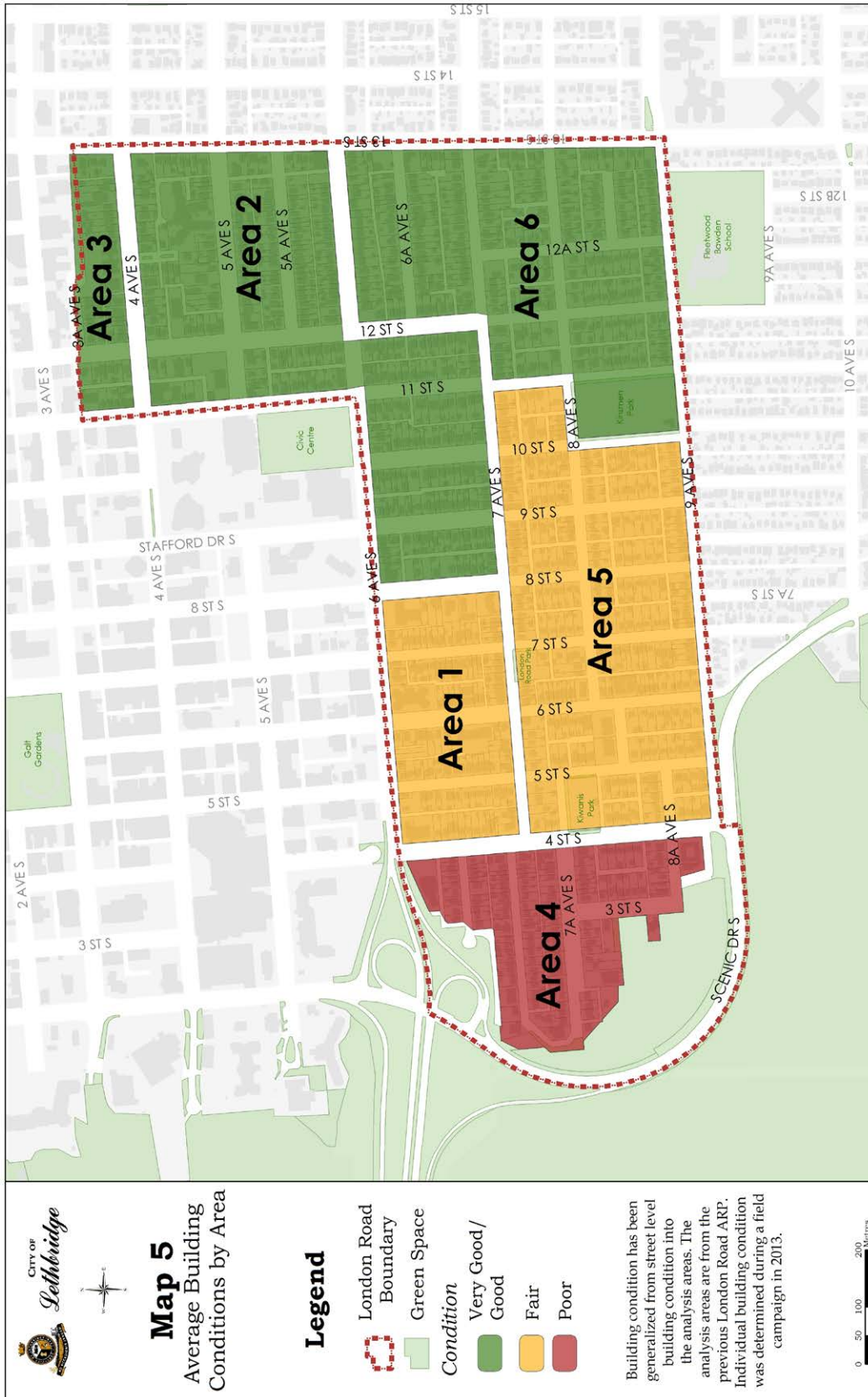
The average building condition is poorer in the western areas of the neighbourhood that are nearest to the downtown (Areas 1, 4, and 5). This has changed significantly from building condition data from the 1980's that informed the previous plan which showed the poorest conditions in areas as Areas 1, 2, and 3.

Of greatest significance is the concentration of more highly depreciated housing in Area 4, in what is known as the 'West Peninsula'. Although the building conditions map indicates housing in Areas 2, 3 and 6 are in generally better condition, there are still isolated pockets of housing in poor conditions in all areas.

Housing Conditions Assessment Criteria

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

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



2.5 Existing Infrastructure

Infrastructure consists of the fundamental facilities and systems that serve a neighbourhood and a city, including transportation (roads, laneways, sidewalks, cycling facilities, etc.), and deep and shallow utilities. Parks is also often considered within infrastructure, although for the purposes of this Plan it is considered under Land Use. A true understanding of infrastructure (utilities in particular) in older neighbourhoods is always a challenge, as the majority of it is hidden. This often causes utilities' true condition to remain unknown until performance or functionality issues occur.

Transportation Network

Although the streets and laneways create the backbone for the transportation network, there are a number of components which are critical to a functional transportation network. This includes sidewalks, cycling facilities, and transit routes and stops.

Sidewalks

Walking as a mode of transportation is promoted within the Plan Area through the sidewalk network. The existing network provides good pedestrian connectivity as wide sidewalks are provided on both sides of the street throughout the neighbourhood and have few interruptions caused by driveways. There are a few trouble locations throughout the neighbourhood where improvements could be made including filling in a few missing gaps where a sidewalk does not connect, replacing those in very poor condition, and ensuring square curbs are replaced with directional curb cuts. Over the last few years there has been an increased focus on sidewalk improvements, which has seen many of these issues resolved through standard city improvements/spending. This has greatly improved accessibility and the neighbourhood's overall walkability.



First three images, left to right: Three examples of excellent sidewalks that are wide, well maintained, and tree-lined that are found throughout the neighbourhood. Right: One example showing there are still improvements to be made, with a missing connection between the sidewalk and road.

Cycling Facilities

Cycling as a mode of transportation is promoted within the Plan Area through the facilitation of better cycling facilities and routes. The Plan supports the creation of an environment that is convenient, efficient, and safe for cyclists. This may include a future citywide network of cycleways that will facilitate movements within the Plan Area and beyond as well as the inclusion of infrastructure, such as public bike repair stations, and the provision of bicycle parking. The first cycling facility (besides a signed bike route) will be the 7th Avenue Bike Boulevard which was planned and scheduled to be built in 2017 as a result of the 6th Avenue Functional Planning Study, completed in 2016. The bike boulevard, when complete, will stretch within London Road from 4th Street to 13th Street, and will then continue beyond the neighbourhood all the way to Mayor Magrath Drive. It will include reduced speeds (30km/h), mini roundabouts to eliminate stop signs, and diagonal diverters which will reduce shortcutting.



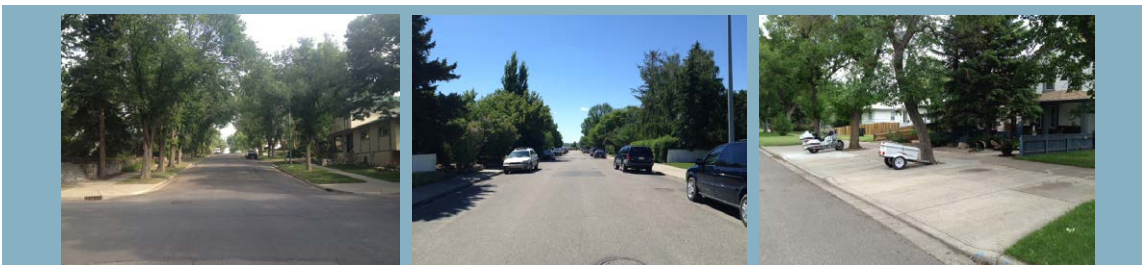
Left: An example of existing bicycle parking located outside of an apartment building in the neighbourhood. Right: an example of the poorly marked and underused bicycle route along 7th Avenue South. The bicycle route will be upgraded to a bicycle boulevard.

Transit

Transit service is provided both within and along the edges of the neighbourhood. However, as the main downtown terminal is located a short walking distance from much of the neighbourhood, many people simply walk downtown to catch the appropriate bus. Nevertheless, having accessible and well-designed transit stops in appropriate locations within the neighbourhood is important for those with limited mobility - particularly seniors. A Transit Master Plan for Lethbridge Transit is being developed at this time, but has not yet been approved. The Transit Master Plan will further guide transit service within the neighbourhood.

Streets and Lanes

The street and lane structure is defined by a grid-pattern of streets of various classifications. 6th Avenue, Scenic Drive, and 13th Street are all designated as arterial roads and carry high vehicle volumes, while 4th Street and 9th Avenue are designated as collector roads. 6th Street, 8th Street, and 9th Street are also considered collectors, however only between 6th Avenue and 7th Avenue. The remainder of the roads within the Plan Area are classified as local roads, and carry primarily local residential traffic. It should be noted that although these classifications are applied to the roadways, due to the age of development they are not necessarily built to today's standards. Almost all of the streets provide opportunity for on-street parking which is important in a mature neighbourhood. It will be critical that on-street parking is maintained as much as possible within the neighbourhood.



Left & centre: Two examples of streets with wide right-of-ways accommodating two-way traffic and on-street parking. Right: an example of three properties in a row with boulevards paved over for parking – this is a good illustration of why curb cuts/driveways are restricted, as they take away on-street parking and often cause the removal of mature street trees.

The rear lane network also plays an important role in the overall transportation network as it provides circulation, and access to rear garages/parking, which helps protect the streetscapes and on-street parking. Due to the period of development of the neighbourhood, the majority of the streets and lanes do not meet current standards for width and/or material (e.g. gravel lanes). However, this does not mean

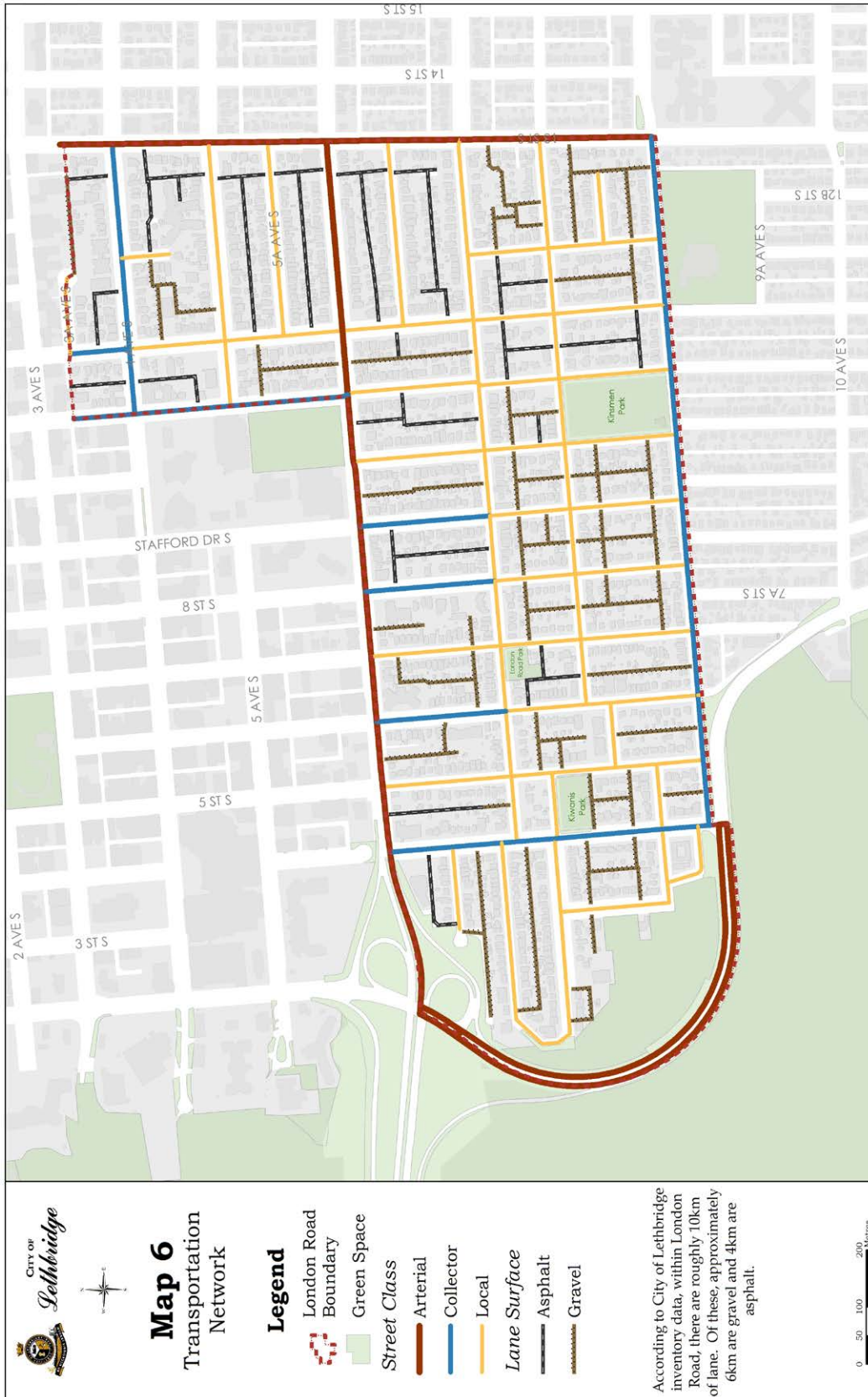
they are any less functional in many circumstances.

Map 7: Laneways identifies all parcels in London Road that have lane access and those without. It also identifies which lanes are less than and greater than 4.0m in width, as this is the threshold related to parking and vehicular access in the Built Form Regulations (Section 5.4).



Left: An example of a very narrow, unpaved laneway – in these instances front vehicular access and parking may be required. Right: An example of a wide, paved laneway which would be very conducive to providing vehicular and parking access, retaining the front yard and boulevard for amenity space.













Map 7 Laneways

Legend

-  London Road Boundary
-  Green Space
- Lane Width**
 -  3m - 3.9m
 -  4m to 13m
- Parcel Lane Access**
 -  No lane access
 -  Lane access

The London Road area contains a total of 1128 parcels. 1013 of those parcels back onto a lane and 115 do not have lane access.



Parks, Open Space, and Urban Forest

The Plan Area contains 2.7 hectares (6.7 acres) of park space which includes, Kinsmen Park, Kiwanis Park, and London Road Park, as shown on *Map 8: Parks, Open Spaces, and Urban Forest*. These park spaces contribute to the distinctive character and vibrancy within the neighbourhood and are highly valued by residents. The park spaces are generally in good condition, although there are some improvements and upgrades including lighting and sightlines that could improve the spaces. London Road also benefits from its location in that there are significant parks and open space opportunities in proximity to the Plan Area including the Fleetwood Bawden School site, the Civic Centre Field, Galt Gardens, and the River Valley Parks System.

In addition to the park spaces, London Road is blessed with a dense urban forest, as nearly every street in the neighbourhood is lined with beautiful, mature street trees. These tree-lined streets have an irreplaceable aesthetic value, but are also very functional as they help purify the air, reduce storm water runoff, create wildlife habitat, and save energy through shading and wind sheltering. As shown, there are opportunities to increase the provision of street trees in several locations where the tree density is lower, including:

- 7th Avenue S (west of 4th Street)
- 3rd Street S
- 4th Street S
- 5th Street S (south of 7th Avenue)
- 6th Street S (south of 7th Avenue)
- 6th Avenue S
- 9th Avenue S
- 7th Street S

Civic Centre Field

Located just outside the Plan Area is the Civic Centre Field. Initial conversations were undertaken about including it within the Plan Area. However, it was determined that it is a valuable piece of the Civic Block (9th Street to 11th Street and 4th Avenue to 6th Avenue South). Although not under the jurisdiction of the Plan, it is a highly valued open space for residents of London Road and all efforts should be taken in future planning by the City of Lethbridge to ensure it is retained as an open space available for London Road residents to access.





Water Distribution

There are 14.5 km of water mains serving London Road. These mains are made of a variety of materials which can be generally described as plastic and non-plastic. Non-plastic materials such as wood, cast iron, and copper were commonly used in the period of 1890 – 1980 and make up 9.7 km or 67% of the water main system in the neighbourhood. Plastic materials such as polyvinyl chloride (PVC) and polyethylene (PE) have been used since the 1980's and make up 4.8 km or 33%. The non-plastic materials are far less durable than the new plastic materials, and as they age they are considerably more prone to deterioration. The plastic materials are expected not to need replacement for 100 or more years. The City has generally maintained a program to replace deteriorating water mains. Prioritization is based on various factors, including:

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

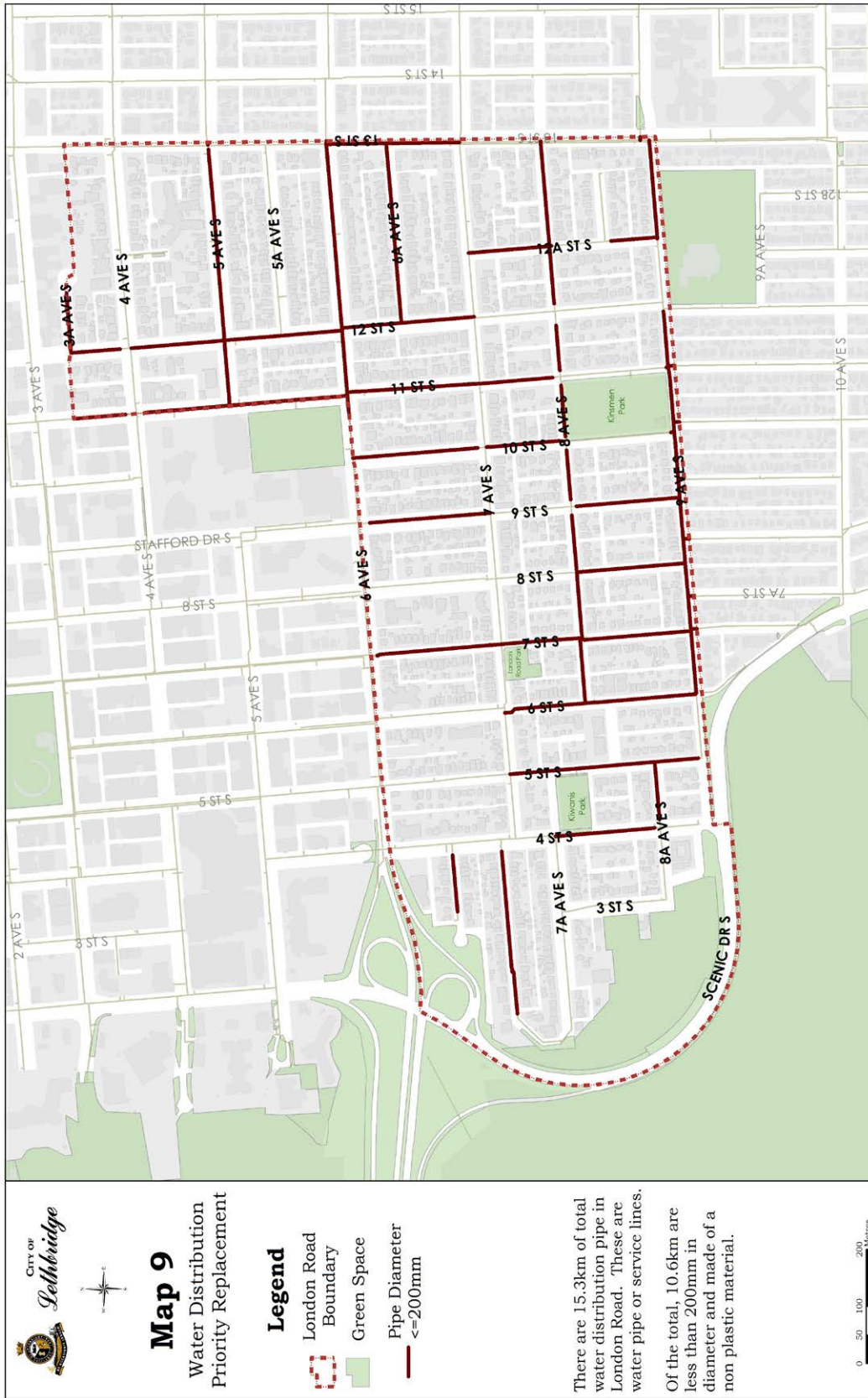
As over 12.6 km of water mains are ≤ 150 mm, and 9.7 km are non-plastic in material (8.1 km are both) it is expected that over the next 30 years a significant portion of the water main inventory in London Road will be replaced. As water mains are replaced, the new pipes should be designed to anticipate future growth in London Road.

Wastewater System

There are 15 km of sewer mains in London Road. Unlike the waterworks system, the entire wastewater system (whether developed in 1900 or in 2016) is typically in good condition and will have little need for repair. This is due to the entire system being made up of clay-tile or plastic materials, both of which are extremely durable. Where repairs or installation is necessary it is considerably more expensive than the waterworks system.

The focus when it comes to the wastewater system is on the actual connections from private properties to the system. The changes made towards separated stormwater and wastewater systems will ensure capacity within the wastewater system. *Figure 7: Types of Water Connections* describes these connections and *Map 11: Wastewater Connections by Building Year* demonstrates how many properties in London Road have each connection type.




The current wastewater system is adequate to handle moderate levels of growth and density increase within the neighbourhood. It is expected that new developments will have separated systems and will consider water efficiency as an overarching design imperative such as high efficiency water fixtures, permeable surfaces to reduce the loads on our storm sewer system, and alternate sources of water (e.g. rain barrels) to reduce the overall demand for drinking water for non-potable uses such as irrigation. Any significantly large-scale developments that may drastically increase density and demand may trigger necessary upgrades and should be evaluated independently.



Map 9

Water Distribution
Priority Replacement

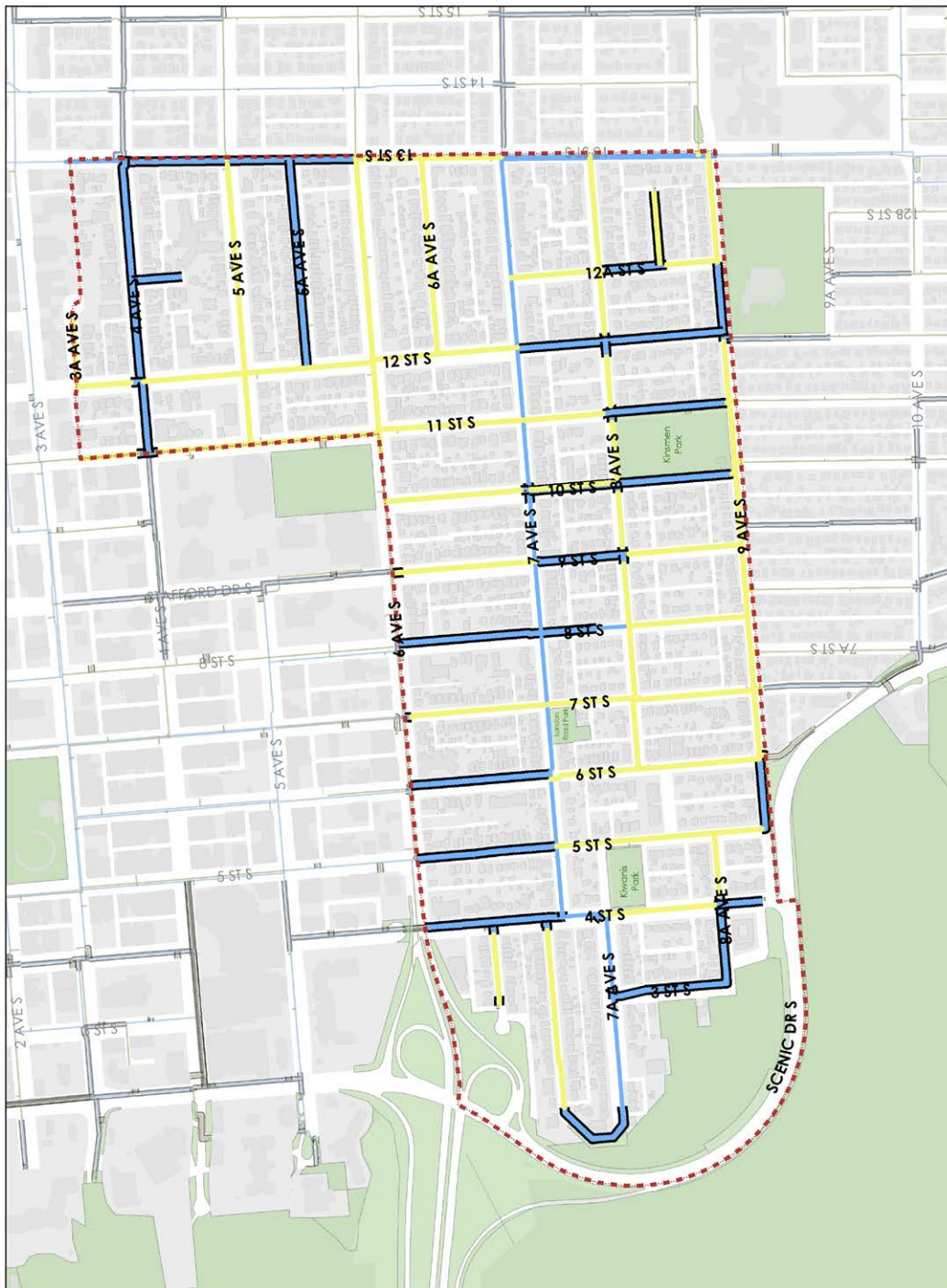
Legend

-  London Road Boundary
-  Green Space
-  Pipe Diameter <= 200mm

There are 15.3km of total water distribution pipe in London Road. These are water pipe or service lines.

Of the total, 10.6km are less than 200mm in diameter and made of a non plastic material.










Map 10

Water Distribution Pipe Size and Material

Legend

-  London Road Boundary
-  Green Space
-  Plastic Pipe
-  Pipe Diameter <= 150mm
-  Pipe Diameter > 150mm

There are 15.3km of total water distribution pipe in London Road. These are water pipe or service lines.

Of the total, 7.1km are greater than or equal to 200mm in diameter and 8.2km are less than 200mm in diameter.

4.9km of the pipes are made from a plastic material, while 10.4km are made from a non-plastic material.



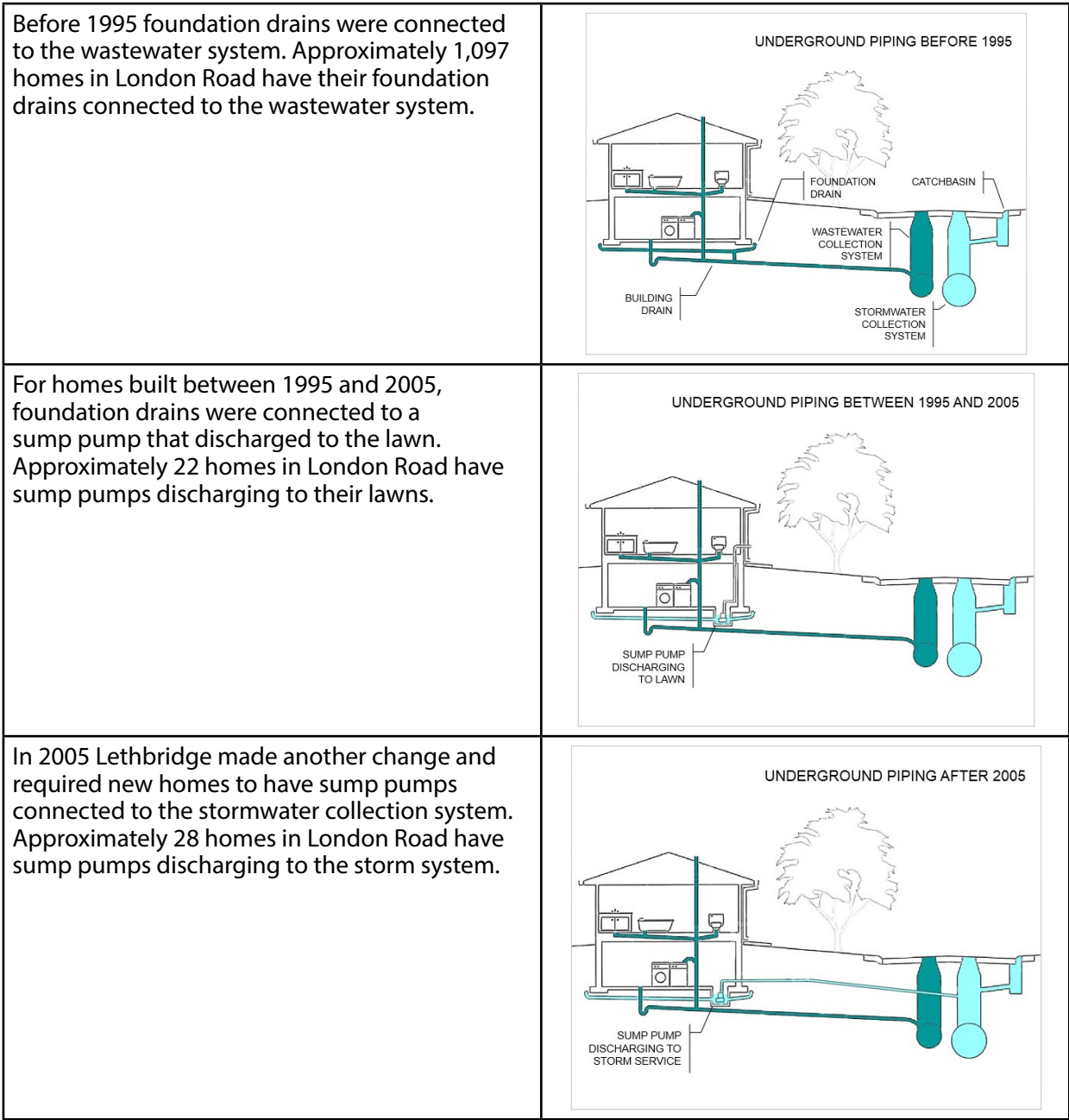
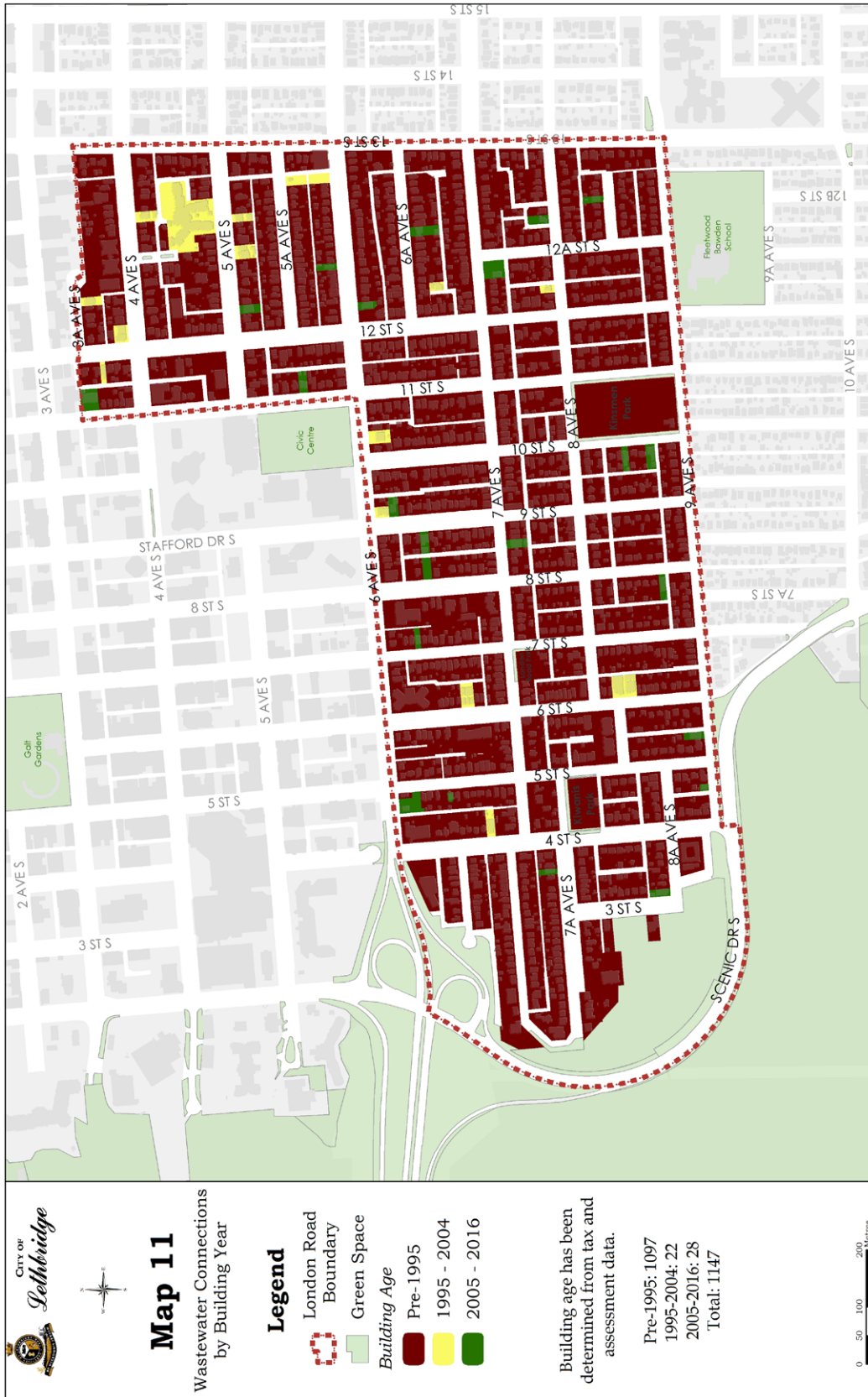


Figure 7: Types of Water Connections



Stormwater Management

Stormwater runoff is water that flows over impermeable surfaces (rooftops, driveways, etc.) and across the land. This water is routed into drainage systems and ultimately into our natural areas such as the Oldman River. Planning for major drainage events is relatively new; there are no mentions of drainage servicing studies for the city until 1963. Neighbourhoods like London Road which were primarily developed prior to this are challenging, as changing or adding overland flow routes is extremely difficult.

This becomes increasingly challenging as our urban landscape changes through the development of larger buildings with greater roof surfaces, roads, and parking surfaces, as the amount of permeable area is reduced and replaced with impermeable surfaces that do not absorb stormwater. These hard surfaces, especially roads and parking surfaces can also contribute negatively to the quality of the runoff as they add pollutants to the water. For these reasons, effective stormwater management is necessary for the purpose of controlling erosion, flooding, and water quality.

Waste Management

Waste management within the neighbourhood today includes weekly solid waste pickup from the black bins. However, moving into the future, the neighbourhood will likely also require recycling and organic pickup from additional bins.

Pickup primarily occurs from the existing lanes. However, there is a need for some of the rear lane pickups to be relocated to the street in the future as the lanes cannot support the weight of modern garbage trucks. From a neighbourhood planning and design perspective it is preferred that pickup remains in the lanes wherever possible.

In addition to everyday waste, within a neighbourhood that is redeveloping considerable construction, renovation and demolition waste is generated. The City of Lethbridge is focused on significantly reducing the volume of demolition and building materials disposed of in the landfill. Deconstruction (the systematic disassembly of a building) during renovation and demolition projects can maximize the reuse, recycling, or recovery of building materials, thereby avoiding disposal to the landfill. By using deconstruction it is possible in some cases to keep over 90% of a building out of the waste stream.

Deconstruction is a strategy that can achieve multiple benefits including waste diversion, green job creation, improved site cleanliness and safety, and can actually aid in the preservation of heritage structures by making period materials more readily available.

Electrical and Communications

The 120 / 240 V electrical servicing in London Road is complex due to the age and various upgrades that have occurred over time. The neighbourhood is currently serviced by a mix of overhead and underground infrastructure. Typically, the closer the house service entrance for electrical is to the back alley supply point, the better to create the preferred options for upgrades.

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

The Lethbridge Electric Utility has an active program to upgrade the utility distribution system in all areas of the City. In the London Road area, the existing overhead 8 kV delivery system with associated 120 / 240 V utility infrastructure will remain overhead.

Communication utilities such as Telus and Shaw are independent organizations from the City of Lethbridge Electric Utility. It is important to contact these communication utilities to ensure efficient placement of this infrastructure in coordination with the upgrading of electrical servicing.

Natural Gas (ATCO)

Beginning in the 1980s, ATCO replaced the vast majority of older steel pipe with polyethylene throughout the Plan Area. While four small areas of steel pipe remain, this does not affect current performance or redevelopment potential and there are no plans to upgrade this in the near future.



Map 12
Stormwater System
 (Parcels with and without access)

- Legend**
- London Road Boundary
 - Green Space
 - Stormwater Line
 - No Storm Access
 - Storm Access

There are 11.2km of total stormwater pipe in London Road. These are service lines, storm pipes, or catchbasin leads.

629 parcels (55%) in London Road front onto one of those lines, while 511 (45%) do not.







613



3. Vision, Guiding Principles, and Character-Defining Elements

The vision, guiding principles, and character-defining elements were developed through a process of combining the policies found within the collection of citywide plans and strategies that have been previously approved by City Council, along with the values of the residents to provide the overall direction for the Plan. They represent the needs and aspirations of the neighbourhood and underpin all objectives and policies within the Plan.

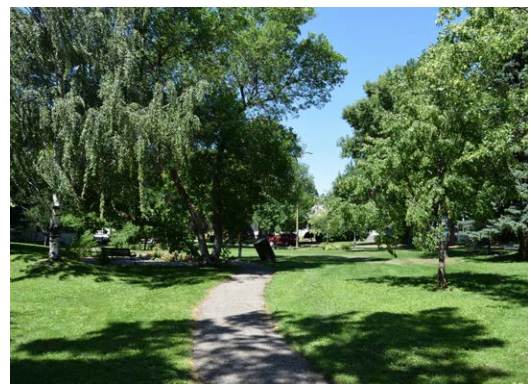
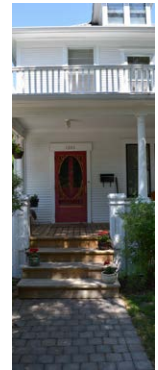
3.1 Vision

In the year 2045, London Road is a predominantly low-density residential neighbourhood that provides an authentic community for its residents and businesses. This will be achieved by enhancing the value of its historical character, diverse population, and openness to creatively promoting quality sustainable and innovative redevelopment.

London Road is a safe, vibrant and healthy neighbourhood that allows its diverse population to live, work, play and age-in-place. It offers proximity to a broad range of community amenities that complement the community and create positive activity in the daytime and evening throughout the year.

London Road is a walkable neighbourhood with beautiful tree-lined streets, good pedestrian linkages to the river valley, downtown and to other adjacent communities. Additionally, well-used and safe park spaces serve residents of the community and the entire city.

Redevelopment has been sensitively integrated into the existing historic neighbourhood through high-quality design and architecture. There is a distinct range of housing choice that complements the buildings of historical significance. London Road is, and will continue to be a unique and beautiful place that is a source of pride for the entire City of Lethbridge.



3.2 Guiding Principles

1. Preserve the predominantly low-density residential character of the neighbourhood while promoting appropriate opportunities for a greater mix of residential densities, and neighbourhood-oriented commercial and institutional uses which have a built form that is context-sensitive.
2. Recognize the importance of sustainable design, land use, and transportation modes while being a leader in supporting innovative planning concepts and ideas.
3. Ensure that the neighbourhood is inclusive, fostering a 'sense of place' that is unique to Lethbridge. It is a safe, vibrant, and healthy neighbourhood that allows its diverse population to live, work, play, and age in place.
4. Strive for a pedestrian-friendly environment that meets the changing public realm and open space needs of the neighbourhood. Provide buildings that are pedestrian-oriented, distinctive public gathering spaces, and the preservation of the cherished boulevards and street trees.
5. Ensure the safety, efficiency, and convenience of roads, lanes, and sidewalks by strengthening a multi-modal transportation system that accommodates automobile movement while encouraging and prioritizing transit use, walking, and cycling.
6. Reasonably protect the historic block and lot patterns, and conserve individual heritage buildings of architectural and historical significance.

3.3 Character-Defining Elements

Heritage character is a very important factor in the Plan and is explored further in Section 5.2. Heritage character extends beyond individual buildings, as it incorporates streetscapes, landscaping, open spaces, and other reoccurring patterns and rhythms that are unique to the neighbourhood. These reoccurring patterns are referred to in the Plan as **Character-Defining Elements**. Having a good understanding of the Character-Defining Elements of the neighbourhood will help ensure that all development, public and private, contributes positively to the preservation of the heritage character.

The seven character-defining elements are:

CDE 1: Predominantly Small-Scale Residential

Low-density residential, more commonly referred to throughout the Plan as small-scale residential, represents over 90% of the existing built environment. Encouraging the majority of the neighbourhood to remain small-scale residential is the primary focus of the Plan. However, this does not mean only single-detached dwellings. Secondary suites (including the traditional basement/loft suites located within the primary dwelling as well as accessory dwelling units located in a detached form, often off the lane above a garage), and appropriately designed duplexes are great examples of ways to sensitively increase the density of a neighbourhood without altering the small-scale residential character.

ICSP/MDP Section 6.4 sets out that *"where opportunities arise to increase the population in [existing low-density] areas in a way that is sensitive to the existing built form it should be pursued"*, while ICSP/MDP policy 6.4.1 supports *"[increasing] residential densities in existing areas in a manner that respects built form and character"*. Therefore, although small-scale residential will remain the predominant building form, there are areas where residential and commercial intensification are targeted. In these instances, it is important that they are designed in a context-sensitive way that respects the predominant small-scale residential character.

provide amenity space to residents. Typically, a building footprint only occupies 30-45% of the total lot. Maintaining the proportion of amenity space to buildings is an important factor.

CDE 2: Grid Street Network

The grid street network creates a neighbourhood characterized with a rectangular block and lot pattern. This pattern is very effective for servicing, transportation connectivity and ease of direction-finding. Lots are typically rectangular in shape and measure between 25-50 ft in width, and 100-150 ft in depth. Almost all lots have access to alleys/laneways.

CDE 3: Setbacks and Green Street Edge

Most streets feature a fairly consistent front building setback that is often shallower than may be found in new communities (typically 3-6m compared to greater than 6m in many new communities). Although fairly consistent, the setbacks are not in a uniform row. Front setbacks should be minimized in order to bring buildings closer to the sidewalk and pedestrians. Deep front setbacks can compromise the ability to provide backyard space and/or rear parking, particularly in higher densities.

The space between the sidewalk and the building is typically characterized by high-quality landscaping that enhances the design of the development and its relationship to surrounding buildings. Creativity and good design should not end with the building. Design and landscaping of front yards will ensure an appropriate edge is created to the street and that there is a clear distinction between the public, semi-public and private realms. In this respect, the use of low fences and hedges or other suitable means of marking the boundary between the public and semi-public realm should be considered. Xeriscaping is an allowable landscaping treatment, though it should incorporate green landscaping features such as shrubs and/or trees that continue the green street edge.

CDE 4: Street Orientation

Structures are oriented to the street. This is achieved by having a primary entrance that faces the street and is clearly defined by a front porch, stoop, or other architectural elements. This similarity of orientation helps link each building with its neighbours and is a key feature that should be respected. This 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. Protruding basements which result in an elevated first floor will not be permitted.

CDE 5: Harmonized Massing and Scale

Block frontages are often characterized by a rhythm of development created by recurring patterns of appropriate scale and massing (general shape, form, and size of a building in terms of all three of its spatial dimensions). Within these reoccurring patterns we see variations in height and form as throughout the neighbourhood we have a mix of bungalows, two-storey homes, two-and-a-half-storey homes, and apartments or other larger scale buildings. However, larger buildings, when properly designed can fit into the established building rhythm.

One way appropriate scale can be achieved is through building articulation - a concept used in the breaking up of large areas or massing. Buildings can be articulated to create interest and scale with their

architecture. This is an important element, as typically redevelopment projects are often larger in scale than both the old buildings they are replacing and the adjacent existing building stock. Thoughtfully designed building articulation can allow larger projects to fit in with adjacent existing buildings, continuing the massing pattern by dividing into smaller volumes reflective of the street.

CDE 6: Architectural Diversity

Diversity in architectural design is a part of the neighbourhood's heritage, as a single street may contain a variety of forms, materials, eras and styles, including Victorian, English Cottage, Colonial, Edwardian, Moderne, Cape Cod, Modern and Ultra-Modern. This variety is unique to the neighbourhood and is something that should continue to be supported, in order to allow new architectural styles to emerge, while protecting and preserving those styles of the past.

It is important to note that the majority of buildings, although diverse in design, are compatible with their neighbours; they share fundamental relationships, which are described in the other Character-Defining Elements.

CDE 7: Integration of Parking and Vehicle Access

The prominence and extent of parking and other vehicle areas along frontages in the neighbourhood is minimized in comparison to many new communities. Parking is typically accessed from the lanes or simply located on-street. In instances where parking is located in the front yard, driveways are typically singular and do not have a garage. In the even fewer instances where a garage is present, it is not the dominating feature of the front façade. In short, car-orientation through driveways and front garages is not a characteristic of the neighbourhood.

It is important that with the understanding that the car is a big part of modern life they will need to be accommodated in some way. Parking and vehicular access should be designed to minimize impacts on the pedestrian environment. All effort should be made to ensure, wherever possible, that vehicle access and parking is from the rear lanes.



Two examples of modern developments in the neighbourhood which have successfully provided parking access from the side lane (left) and the rear lane (right).

4. Land Use Concept

The Land Use Concept (LUC) is ultimately the physical manifestation of the vision, as it represents the long-term aspirations for the Plan Area. The LUC depicts the land use and place-making goals for the neighbourhood and sets a vision for the precincts, corridors, and park spaces in terms of preferred areas for intensification, appropriate land uses and building types, and suggested neighbourhood improvements.



4.1 General Overview

The LUC is informed by a number of plans and statutory documents, including the SSRP, the City's ICSP/MDP, and land use plans for adjoining neighbourhoods (Heart of Our City Master Plan and Downtown ARP). In particular, the LUC is driven by the vision and policies of the ICSP/MDP.

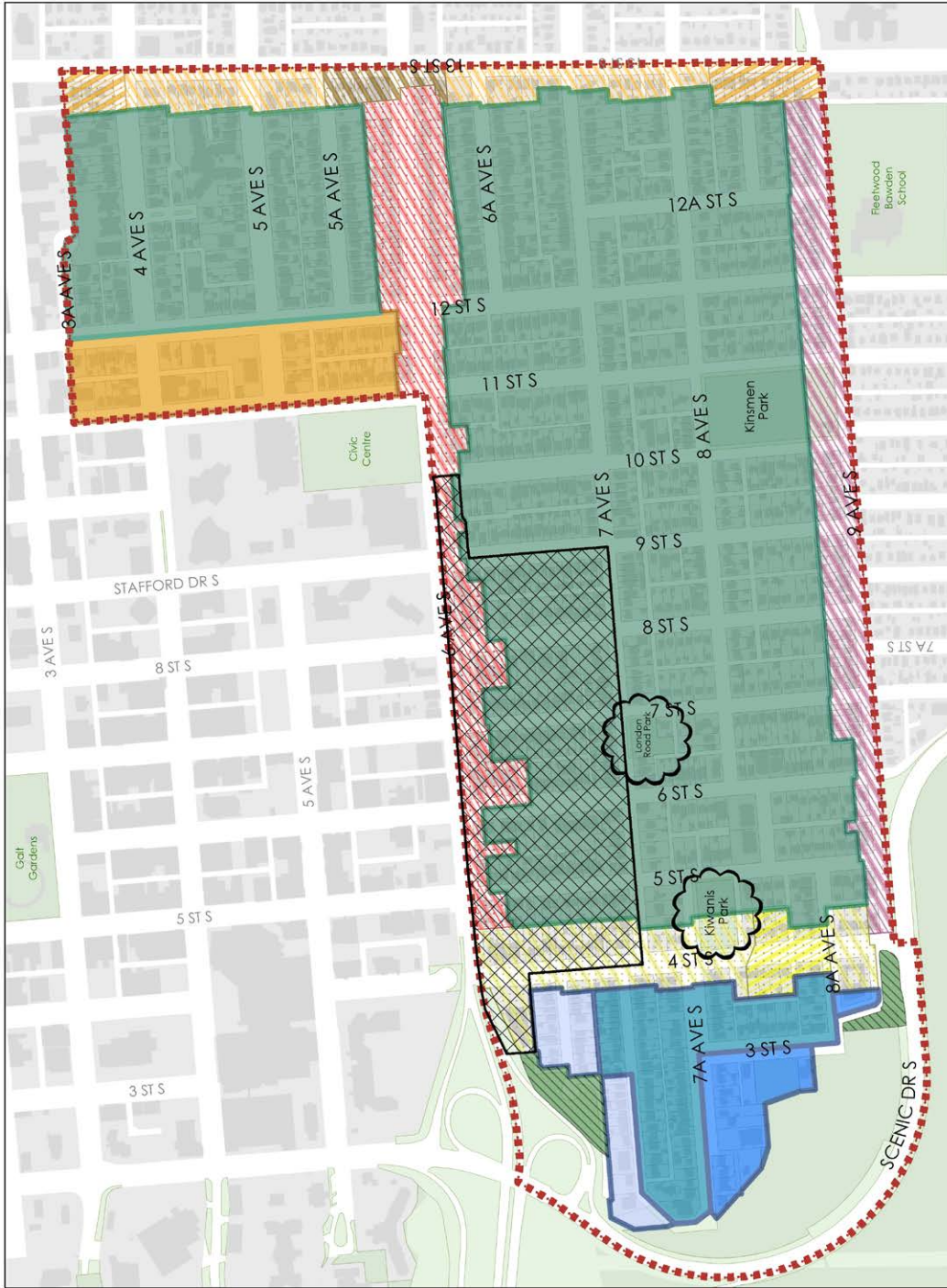
The LUC is composed of 11 sub-areas including 3 precincts, 4 corridors, and 4 park spaces as shown on *Map 15: Land Use Concept*. The land use concept is intended to be conceptual in nature and its realization is dependent on many factors, the primary one being privately-initiated Land Use Bylaw amendments and development investment. How and when sites come forward for redevelopment is dependent on the landowner and their desire to redevelop.

The LUC is consistent with higher-level plans that have previously been completed. However, all proposed development is contingent on the need for applicable land use and development approvals as well as appropriate supporting infrastructure.

The LUC does not identify specific land use districts (as set out in the Land Use Bylaw). When determining the appropriate land use district, the vision of the precinct shall be considered along with the Plan's policy framework and the current Land Use Bylaw.


















Why does the Land Use Concept not specify land use districts?

The previous London Road ARP did specify (and map out) the specific land use district (commonly referred to as 'zoning') of each parcel in the neighbourhood. However, this meant that each time an applicant wished to redesignate a parcel to a different district, the ARP also had to be amended, at significant cost to the applicant. This Plan avoids such a complex and costly system by referring to types of development more generally (e.g. 'small-scale residential'). By leaving out references to the specific land use districts of each parcel, there is no need to amend this Plan when redesignating a parcel.



Map 14
Land Use Concept

Legend

-  London Road Boundary
-  Park Overlay
-  Green Space
-  R-37L Overlay
-  Viewpoint Park
- Precinct**
-  Inner Neighbourhood
-  Mixed Use
-  West Peninsula (Sub Area A)
-  West Peninsula (Sub Area B)
-  West Peninsula (Sub Area C)
- Corridor**
-  4th Street Corridor (Sub Area A)
-  4th Street Corridor (Sub Area B)
-  13th Street Corridor (Sub Area A)
-  13th Street Corridor (Sub Area B)
-  13th Street Corridor (Mixed Use Node)
-  6th Avenue Corridor
-  9th Avenue Corridor

0 25 50 100 metres

4.2 Precincts

Inner Neighbourhood

Current: Representing approximately 80% of the Plan Area, this precinct is composed of primarily small-scale residential development. The small-scale residential consists primarily of single-detached dwellings, with secondary suites and two-unit dwellings also dispersed throughout. In addition to the small-scale residential, there are also a few neighbourhood-oriented small-scale commercial, medium- and large-scale residential developments dispersed throughout the precinct. Typically, development in the precinct does not exceed 2.5 storeys. However, there are a few instances where large-scale residential exceeds this height.

Vision: Retain the small-scale residential character, while promoting minimal residential intensification and opportunities to increase the diversity of housing options. This will be achieved by supporting small-scale alternatives to the common single-detached dwelling in the form of secondary suites (including accessory dwelling units) and two unit dwellings.

New medium-scale residential is supported in a few targeted locations including land previously designated R-37L (as described in policy 5.3.2.o), parcels identified in the Kiwanis and London Road Park Overlays (as described in Section 4.3) and on pre-existing parcels that are larger than 0.2 acres (as shown on Map 4). Medium-scale residential on lots created through consolidation after the adoption of the Plan shall not be supported.

All small and medium-scale residential development shall not exceed 2.5 storeys in height. New large-scale residential, new commercial and new public/institutional uses shall not be supported.



Single detached dwellings would be the predominant built form. This would include a mix of modern infill (left) and the preservation of existing heritage buildings (right).

Small-scale residential intensification allowed throughout the precinct by promoting secondary suites in the form of traditional basement/loft suites (left) and accessory dwelling units such as garage suites off the lane (right).



Two-unit dwellings (duplexes) are another allowable form of small-scale intensification. Modern infill (left) and existing heritage building (right).

Medium-scale residential densification in the form of townhouses, which are allowed in specific areas within the precinct.



West Peninsula

Current: Representing approximately 15% of the Plan Area, this precinct is composed of primarily small-scale residential development. The small-scale residential consists primarily of single-detached dwellings and secondary suites, with two-unit dwellings being less common in this precinct as lot sizes tend to be smaller. In addition to the small-scale residential, there are a few large-scale residential developments in the form of 4-5 storey apartments which are located on the western perimeter. Although built form in the West Peninsula is similar to the Inner Neighbourhood, there are a unique set of conditions in the precinct which lends itself more to redevelopment. These conditions include, but are not limited to: a higher proportion of underutilized properties, an existing mix of densities, views of the River Valley, and proximity to Downtown and major transportation corridors. Typically, development in the precinct does not exceed 2.5 storeys; however, there are a few instances along the western perimeter where large-scale residential exceeds this height.



Vision: Utilize the characteristics described above to promote comprehensive redevelopment that will promote residential intensification and increase the diversity of housing options. This will be achieved by supporting the consolidation of small lots in appropriate locations to create larger parcels that are more supportive of medium and large-scale residential. Commercial and public/institutional uses are not appropriate. Appropriate development in the three identified sub areas (see Map 16) shall be as follows:

- Sub Area A: 2-6 storeys, small, medium, and large-scale residential

The location of this sub area to the north of the peninsula and adjacent to open coulee land makes it suitable for taller residential buildings, taking advantage of the views. Developments must be designed to integrate well with the streetscape and neighbouring properties, contributing positively to the character of the precinct.

- Sub Area B: 2-4 storeys, small, medium, and large-scale residential

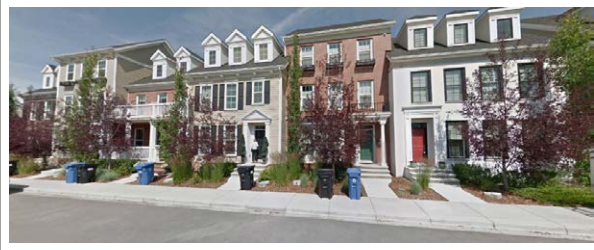
While this sub area's location adjacent to open coulee land makes it suitable for taller residential buildings, its presence to the south of the peninsula presents some potential for overshadowing. Developments should be carefully designed to avoid this, by methods including, but not limited to: upper level setbacks, setbacks from the street, and staggering development down existing slopes so as to limit the apparent height on street frontages.

- Sub Area C: 2-3 storeys, small- to medium-scale residential

This sub area is composed of properties set further back from the coulees, including some attractive heritage homes. Development should be in keeping with the existing scale.

In all sub areas, development must be oriented to the street, and integrate well with the high-quality, pedestrian-friendly streetscape. Street frontages composed entirely (or almost entirely) of parking are not acceptable.

Special design consideration should be given to properties along the western perimeter to ensure development appropriately addresses the safe development setback line and potential wind-related issues.



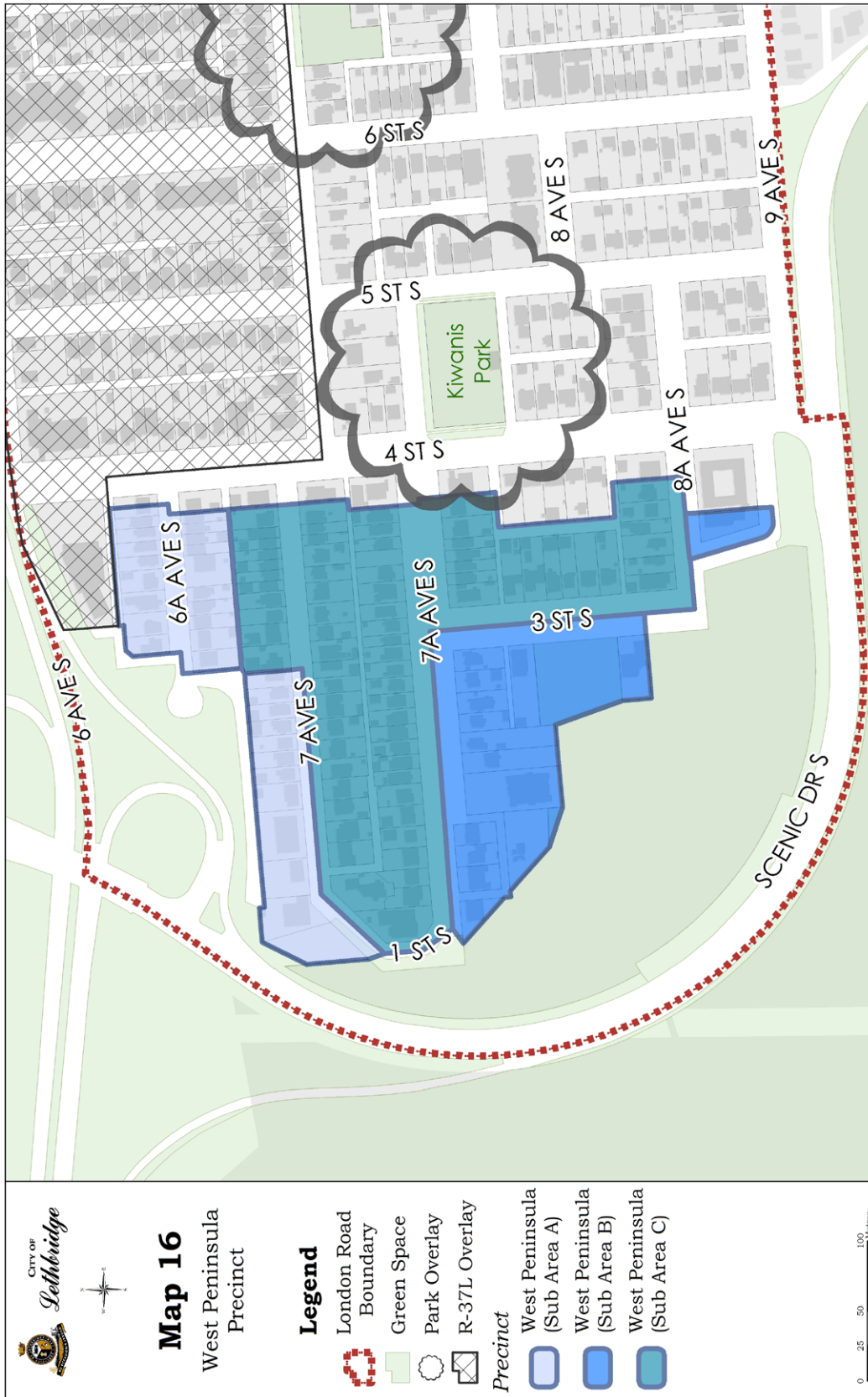
2-3 storey small- to medium-scale residential such as single detached, duplexes, townhouses and secondary suites are appropriate throughout the precinct.

Medium- to large-scale residential in the form of townhouses and apartment buildings are appropriate in outer perimeter areas (sub areas A and B).



Medium- and large-scale residential buildings are typically larger in scale than existing buildings (which are mostly single detached dwellings). To mitigate contrasting scale, buildings should be designed accordingly. This can be achieved through a variety of techniques including, but not limited to: stepping back upper storeys of taller structures (left) and/or using a change of materials and colours to de-emphasize upper levels (right). See the Built Form Regulations for more ideas.








Map 16

West Peninsula
Precinct

Legend

-  London Road Boundary
-  Green Space
-  Park Overlay
-  R-37L Overlay

Precinct

-  West Peninsula (Sub Area A)
-  West Peninsula (Sub Area B)
-  West Peninsula (Sub Area C)





Mixed-use

Current: Representing approximately 2% of the Plan Area, this precinct is located between 3rd Avenue and 6th Avenue South and 11th Street and 12th Street South. It has developed into a somewhat unplanned natural transition area between the commercial uses on 3rd Avenue, the civic and public/institutional of the Civic Centre block, and the residential nature of the Inner Neighbourhood. Existing development includes a mix of land uses including small, medium, and large-scale residential, commercial, and public/institutional buildings. There is no consistent building height in the precinct as it ranges from 1 storey to 8+ storeys.

Vision: Create a vibrant and attractive node that is full of life by allowing a variety of compatible uses that will offer new job space, shopping, entertainment uses, and housing opportunities. This will be achieved by supporting a mix of land uses with a focus on medium and large-scale residential, as well as public/institutional buildings, and commercial uses in mixed-use building types.

In mixed-use developments, ground floor uses shall be retail, office or community uses that invite public activity, and include high-quality design with a focus on a pedestrian-oriented public realm, with residential uses provided on upper storeys. Commercial uses without a residential component are not supported.

Building heights of 3-4 storeys are encouraged and no building shall exceed 6 storeys. The built form of any development greater than 2.5 storeys in height must create an effective transition to the small-scale residential to the east.

On 11th Street between 5th & 6th Avenues, redevelopment context could be significantly altered by any future master plan for the Civic Centre block. The London Road ARP will be reviewed and updated as necessary to respond to any such developments.



Medium- and large-scale mixed-use, with street-oriented commercial and public/institutional uses on the main floor and residential units above. It is important that the commercial and public/institutional uses located within a mixed-use building are locally based and cater to the needs of residents within the immediate vicinity (approximately 0.5km).



4.3 Corridors

6th Avenue South

Current: Representing less than 1% of the Plan Area, this corridor forms a portion of the northern boundary of the neighbourhood as it extends 9 blocks from 4th Street to 13th Street South. In terms of land use, the corridor has evolved considerably over the past 30 years. Between 4th Street and 8th Street South the corridor has transitioned from primarily single detached dwellings to now offer a mix of uses including large-scale residential, seniors housing, and a number of commercial and office uses that in many cases have located within an existing single detached dwelling. Between 8th Street and 13th Street South the corridor consists of primarily single detached dwellings. Development varies in height along the corridor, however between 4th Street and 8th Street South it is typically 2.5-4 storeys and between 8th Street and 13th Street all development is 2.5 storeys or less.

Vision: Create a vibrant mixed-use corridor that acts as a transition area between downtown and the small-scale residential in the inner neighbourhood. This will be achieved by supporting a mix of uses in appropriate locations with context sensitive designs, and promoting adaptive re-use of existing small-scale residential buildings.

Between 4th Street and 8th Street South small, medium and large-scale residential is supported up to a maximum of 4 storeys in height. Between 8th Street and 12th Street South, the existing small-scale residential character should be preserved by limiting uses to small-scale residential and pedestrian-oriented neighbourhood commercial that takes place in existing single detached buildings. Specific uses that would be supported include, but are not limited to: professional offices, specialty shops, boutiques, and cafés and pubs. Opportunities for Live/Work scenarios in existing single detached buildings are strongly encouraged to allow main floor commercial and residential above. Public and institutional uses, if neighbourhood- and pedestrian-oriented, will be considered.

Between 12th and 13th Street South, a lack of suitable rear lane access means new commercial uses are not appropriate. Existing commercial uses are supported. The proposed mixed-use commercial and residential node at the intersection of 6th Avenue South and 13th Street South is supported.

Where supported along the corridor, buildings taller than 2 storeys must pay particular attention to creating an effective transition to the small-scale residential to the south. All uses except small-scale residential shall have access and provide parking off a rear lane, or else they shall be deemed not appropriate.

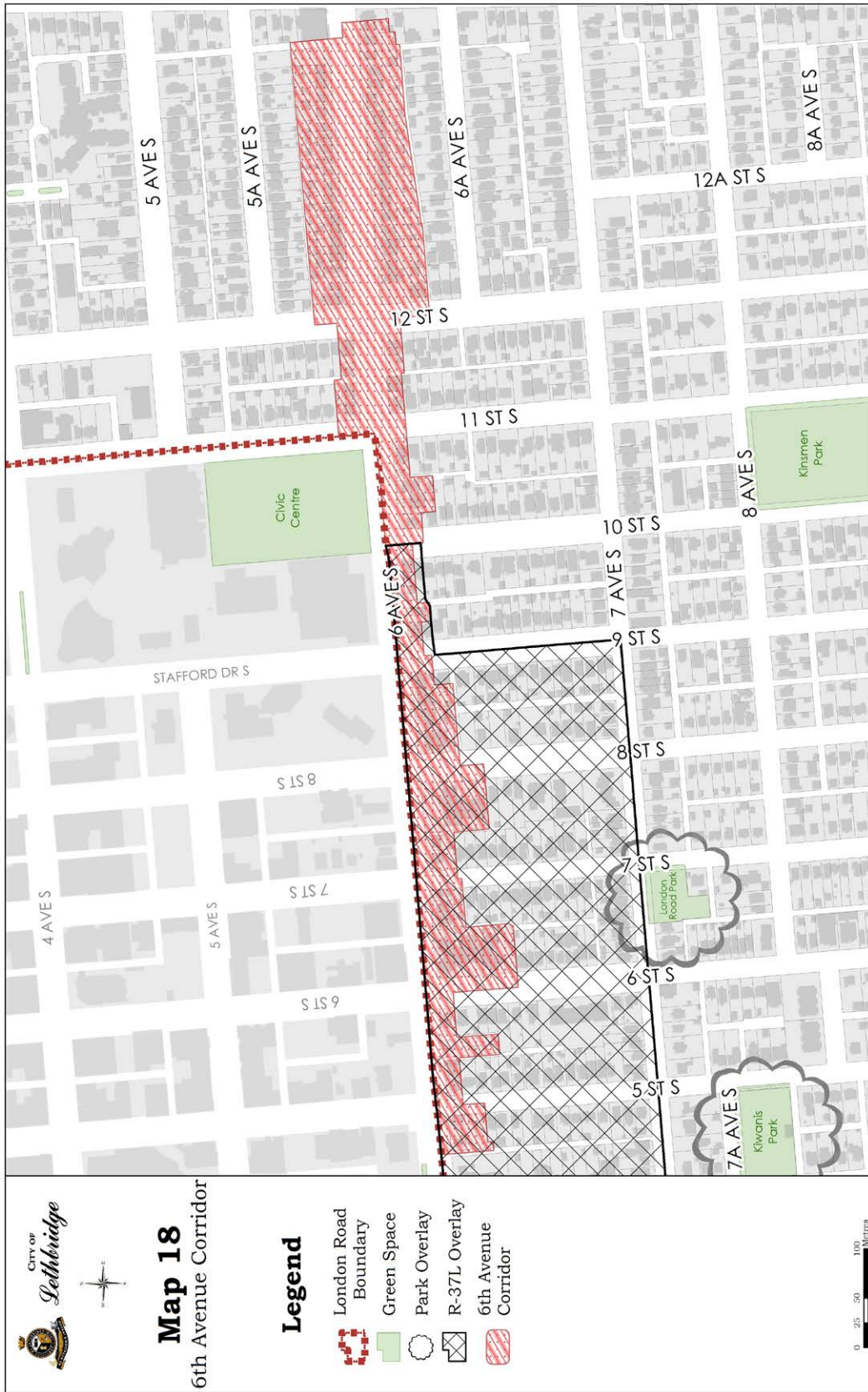


Between 4th Street and 8th Street South small, medium and large-scale residential is supported up to a maximum of 4 storeys in height.



Between 8th Street and 12th Street the adaptive re-use of existing single detached dwellings to accommodate neighbourhood commercial and public/institutional uses on the main floor with second storey residential units is strongly encouraged. Between 12th and 13th Streets existing commercial uses are supported, as are the plans for a mixed-use node at the intersection of 6th Avenue and 13th Street.





ALBERTA
MEAT MARKET

NATIONAL NEON



9th Avenue South

Current: Representing less than 1% of the Plan Area, this corridor forms the southern boundary of the neighbourhood as it extends 9 blocks from 4th Street to 13th Street South. In terms of land use, the corridor has not changed much over the years as it remains exclusively small-scale residential (primarily single detached dwellings) with Kinsmen Park located between 10th Street and 11th Street South. No development is higher than 2.5 storeys along the entire corridor.

Vision: Retain the small-scale residential character that is reflected on both sides of the corridor (London Road on the north side and Fleetwood on the south side), while allowing opportunities for minimal residential intensification. This will be achieved by allowing small and medium-scale residential between 4th Street and 7th Street South, with the remainder of the corridor (7th Street to 13th Street South) being limited to small-scale residential.

Development along the entire corridor shall not exceed 2.5 storeys in height. Large-scale residential, commercial and public/institutional are not appropriate.



Medium-scale residential (townhouses) are encouraged between 4th Street and 7th Street south. Townhouses (often referred to as rowhouses) are 3 or more units joined in a row with no dwelling placed over another. Each dwelling should have individual and direct access to the street and include private amenity space.



7th Street to 13th Street should remain small-scale residential, with minimal intensification being supported in the form of secondary suites (garage, laneway and traditional basement/loft suites) and two-unit dwellings.



13th Street South

Current: Representing less than 1% of the Plan Area, this corridor forms the eastern boundary of the neighbourhood as it extends 7.5 blocks from 3rd and 4th Avenue South to 9th Avenue South. In terms of land use, the corridor has not changed much over the years as it remains nearly exclusively small-scale residential (primarily single detached dwellings) with a small commercial node located around 6th Avenue South. The small-scale residential is characterized by larger lots, which are typically 2-3m (6-10ft) wider than the neighbourhood average with nearly all having good rear lane access. No development is higher than 2.5 storeys along the entire corridor.

Vision: Promote the corridor as a targeted area for intensification. Sub area A will remain primarily small-scale residential, with some limited opportunities for medium-scale residential. Sub area B comprises locations close to the existing mixed-use nodes at the street's intersections with 3rd Avenue, 6th Avenue and 9th Avenue. Sub area B thus represents the areas of greatest potential for intensification, where medium-scale residential is the preferred land use.

A limited amount of new pedestrian-oriented commercial uses and mixed commercial-residential uses are supported around the existing commercial node at 13th Street and 6th Avenue South.

All development shall be no greater than 2.5 storeys in height, in order to fit with the small-scale residential of the Inner Neighbourhood to the west. Public/institutional, large-scale residential, and commercial uses not located around the existing commercial nodes are not appropriate.



Pedestrian-oriented commercial uses reflecting small-scale residential building forms are supported around the existing commercial node at 6th Avenue and 13th Street, where London Road Market is currently located (right). It is important that the commercial and public/institutional uses located within a mixed-use building are locally targeted and cater to the needs of residents within the immediate vicinity (approximately 0.5km).



Medium-scale residential (townhouses) are encouraged on 13th Street South in sub area B, where sufficient rear lane access (>4m width) is available. Townhouses (often referred to as rowhouses) are 3 or more units joined in a row with no dwelling placed over another. Each dwelling should have individual and direct frontage to the street and include private amenity space.



4th Street South

Current: Representing less than 1% of the Plan Area, this corridor extends 3 blocks from 6th Avenue and 9th Avenue South. In terms of land use, the corridor is currently almost exclusively small-scale residential with developments of higher intensity located at both ends of the corridor, including a commercial use (funeral home) and large-scale residential use (seniors apartments) on the northern end at 6th Avenue South, and a large-scale residential use (apartments) located at the south end at 9th Avenue South. Kiwanis Park is also located on the corridor at the corner of 7A Avenue South. A large amount of the existing development (primarily between 6th Avenue and 7A Avenue) fronts onto the adjacent avenues rather than 4th Street, which combined with the large right-of-way creates a somewhat unfriendly pedestrian environment. With the exception of each end of the corridor where building heights are 3-4 storeys, development is not greater than 2.5 storeys in height.

Vision: Create an important transition area that includes a diversity of building types between the larger-scale residential proposed in the West Peninsula and the small-scale residential in the Inner Neighbourhood. This will be achieved by supporting a mix of small, medium, and large-scale residential uses along the corridor.

- Sub Area A

In this sub area, small- and medium-scale residential building forms up to a maximum of 2 storeys will be supported. Any large-scale redevelopment located south of 8A Avenue South should explore, with the City of Lethbridge, the possibility of closing the western access of 9th Avenue South on 4th Street South to increase safety of the Scenic Drive access.

- Sub Area B

In this sub area, small, medium and large-scale residential building forms up to a maximum of 4 storeys will be supported. Medium- or large-scale developments comprising monotonous or monolithic architecture will not be supported. Developments at these scales must display sufficient articulation or variety in types, styles or sizes in order to contribute positively to the visual interest of the streetscape. All development must incorporate pedestrian-oriented interaction with 4th Street South.

Development on corner parcels should orient their building frontages primarily to 4th Street rather than the Avenues.

Proposals for new pedestrian-oriented commercial uses may be supported in appropriate locations as part of a redevelopment. These should be locally targeted and cater to the needs of residents within the immediate vicinity (approximately 0.5km). Other than the existing park, public/institutional uses are not appropriate in this corridor.

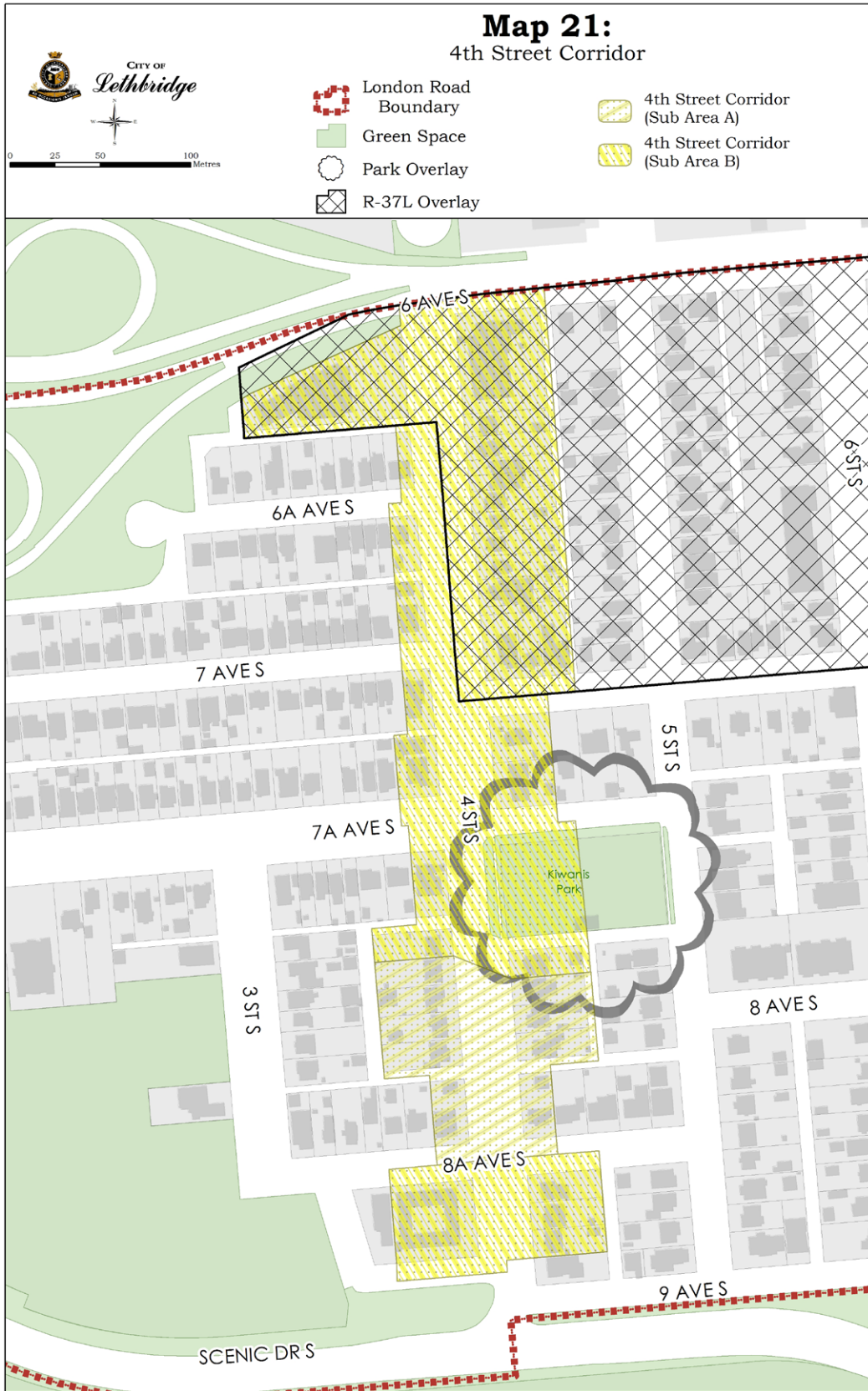


Small- and medium-scale residential up to 2 storeys is supported in sub area A. Moderate intensification via two-unit dwellings (left), laneway suites (middle), and townhouses (right) are appropriate forms of development.



Small, medium and large-scale residential up to 4 storeys is supported in sub area B. All units should have street- and park-oriented entrances, windows, and amenity spaces.







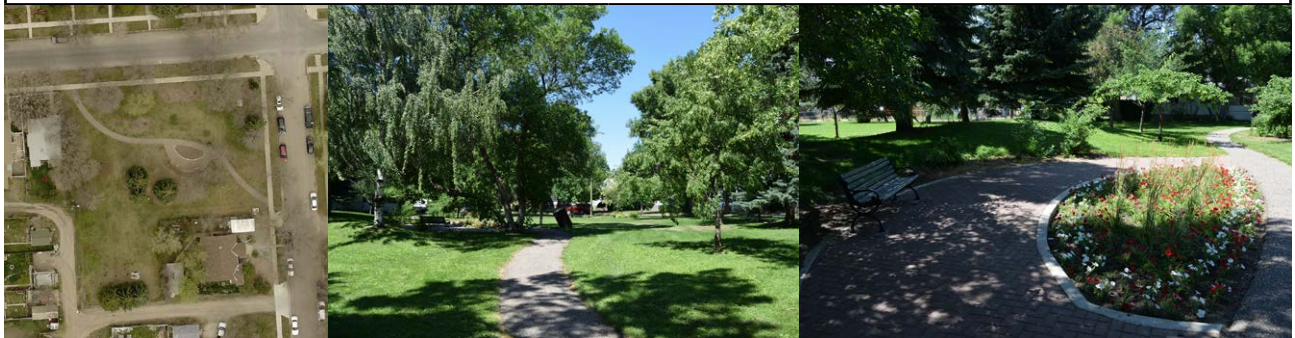
4.4 Park Spaces

London Road Park

Current: London Road Park is a half-acre pocket park located on the corner of 7th Avenue and 7 Street South. It is a success of the previous ARP as it was previously single detached dwellings that the City purchased to provide additional park space to the neighbourhood. The primary function of a pocket park is to provide a small, safe, and attractive open space for those living in proximity. Unfortunately, the existing design of the park and lack of any actual amenities/activities does not lend itself well to these three qualities, resulting in the park being viewed by the community as an unsafe space that attracts unwanted uses. Existing development adjacent to the park also plays a part in the poor visibility into the park, as it is small-scale residential that sides onto the park, with limited windows and amenity space looking out over the park.

Vision: Improve the park space so it meets its intended function as a pocket park, and becomes a safe and attractive open space. This will be achieved by supporting retrofits that add needed amenities that will attract positive activity, altering the park design to improve clear sight lines and visibility into the park, while eliminating isolated or hidden spaces within the park, and by encouraging development that provides increased “eyes on the park”. The existing berm and the SW corner of the park both create hidden spaces within the park that cannot be clearly seen from the street. Opportunities should be explored to eliminate the problematic SW corner space by (a) redeveloping the adjacent dwelling in the SE corner to park, thus creating open sight lines into the entire space; or (b) combining the SW corner with the adjacent dwelling in a medium-scale redevelopment that is oriented to the park.

Other medium-scale development is also supported on adjacent parcels to the west, as well as properties across the street that have direct sight lines into the park. All development around the park, regardless of scale, shall be designed to have large windows, living spaces, and amenity spaces that are all oriented towards the park. The City shall explore the possibility of providing electrical supply in the park for use at events.

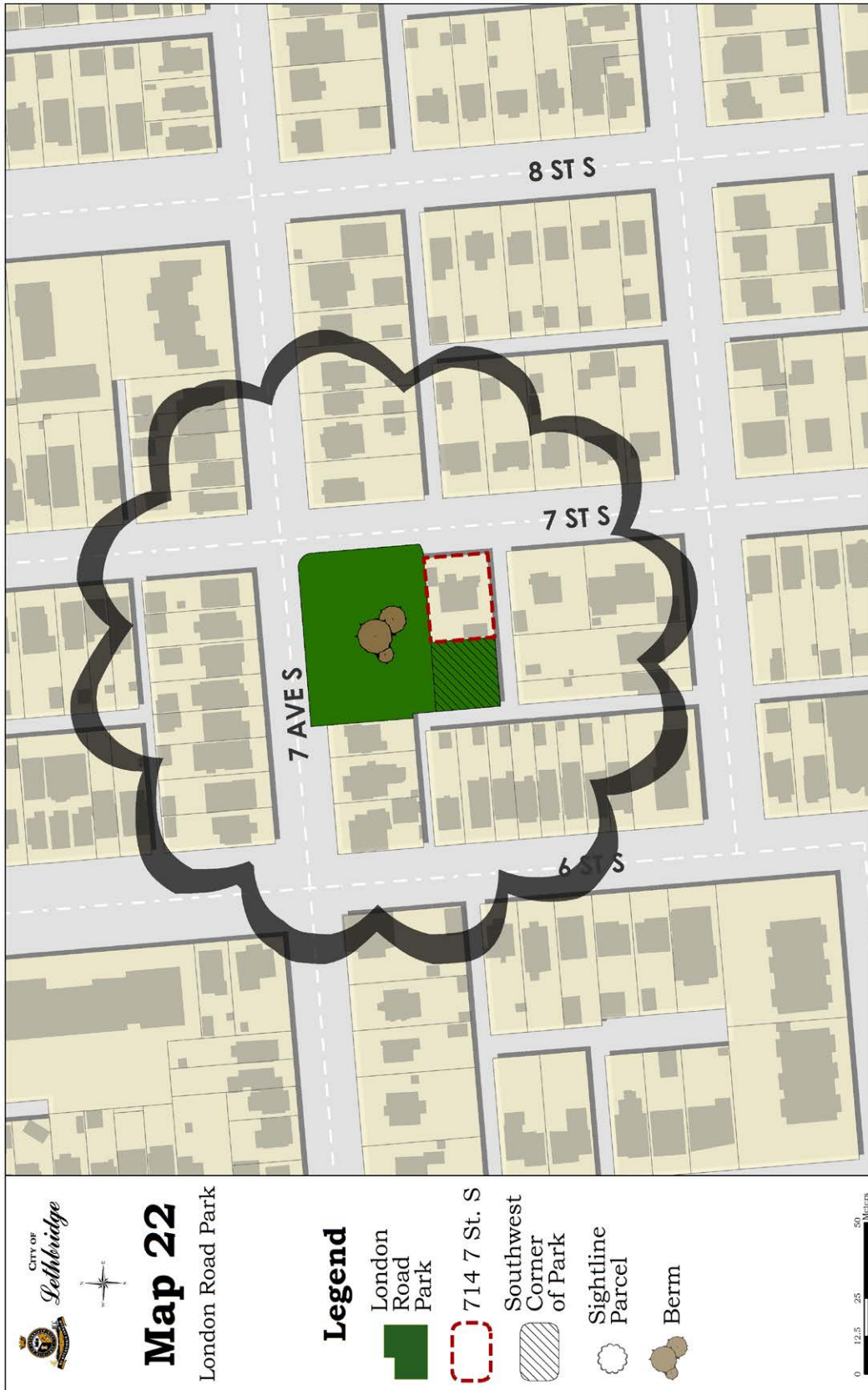


Current views of London Road Park from above (left) and street level (centre and right).



London Road Park entrance feature.

Potential redevelopment (left). Combining the site of the adjacent dwelling with the SW corner of the park would increase “eyes on the park” and create amenity space for the development. Increased lighting and clear sight lines (right) would increase park safety.



Kiwanis Park

Current: Kiwanis Park is a 1.1 acre neighbourhood park located along 7A Avenue between 4 Street and 5 Street South. The park has beautiful mature trees, a colorful playground, and picnic tables which make it an attractive place for families to bring children. Recent upgrades to the play equipment, new picnic tables, and the removal of the chain link fence around the park has increased the popularity of the park. However, there are still ongoing concerns regarding unwanted uses within the park which prevents the park from maximizing its potential. Visibility is the major issue with the park. This is due largely to a brick wall entry feature along the western edge of the park, and that there are only 2 adjacent properties both of which are separated by a lane and side onto the park with limited windows/amenity space that faces the park – all other development is separated by a street.

Vision: Build off of recent improvements to improve safety and visibility in order to reduce the amount of unwanted activities within the park. This will be achieved by ensuring clear sight lines are front of mind with any retrofits within the park and with surrounding development. Avoiding isolated or hidden spaces within the park should be a priority of any retrofits. Retrofits should include the removal of the brick wall entry feature, and encouraging any surrounding redevelopment to include features that are oriented with “eyes on the park”.

In addition to the residential intensification supported by the 4th Street Corridor, proposals for accessory dwelling units oriented to the park are encouraged within the Inner Neighbourhood between 7th Avenue and 7A Avenue South and 4th Street and 5th Street. Medium-scale residential is supported for properties along the 700 block of 5th Street South that have direct sight lines into the park.

All development around the park - regardless of scale - shall be designed to have large windows, living spaces, and amenity spaces that are all oriented towards the park. The City shall explore the possibility of providing electrical supply in the park for use at events.

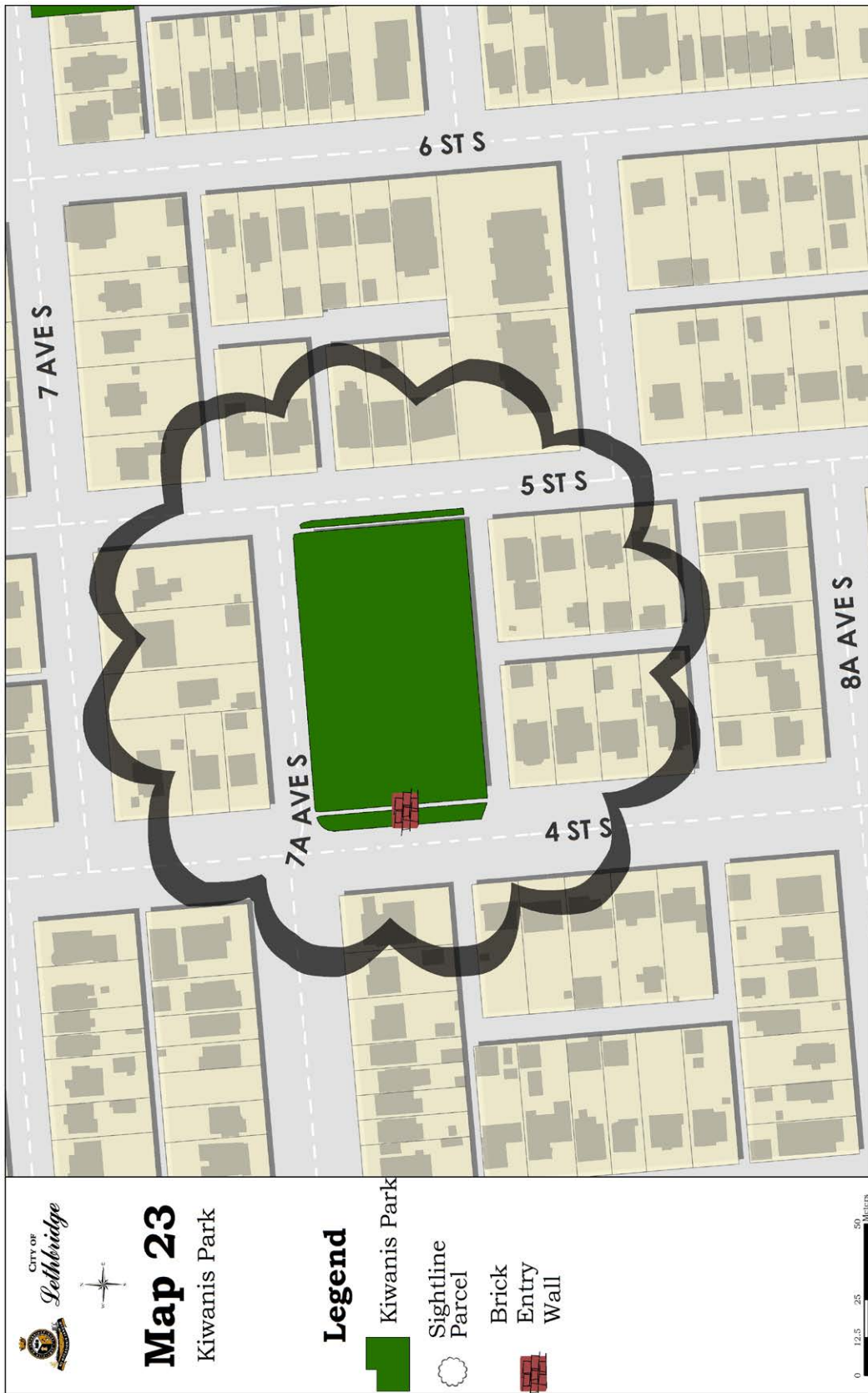


Aerial photo of Kiwanis Park.

Kiwanis Park entry way feature which currently prevents direct sight lines into the park. It is suggested that the middle portion of this be removed.



Redevelopment of adjacent lots should provide residential development with built forms that increase “eyes on the park” by orienting entrances, windows, and amenity spaces such as balconies to the park.



Kinsmen Park

Current: Kinsmen Park is a 4 acre neighbourhood park that is bordered by 8th and 9th Avenue South and 10th and 11th Street South. The park is very well-used by the surrounding community and people from across the City as it contains beautiful mature trees and a number of popular amenities including a playground, seating area, basketball and tennis courts, and plenty of open space. The park is also home to the Lethbridge Fish and Game Association Hut, a small community facility with a hall, office, kitchen, and small meeting room that is available for rent by community groups. Development around the park, within the Plan Area, is exclusively small-scale residential. There are no notable issues within the park at the time of the plan's adoption.

Vision: Development around the park shall remain small-scale residential. Within the park, the diversity of amenities and activities shall continue to be embraced. This will be achieved by supporting opportunities to add additional amenities that are unique to Lethbridge, such as outdoor skating or an amphitheater. Potential enhancements to or expansion of the Fish & Game Hut should be explored as necessary to accommodate the changing needs of the community over time. The City shall explore the possibility of providing electrical supply in the park for use at events.



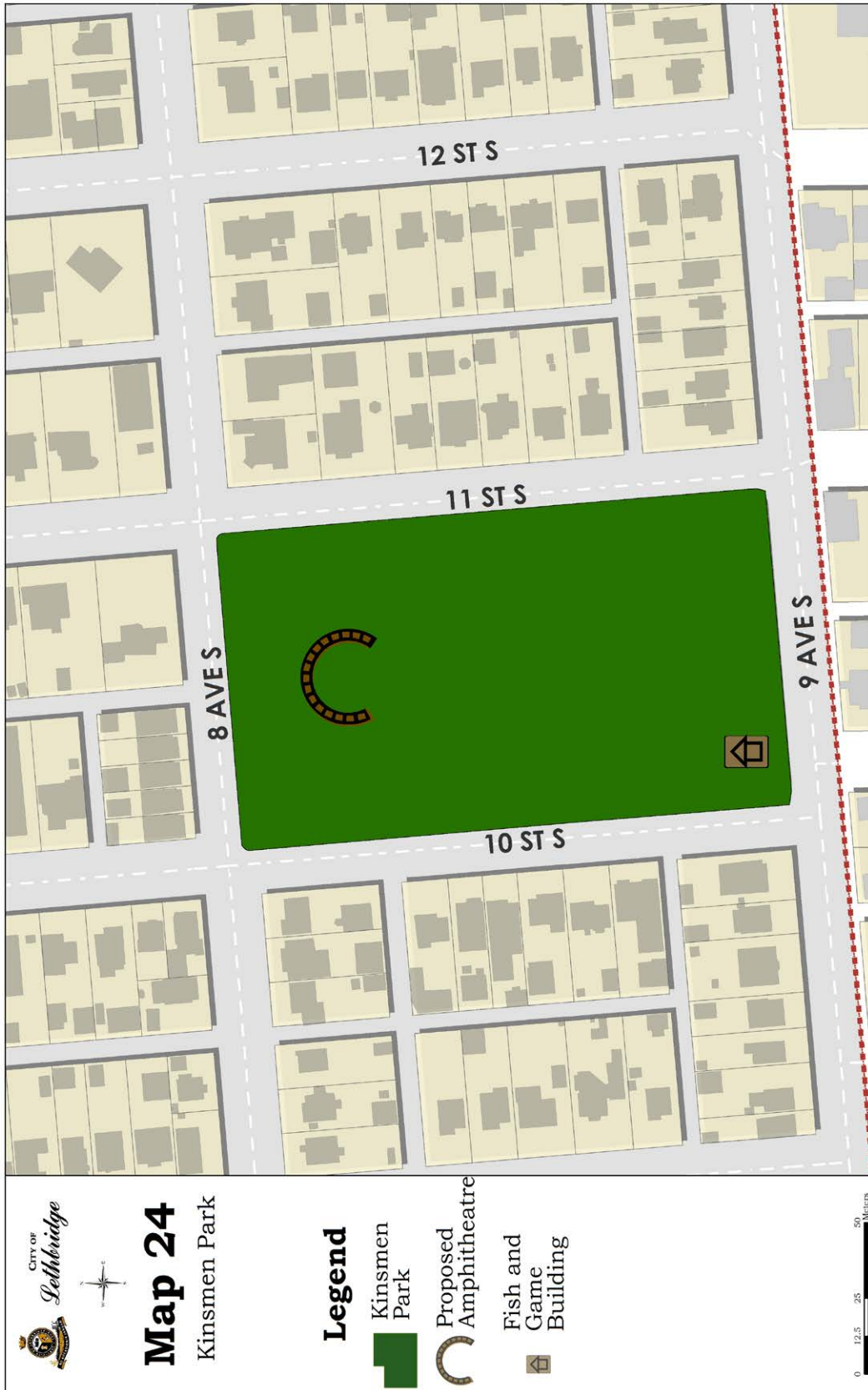
Aerial photo of Kinsmen Park.

Kinsmen Park basketball and tennis courts (left), and community gardens (right).



Example of a potential park amphitheater that could be incorporated into the park.

Current unique play structure and seating area (left). The Fish & Game Hut (right) is a valuable community facility, and could be enhanced over time as necessary.



Viewpoint Parks (Proposed)

Current: Two pieces of underutilized lands. The first is located between Scenic Drive and 9th Avenue South, which due to the safe setback along the coulee edge is not suitable for intensive development. The second is located at the westerly end of 6A Avenue South, an area located at the end of a narrow residential street that has been identified as an area where a number of unwanted activities occur due to the dark, narrow, unkempt surrounding alleys, and poorly lit nature of the green space with trees.

Vision: With the proposed additional density in certain locations comes the need for more green space within the neighbourhood. The two proposed parks are based on “viewpoints” that can take advantage of location. Both sites are underutilized pieces of land that provide opportunity for increased open space/park space while also addressing development and safety concerns. The proposed open spaces could include, but are not limited to the following:

Scenic Viewpoint

- Increased public open space
- Expansive River Valley views
- Enhanced public realm including a neighbourhood entry feature
- Enhanced connectivity from London Road to the River Valley

6A Avenue Viewpoint

- Increased public open space
- Expansive views of the River Valley and High Level Bridge
- Enhanced public realm



Aerial photo of proposed Scenic Viewpoint park, located between Scenic Drive and 9 Ave South



Current view of proposed Scenic Viewpoint park location.



Aerial photo of proposed 6A Avenue Viewpoint park, located at the westerly end of 6A Avenue



Current view of proposed 6A Avenue Viewpoint park location.





5. Policy Framework

The policy framework forms the foundation of the Plan, addressing specific topic areas in support of achieving the Vision and Guiding Principles. Policies are grouped together under the following key sections:

1. General
2. Heritage Character
3. Land Use
4. Built Form
5. Transportation Network
6. Parks, Open Spaces, and Urban Forest
7. Utilities and Servicing

5.1 General

The policies in this section will guide the overall direction of the Plan's implementation.

This section of the Plan provides general objectives and policies with regard to the overall direction of the Plan. Setting the stage for the other 6 more specific policy sections.

5.1.1 Objectives

- a) Ensure it is clear when policies are mandatory and where there may be exceptions due to valid planning principles.
- b) Ensure innovation is supported allowing new concepts and ideas to offer creative solutions.
- c) Ensure the plan is used and implemented by more than just the Planning and Development Services Department.

5.1.2 Policies

- a) Within the policy framework:
 - i. The term 'development' means a change of use, new buildings (primary and accessory) and/or additions. Although the terms 'development', 'redevelopment', and 'infill' have different definitions, the policies and regulations of the Plan should apply to all.
 - ii. The use of 'shall' means that the policy is mandatory; exceptions would require an amendment to the Plan.
 - iii. The use of 'should' means that the policy is expected to be followed, with the possibility of exceptions due to a valid planning principle, or circumstances unique to a specific project.
- b) When determining an appropriate land use district for a Land Use Bylaw amendment, the vision for the location (as identified in Section 4) shall be considered along with other policies in the Plan.
- c) The Plan recognizes that innovation is important as there will always be new concepts and ideas that arise. Where new concepts and ideas respond to and meet the intent of the Vision and Guiding Principles, or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation, including, where necessary, amendments to the Plan.
- d) The implementation of the policy framework extends beyond the responsibility of Planning and Development as many City departments have an important role to play, including the installation, upgrading, and maintenance of parks, utilities, and infrastructure, as well as the provision of public services such as waste collection, snow removal, transit, and emergency services. Collaboration between all City departments shall be sought to successfully implement the Plan.
- e) The London Road Neighbourhood Association (LRNA) and the residents of the neighbourhood have the best understanding of the "character" of the neighbourhood. Neighbourhood matters relating to planning & development, social issues, infrastructure, etc. that have the potential to impact neighbourhood character should be referred to the LRNA for engagement and feedback as per the notification requirements of the Land Use Bylaw or the Community Engagement Strategy, as applicable.

Notification Process

During the development of the Plan, a significant concern of the London Road Neighbourhood Association and its membership was around the existing notification process. It was decided that this was an issue not just relevant to London Road but all existing neighbourhoods in the City, and that it should be part of a larger conversation. See Section 6.1.1.3.

- f) Situations may arise where the plan needs to be updated. Any updates to text or maps within the Plan require a plan amendment which includes a Public Hearing of Council. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the ICSP/MDP and other relevant policy documents.

5.2 Heritage Character

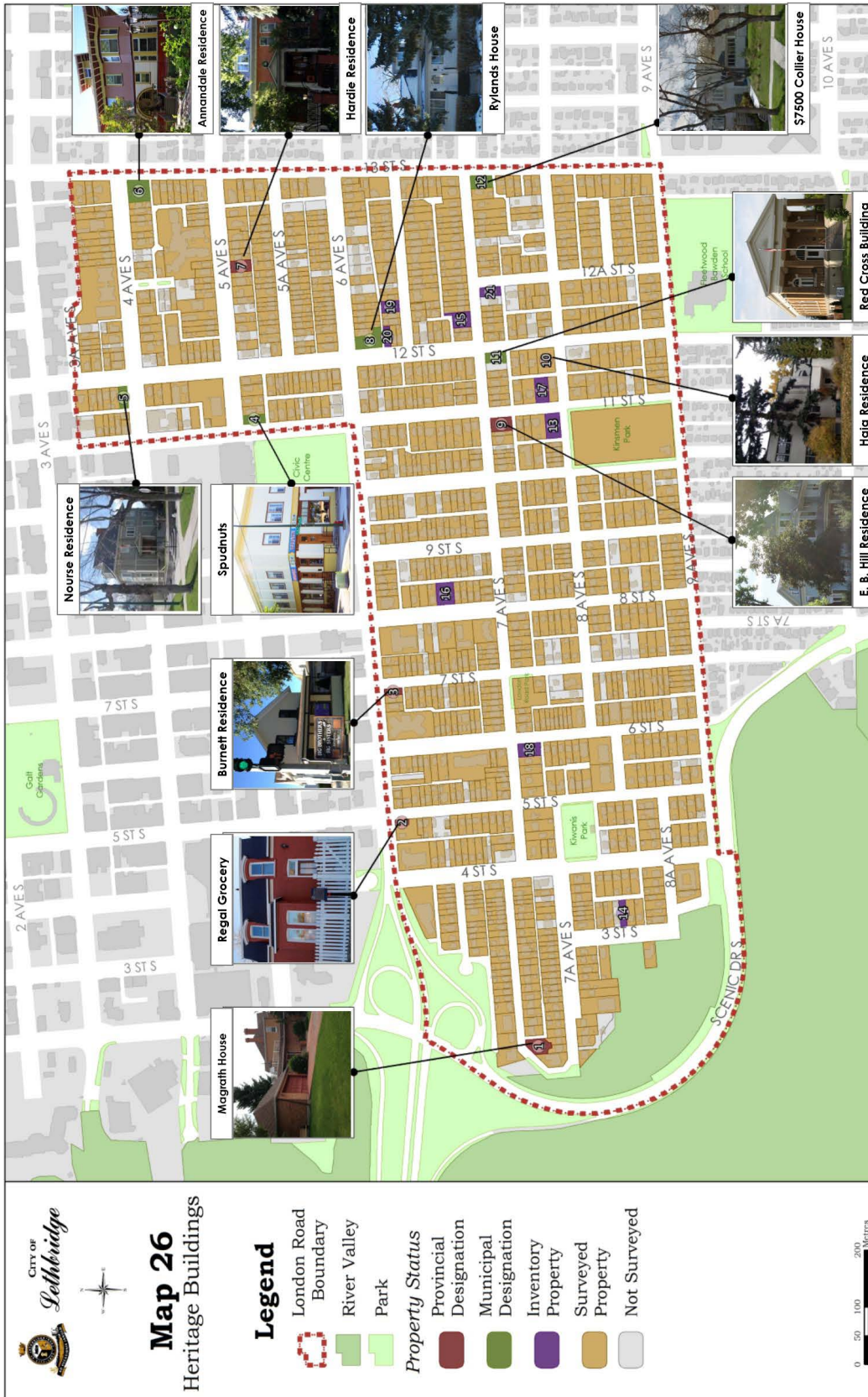
This section of the Plan provides objectives and policies with regard to preserving the recognizable heritage character within the Plan Area. The heritage character of London Road is made up of two main interconnected factors: heritage buildings and Character-Defining Elements.

Heritage Buildings - London Road is well known for its wealth of heritage buildings (designated and those with the potential to be designated). This includes an attractive collection of nineteenth and early to mid-twentieth century buildings of varied types and styles, many of which are considered to be “heritage buildings”. This term can be slightly confusing as many associate a heritage building with formal protection. This is not always the case, as although a building may have “heritage character” it does not mean it is necessarily protected in any way. Only designated heritage buildings are protected.

Identifying whether a building has “heritage character” and whether it is a designated or non-designated heritage building is handled through the ongoing implementation of the City of Lethbridge’s Heritage Management Plan and the Historic Places Advisory Committee (HPAC). As of 2017, London Road is home to 11 designated heritage buildings (6 provincial and 5 municipal). The designated status is achieved under the *Province of Alberta Historic Resources Act*, and puts in place legal protection aimed at safeguarding the heritage attributes of the resource so as to retain its heritage value and extend its physical life.

Out of the remaining buildings in the neighbourhood, there are many that have been identified as having designation potential. These are properties which are listed on a Heritage Survey and/or Heritage Inventory. As of 2017, two Heritage Surveys and four Heritage Inventories have been completed in Lethbridge, specifically identifying 1,028 surveyed properties and 10 inventoried properties within London Road. Being listed on a survey or inventory is simply to indicate the **potential** for designation and itself carries no planning or legal restrictions. *Map 27: Heritage Buildings* shows the designated heritage buildings and those identified as having potential to become designated. As the process is ongoing and a site can move from potential to formal designation, this map may need to be updated with the 5 year review, as outlined in Section 6.2.

Character-Defining Elements - Heritage character extends beyond individual buildings, as it incorporates streetscapes, landscaping, open spaces, and other reoccurring patterns and rhythms that are unique to the neighbourhood. These reoccurring patterns are referred to in the Plan as Character-Defining Elements and having a good understanding of them will help ensure that all development, public and private, contributes positively to the preservation of the heritage character. The seven Character-Defining Elements are described in detail in Section 3.3.



5.2.1 Objectives

- a) Ensure sites of historic importance are protected.
- b) Ensure the protection of the overall heritage character of the neighbourhood, specifically the Character-Defining Elements.

5.2.2 Policies

- a) The Character-Defining Elements are the cornerstone of the Plan. They shall be referred to in all applications of the Plan, especially when intent is questioned or amendments and waivers are being considered.
- b) Properties designated as heritage resources are governed by the provisions of the *Historic Resources Act*, including that the resource cannot be altered or destroyed without the written consent of the Province of Alberta, City Council, or designates.
- c) Owners of properties on the municipal *Inventory of Historic Places* list should be encouraged to work with City Heritage Advisors and the Historic Places Advisory Committee to pursue formal heritage designation.
- d) Owners of properties on the municipal *Places of Interest* list should be encouraged to work with City Heritage Advisors and the Historic Places Advisory Committee to explore if there is enough heritage value to proceed to the Inventory level.
- e) Despite not being legally protected, the demolition of non-designated buildings which are supportive of the overall heritage character of the area (typically those listed on the municipal *Inventory of Historic Places* list or the municipal *Places of Interest* list) should be strongly discouraged.
- f) The conservation of historically significant residences through preservation, sensitive renovations, and adaptive re-use is strongly encouraged. Renovations should follow guidelines in *Standards & Guidelines for the Conservation of Historic Places in Canada*, available at the following website: www.historicplaces.ca/en/pages/standards-normes

5.3 Land Use

This section of the Plan provides objectives and policies with regard to land use within the Plan Area. Control of the use and development of land is an essential component in the realization of the Vision and the policies in this section have been developed specifically to ensure that positive steps are taken towards achieving the Land Use Concept.

5.3.1 Objectives

- a) Encourage land use to be predominantly small-scale residential while providing choice in housing options and densities range by identifying areas where compatible medium and large-scale redevelopment may be accommodated.
- b) Allow flexibility for new, future forms of housing that have not yet been implemented in Lethbridge.
- c) Encourage neighbourhood-based commercial uses that promote a complete neighbourhood where people can work, live, shop, and play in close proximity.
- d) Reinforce the link between transportation and land use by encouraging residential and commercial intensification along, or within close proximity of, main transportation corridors.
- e) Support redevelopment that contributes to an increase in the range of housing types within the Plan Area including housing for seniors, families with children, and for all income groups.

5.3.2 Policies

General

- a) Land use amendments will be the primary tool to implement the vision of the plan. If a proposed development is neither a permitted nor a discretionary use under the existing land use district for a given parcel, an application to amend the Land Use Bylaw shall be required. Such an application must be approved by Lethbridge City Council prior to the development of the intended use.
- b) All land use amendments shall adhere to the Plan, and existing land use districts established in the Land Use Bylaw should be used whenever possible. Direct Control districts may be required in some circumstances in order to implement the land use and design requirements specific to the Plan. Land Use amendments contrary to those proposed in the Plan are strongly discouraged, and would only be supported if, in the opinion of the planning department, the adjacent land uses would be of a similar scale and compatible with what is being proposed or what is desired in the future as per the policies and vision of the Plan. Otherwise, an ARP amendment is required before proceeding.
- c) An existing land use shall be defined as a land use that, at the time the Plan is adopted by Council, has been developed in the boundaries of the Plan Area and is considered to be in compliance with all municipal regulations. All existing land uses may remain and redevelop in accordance with their existing land use district requirements, as long as all other requirements of the Plan are satisfied.
- d) In addition to conforming to the Land Use Concept, a land use amendment or development must also be able to be appropriately serviced in order to be supported by the Development Authority. See Section 5.7: Servicing and Utilities for more information.
- e) All lands currently designated as Valley located between the safe development setback line and Scenic Drive South are unsuitable for intensive development and shall remain Valley/Parks and Open Space.
- f) The establishment of stand-alone parking facilities is prohibited. No buildings shall be removed for the sole purpose of providing parking for any activity located either within or outside the neighbourhood.
- g) Encourage the conservation of existing structures in good condition, and rehabilitating those in poor condition. Demolition permits shall be applied for and approved (with or without conditions) before any demolition may take place. This will help prevent needless or premature demolition of useful or valuable structures, and prevent subsequent pressure to allow incompatible uses such as parking lots. Demolition permits will only be issued in the following instances:
 - i. The building is in a ruinous, dilapidated and unsafe condition and is dangerous to the public health and safety, and/or;
 - ii. The applicant has received approval for a new development on the site.
- h) Any potential sale, subdivision, and land use amendments of City-owned lands (including right-of-ways) shall only be pursued should the proposed redevelopment contribute to the vision of the Plan and, in the case of developable land, include the provision of open space.
- i) Certain areas of the Plan Area are located on coulee edges that were developed prior to the establishment of a safe development setback. As determined by the City of Lethbridge, a geotechnical assessment may be required along with an application for land use amendments, and/or development permits.
- j) Consolidations and subdivisions are permitted if the new lots meet the minimum parcel size requirements as established in the Land Use Bylaw. The creation of new parcels smaller than the minimum parcel requirements should not be supported. However, the redevelopment of existing narrow lots (less than 11.0m) shall be supported, provided the development is a single detached

dwelling and has been designed for a narrow lot.

- k) Although not regulated, the consolidation of two or more smaller parcels to create large parcels shall:
- a. Be discouraged in instances where the intent of the larger parcel is for a large, single detached home that is uncharacteristic of the neighbourhood; and
 - b. Be discouraged within the Inner Neighbourhood where the intent is to create lots for medium-scale redevelopment. Large lots located in the Inner Neighbourhood that are not pre-existing (as identified in *Map 4: Lot Sizes Greater than 0.2ha*), shall not be supported for medium-scale redevelopment.
- l) The *Municipal Government Act (MGA)* allows for an ARP to collect a redevelopment levy. This Plan recommends the implementation of a redevelopment levy of \$1,500 per unit on each net additional dwelling unit created through a redevelopment in the Plan Area, with the exception of single detached dwellings, secondary suites and two unit dwellings. This levy will be used to provide land for park space, or land for new or expanded recreation facilities, or both, within the Plan Area.

Residential

- m) The majority of dwelling units in the Plan Area will continue to be small-scale residential dwellings (i.e. single detached, two unit, and secondary suites including accessory dwelling units). However, where appropriate as determined by the Plan, a diversity of housing options shall be supported to provide accessible, affordable, and attainable housing for all residents in the neighbourhood regardless of age, income, or social status.
- n) “Downzoning” (reducing residential densities through a land use amendment) shall not be supported. This is to ensure the existing nodes of medium- and high-density remain and are not replaced with low-density residential.
- o) The Plan does not include a Density Bonus System as a criteria for evaluating the potential higher densities associated with land designated R-37L. Rather, all land designated R-37L as identified on *Map 2: Existing Land Use Designation at Time of Plan* and *Map 3: 1982 Plan Higher Density Area* shall be rezoned to the Medium Density Residential (R-37) land use district. The only exceptions to the requirements of the Land Use Bylaw’s R-37 district shall be the allowed minimum and maximum densities, which shall be adapted from the 1982 Plan, i.e. no minimum density, and maximum densities as follows:
- Sub-Area A: 57uph
 - Sub-Area B: 75uph
 - Sub Area C: 100uph (as shown on Map 3, p.21)
 - 605 - 9 Street South;
1221 - 4 Avenue South; and
601, 603, 605, 607 - 8 Avenue South: 50uph
 - 1219 - 4 Avenue South: 57uph
- p) Note that, as defined in the Land Use Bylaw, Home Occupations are accessory to a residential use.

Non-Residential

- q) Neighbourhood-oriented commercial land uses that meet the daily and weekly needs of residents are key to a neighbourhood’s vibrancy and livability, and should be supported in appropriate locations as determined by the Land Use Concept. Non-neighbourhood-oriented commercial uses such as gas stations, large restaurants, warehousing & storage, drive-thrus, and large surface parking lots are

prohibited.

- r) Despite potential misalignment with the Land Use Concept, any commercial land use and/or buildings which are considered non-conforming, but due to their nature and location are deemed to be local or neighbourhood commercial, should be supported for a land use amendment to bring into conforming status. Those commercial uses which are not neighbourhood oriented shall retain their non-conforming status.
- s) New public/institutional uses which provide facilities, amenities, and services to the local neighbourhood for all residents regardless of age, ability, or socio-economic status shall be supported in appropriate locations as determined by the Plan.
- t) The upgrading, expansion, and/or replacement of part or all of existing public/institutional uses shall be supported in all precincts.
- u) Child care facilities should be encouraged throughout the neighbourhood. They shall be limited to corner parcels or parcels that are a minimum of 12.2m wide and have lane access. There shall be a maximum of 1 facility per block.

5.4 Built Form

This section of the Plan provides objectives, policies, and regulations with regard to the built form of development. In an existing neighbourhood, development by its nature is contemporary construction within an historic context, a stylistic blending of new with existing. The existing context, character, and pattern of an established neighbourhood can be recognized, while at the same time allowing for the evolution of architectural style and innovation in built form. This does not mean imitating historical styles and fashions of another era, or conversely creating a total contrast in fabric or materials, but rather recognizing the established scale and patterns of the context and the grain of the neighbourhood.

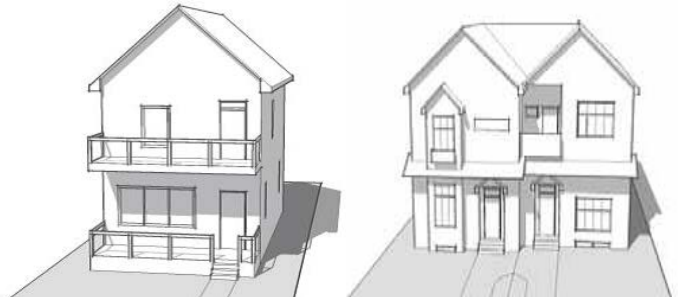
5.4.1 Objectives

- a) Ensure the built form of development displays high-quality design, is context-sensitive and contributes to an attractive and vibrant neighbourhood now and in the future.
- b) Ensure no development jeopardizes the heritage character of the neighbourhood, by focusing on preserving the Character-Defining Elements.

5.4.2 Policies

- a) All development, regardless of land use or building type, shall, in the opinion of the Development Authority, be sensitive to the predominantly low-density residential character of the neighbourhood.
- b) The built form regulations have an important relationship to existing land use within the Plan Area and the Land Use Bylaw. Land use existing at the time of the adoption of the Plan (as identified in *Map 2: Existing Land Use*) continues in effect and, subject to the built form policies below, the district rules in Land Use Bylaw 5700, as may be amended or replaced, continue to apply to these properties.
- c) In addition to the processes and district rules in the Land Use Bylaw, the built form regulations apply to the development of all lands and buildings which are located in the Plan Area, in accordance with the Land Use Concept. The appropriate built form regulations for a development/building type shall be as described below:
 - i. **Small-scale residential** regulations as described in Section 5.4.3 shall apply to all land use districts where any form of small-scale residential development is an allowable use. Small-scale residential means development that is composed of 2 or fewer dwelling units and

includes the following building types:
Dwelling, Single Detached; Dwelling, Single Detached Live/Work; Dwelling, Two Unit; and Secondary Suites.



- ii. **Medium-scale residential** regulations as described in Section 5.4.4 shall apply to all land use districts where any form of medium-scale residential development is an allowable use. Medium-scale residential means residential development that is composed of more than 2 dwelling units and includes the following building types: Dwelling, Small-Scale Townhouse (3 or 4 units); and Dwelling, Medium-Scale Townhouse (5+ units).



- iii. **Large-scale residential** regulations as described in Section 5.4.5 shall apply to all land use districts where any form of large-scale residential development is an allowable use. Large-scale residential means residential development that is composed of more than 2 dwelling units and includes the following building types: Dwelling, Apartment; and Dwelling, Apartment Mixed Use.



- iv. **Non-Residential** regulations as described in Section 5.4.6 shall apply to all land use districts where commercial and/or public building/institutional uses are allowable.

- d) Where a contradiction with the Land Use Bylaw exists, the processes, rules, and regulations in the Plan supersede those in the Land Use Bylaw.
- e) Notwithstanding Land Use Bylaw Section 4.2.2.23, a development permit application is required for all single detached dwellings, additions to single detached dwellings, and accessory buildings in residential districts within the Plan Area. Development applications shall be prepared in accordance with the submission requirements of the Land Use Bylaw.
- f) The Development Authority is authorized to grant a waiver of the built form regulations and any such waiver is subject to the appeal processes identified in the Land Use Bylaw. When a waiver is considered, the Development Authority should give consideration for the overall vision of the Plan, specifically the Character-Defining Elements.
- g) Where the built form regulations require measurements related to the relative position of buildings on adjacent properties the location of the buildings may be, at the discretion of the Development Authority, approximated from the City's GIS system.

5.4.3 Small-Scale Built Form Regulations

Locational Requirements

a) The following locational requirements shall apply:

Building Type/Use	Locational Requirement
Dwelling, Single Detached	No additional requirements
Dwelling, Single Detached Live/Work	On an interior parcel with a lane On a corner parcel with or without a lane
Secondary Suite, New	On an interior parcel with a lane On a corner parcel with or without a lane
Dwelling, Two Unit	On an interior parcel with a lane, or On an interior parcel without a lane that is a minimum width of 20m On a corner parcel with or without a lane

Setbacks for Principal Buildings

b) The following minimum setback requirements should apply:

Parcel Type	Setback Requirement
Interior Parcel	<p>Front:</p> <ul style="list-style-type: none"> within 1.5m of the average of the front setbacks of the adjacent buildings, but not less than 3m and no greater than 10m <p>Rear:</p> <ul style="list-style-type: none"> minimum 30% of the parcel length
Corner Parcel	<p>Front (short):</p> <ul style="list-style-type: none"> within 1.5m of the front setback of the adjacent building, but not less than 3m and no greater than 10m <p>Front (long):</p> <ul style="list-style-type: none"> one-half of the front (short) setback, but not less than 3m and no greater than 6m <p>Side:</p> <ul style="list-style-type: none"> as per Land Use Bylaw, however one of either side shall be minimum 15% of the parcel width

Building Placement and Massing

- c) Accessory buildings should be separated from the principal dwelling by a minimum of 3.0m.
- d) Larger buildings should be visually broken into smaller elements to reduce the perceived mass of the building. Their form should be designed in a manner sensitive to any smaller buildings located adjacent.

Parking and Vehicular Access

e) The following parking and vehicular access (driveways) requirements shall apply:

Parcel Type	Driveway Requirement
Interior or Corner Parcels adjacent to a lane that is 4m or greater in width	<ul style="list-style-type: none"> • Driveways and/or parking spaces shall be provided from the lane.
Interior or Corner Parcels with no lane or adjacent to a lane that is less than 4m in width	<ul style="list-style-type: none"> • Driveways and/or parking spaces should be provided from the street.
Parcels adjacent to a lane that is 4m or greater in width where a street driveway exists at time of Plan adoption	<ul style="list-style-type: none"> • The driveway may remain and be maintained as currently situated but should not be enlarged or relocated. • Upon redevelopment of the parcel, removal of the street driveways and/or parking spaces and replacement with lane access is strongly encouraged.

f) Where permitted, driveways shall be:

- Limited to one driveway per parcel
- A maximum width of 3.6m except where a larger width is required in order to achieve the required number of parking spaces.
- For parcels less than 20.0m in width, the maximum width of the curb cut, measured at the curb line, should be 5.2m.
- For parcels greater than 20.0m in width, the maximum width of the curb cut, measured at the curb line, should be 8.0m.

g) Curb cuts shall only be permitted in locations where a driveway is permitted. Further, the curb cut should only be completed after the driveway is in place.

Amenity Space

h) The site design shall incorporate private amenity space that is functionally designed and arranged so each individual dwelling unit has amenity space in the form of a back yard, front yard, deck, balcony, verandahs and/or patio that directly relates to interior living areas.

Building Articulation and Unit Differentiation

- i) No portion of a front garage shall extend beyond the front building plane of the primary building, and the garage width should not exceed 7.3m or 35% of the site width, whichever is less.
- j) The design of the front façade of the primary building shall incorporate a one-storey design element such as a one-storey porch or one-storey eave roof line.
- k) The design of the side and rear façades of the primary building shall incorporate a design element that breaks up an otherwise large, monolithic wall.
- l) All side-by-side two unit dwellings shall include a minimum 0.6m off-set between units at the front and rear of the building.

Building Orientation and Finishing

m) The design of primary dwelling units shall incorporate a street orientation and detailed finishing

through the following elements:

- Main entrances clearly visible and directly accessible from a city sidewalk,
 - Façade elements that can be easily “read” from the street (projections, insets, eave lines, roof forms, porches, windows, etc.)
 - Façade finishing shall make use of more than one building material or make use of trim, textures and darker colors to break up large building expanses and de-emphasize upper levels.
- n) Both street façades of a building on a corner parcel shall meet the building orientation and finishing requirements of *m*.
- o) Developments should incorporate elements which are complementary to the neighbourhood including, but not limited to:
- Architectural and design details that are characteristic of the neighbourhood such as articulated rooflines, steeply pitched roofs, bellcast mansard roofs, hipped and gable roofs, dormers, gables, cross gables, varying planes, extended entryways and front porches; and
 - High-quality materials and finishes that are characteristic of the neighbourhood such as contrasting siding and trim, lap siding (wood or synthetic material such as cement board panel siding), red brick, used brick, giant brick, natural stone, natural finish cedar, cedar shake/shingle roofs. Stucco and vinyl siding should be discouraged.
 - Front façade architectural design details and finishing that wraps around to the sides of development, as false façades are not characteristic of the neighbourhood.
- p) Side and rear wall window overlook into neighbouring windows and yards should be minimized as much as possible.

Landscaping

- q) The landscape design shall accord with the requirements set out in the Land Use Bylaw and the Landscape Design Guidelines in the Land Use Bylaw.
- r) The landscape design should make use of low height transitions such as steps, fences, gates, hedges, and low walls to mark the boundary between the public realm of the street and semi-private outdoor amenity spaces on a property.
- s) The landscaping materials should be of high quality and add significantly to the aesthetic character of the project. The use of low-maintenance landscaping, drought tolerant plants and native species is encouraged.
- t) Unless the Development Authority deems removal is necessary to efficiently accommodate a development, existing healthy vegetation on site should be retained. Where a healthy tree must be removed it must be replaced by one or more appropriate substitute trees as per the Landscape Design Guidelines in the Land Use Bylaw.

Street Trees

- u) All new development should retain existing street trees. The removal of street trees to facilitate development, utility installation, and driveways must be approved by the City. A submitted site plan shall show the location of existing street trees adjacent to the development and the proposed utility connections and driveway location if applicable. Space should also be retained in the boulevard for the future phased replanting of street trees, which cannot be replanted on the same spot.
- v) Replacement shall be carried out at a 2:1 ratio in accordance with the current City standards.
- w) Replacement trees should be planted in a similar location in front of the parcel. Where replacement

is not possible in front of the parcel, the trees shall be planted elsewhere in the neighbourhood focusing on the priority areas identified in Policy 5.6.2.f.

- x) All costs associated with the replacement of a street tree shall be borne by the developer/applicant.

Secondary suites

- y) Secondary suites shall be a term broadly applied to a traditional secondary suite within a single detached dwelling as well as accessory dwelling units (garage and garden suites). At the time of Plan adoption, accessory dwelling units are not a defined use in the Land Use Bylaw, although it is supported that they be added through a future Land Use Bylaw amendment.
- z) Secondary suites shall meet all municipal bylaws and necessary building and fire codes and shall obtain the required development and building permits to be considered a legal use. In addition to any safety or building requirements, secondary suites shall adhere to requirements in the Land Use Bylaw.
- aa) The creation of basement dwellings in low-lying areas or areas with a history of flooding shall not be supported unless the applicant demonstrates, to the satisfaction of the Development Authority, that the dwelling will be suitably protected from water ingress.

5.4.4 Medium-Scale Built Form Regulations

Locational Requirements

a) The following locational requirements shall apply:

Building Type/Use	Locational Requirement
Dwelling, Townhouse	On an interior parcel with a lane, or On an interior parcel without a lane that is a minimum of 20m in width, or On a corner parcel with or without a lane.

Setbacks for Principal Buildings

b) The following minimum setback requirements should apply:

Parcel Type	Setback Requirement
Interior Parcel	<p>Front:</p> <ul style="list-style-type: none"> within 1.5m of the average of the front setbacks of the adjacent buildings, but not less than 3m and no greater than 10m <p>Rear:</p> <ul style="list-style-type: none"> minimum 30% of the parcel length
Corner Parcel	<p>Front (short):</p> <ul style="list-style-type: none"> within 1.5m of the average of the front setbacks of the adjacent buildings, but not less than 3m and no greater than 10m <p>Front (long):</p> <ul style="list-style-type: none"> one-half of the front (short) setback but not less than 3m and no greater than 6m <p>Side:</p> <ul style="list-style-type: none"> at the discretion of the Development Authority

Building Placement and Massing

c) When a development is greater than 10.0m in height:

- the upper storeys and roof lines shall be terraced or stepped down so the height of the proposed development decreases proportionately to the maximum permitted height allowed by the land use requirements of the neighboring parcel, measured at a distance of 6.0m from the shared property line, and
- the applicant shall demonstrate that the building height does not unduly limit the amount of sunlight available to adjacent buildings and yards through a shadowing/sunlight study prepared by a professional architect, which shall be submitted with the development permit application.

d) The maximum continuous building frontage shall be 40.0m.

- e) Accessory buildings should be separated from the principal dwelling by a minimum of 3.0m.
- f) Larger buildings should be visually broken into smaller elements to reduce the perceived mass of the building. Their form should be designed in a manner sensitive to any smaller buildings located adjacent.

Parking and Vehicular Access

- g) The following parking and vehicular access (driveways) requirements shall apply:

Parcel Type	Driveway Requirement
Interior or Corner Parcels adjacent to a lane that is 4m or greater in width	<ul style="list-style-type: none"> • Driveways and/or parking spaces shall be provided from the lane.
Interior or Corner Parcels with no lane or adjacent to a lane that is less than 4m in width	<ul style="list-style-type: none"> • Driveways and/or parking spaces should be provided from the street.
Parcels adjacent to a lane that is 4m or greater in width where a street driveway exists at time of Plan adoption	<ul style="list-style-type: none"> • The driveway may remain and be maintained as currently situated but should not be enlarged or relocated. • Upon redevelopment of the parcel, removal of the street driveways and/or parking spaces and replacement with lane access is strongly encouraged.

- h) Where permitted, driveways shall be:
 - Limited to one driveway per parcel
 - A maximum width of 3.6m in except where a larger width is required in order to achieve the required number of parking spaces.
 - For parcels less than 20.0m in width, the maximum width of the curb cut, measured at the curb line, should be 5.2m.
 - For parcels greater than 20.0m in width, the maximum width of the curb cut, measured at the curb line, should be 8.0m.
- i) Where permitted, surface parking lots shall be located at the rear of the development. This is the case even when a front access/driveway is permitted.
- j) Curb cuts shall only be permitted in locations where a driveway is permitted. Further, the curb cut should only be completed after the driveway is in place.

Amenity Space

- k) The site design shall incorporate private amenity space that is functionally designed and arranged in a manner that is in keeping with the following:
 - Each individual dwelling unit should provide private amenity space in the form of a back yard, front yard, deck, balcony, verandah and/or patio that directly relates to interior living areas;
 - Views both from within the dwelling unit and from the site should have regard for the privacy of units of adjacent properties; and
 - The placement of other on-site activities/uses should have regard for the privacy of units of adjacent properties.

Building Articulation and Unit Differentiation

- l) No portion of any front garage shall extend beyond the front building plane of the primary building, and each garage width should not exceed 7.3m or 50% of each unit's frontage, whichever is less.
- m) The design of the front façade of the primary building shall incorporate a one-storey design element such as a one-storey porch or a one-storey eave roof line.
- n) The design of the side and rear façades of the primary building shall incorporate a design element that breaks up an otherwise large monolithic wall.

Building Orientation and Finishing

- o) The design of primary dwelling units shall incorporate a street orientation and detailed finishing through the following elements:
 - Main entrances clearly visible and directly accessible from a city sidewalk,
 - Façade elements that can be easily "read" from the street (projections, insets, eave lines, roof forms, porches, windows, etc.)
 - Façade finishing shall make use of more than one building material or make use of trim, textures and darker colors to break up large building expanses and de-emphasize upper levels.
- p) Both street façades of a building on a corner parcel shall meet the building orientation and finishing requirements of o.
- q) Developments should incorporate elements which are complementary to the neighbourhood including, but not limited to:
 - Architectural and design details that are characteristic of the neighbourhood such as articulated rooflines, steeply pitched roofs, bellcast mansard roofs, hipped and gable roofs, dormers, gables, cross gables, varying planes, extended entryways and front porches; and
 - High-quality materials and finishes that are characteristic of the neighbourhood such as contrasting siding and trim, lap siding (wood or synthetic material such as cement board panel siding), red brick, used brick, giant brick, natural stone, natural finish cedar, cedar shake/shingle roofs. Stucco and vinyl siding should be discouraged.
 - Front façade architectural design details and finishing that wraps around to the sides of development, as false façades are not characteristic of the neighbourhood.
- r) Side and rear wall window overlook into neighbouring windows and yards should be minimized as much as possible.

Landscaping

- s) The landscape design shall accord with the requirements set out in the Land Use Bylaw and the Landscape Design Guidelines in the Land Use Bylaw.
- t) The landscape design should make use of low height transitions such as steps, fences, gates, hedges, and low walls to mark the boundary between the public realm of the street and semi-private outdoor amenity spaces on a property.
- u) The landscaping materials should be of high quality and add significantly to the aesthetic character of the project. The use of low-maintenance landscaping, drought tolerant plants and native species is encouraged.
- v) Unless the Development Authority deems removal is necessary to efficiently accommodate a development, existing healthy vegetation on site should be retained. Where a healthy tree must be removed it must be replaced by one or more appropriate substitute trees as per the Landscape

Design Guidelines in the Land Use Bylaw.

Street Trees

- w) All new development should retain existing street trees. The removal of street trees to facilitate development, utility installation, and driveways must be approved by the Development Authority. A submitted site plan shall show the location of existing street trees adjacent to the development and the proposed utility connections and driveway location if applicable. Space should also be retained in the boulevard for the future phased replanting of street trees, which cannot be replanted on the same spot.
- x) Replacement shall be carried out at a 2:1 ratio in accordance with the current City standards.
- y) Replacement trees should be planted in a similar location in front of the parcel. Where replacement is not possible in front of the parcel, the trees shall be planted elsewhere in the neighbourhood focusing on the priority areas in Policy 5.6.2.f.
- z) All costs associated with the replacement of a street tree shall be borne by the developer/applicant.

5.4.5 Large-Scale Built Form Regulations

Locational Requirements

a) The following locational requirements shall apply:

Building Type/Use	Locational Requirement
Dwelling, Apartment	On an interior parcel with a lane, or
Dwelling, Apartment	On an interior parcel without a lane that is a minimum width of 20.0m
Mixed Use	On a corner parcel with or without a lane

Setbacks for Principal Buildings

b) The following minimum setback requirements should apply:

Parcel Type	Setback Requirement
Interior Parcel	Front: <ul style="list-style-type: none"> at the discretion of the Development Authority Rear: <ul style="list-style-type: none"> equal to 30% of the parcel length
Corner Parcel	Front (short): <ul style="list-style-type: none"> at the discretion of the Development Authority Front (long): <ul style="list-style-type: none"> at the discretion of the Development Authority Side: <ul style="list-style-type: none"> at the discretion of the Development Authority

Building Placement and Massing

c) When a development is greater than 10.0m in height:

- the upper storeys and roof lines shall be terraced or stepped down so the height of the proposed development decreases proportionately to the maximum permitted height allowed by the land use requirements of the neighboring parcel, measured at a distance of 6.0m from the shared property line, and
- the applicant shall demonstrate that the building height does not unduly limit the amount of sunlight available to adjacent buildings and yards through a shadowing/sunlight study prepared by a professional architect, which shall be submitted with the development permit application.

d) The maximum continuous building frontage shall be 40.0m.

e) Accessory buildings should be separated from the principal dwelling by a minimum of 3.0m.

f) Larger buildings should be visually broken into smaller elements to reduce the perceived mass of the building. Their form should be designed in a manner sensitive to any smaller buildings located adjacent.

Parking and Vehicular Access

g) The following parking and vehicular access (driveways) requirements shall apply:

Parcel Type	Driveway Requirement
Interior or Corner Parcels adjacent to a lane that is 4m or greater in width	<ul style="list-style-type: none"> • Driveways and/or parking spaces shall be provided from the lane.
Interior or Corner Parcels with no lane or adjacent to a lane that is less than 4m in width	<ul style="list-style-type: none"> • Driveways and/or parking spaces should be provided from the street.
Parcels adjacent to a lane that is 4m or greater in width where a street driveway exists at time of Plan adoption	<ul style="list-style-type: none"> • The driveway may remain and be maintained as currently situated but should not be enlarged or relocated. • Upon redevelopment of the parcel, removal of the street driveways and/or parking spaces and replacement with lane access is strongly encouraged.

h) Where permitted, driveways shall be:

- Limited to one driveway per parcel
- A maximum width of 3.6m in except where a larger width is required in order to achieve the required number of parking spaces.
- For parcels less than 20.0m in width, the maximum width of the curb cut, measured at the curb line, should be 5.2m.
- For parcels greater than 20.0m in width, the maximum width of the curb cut, measured at the curb line, should be 8.0m.

i) Where permitted, surface parking lots shall be located at the rear of the development. This is the case even when a front access/driveway is permitted.

j) Curb cuts shall only be permitted in locations where a driveway is permitted. Further, the curb cut should only be completed after the driveway is in place.

Amenity Space

k) The site design shall incorporate private amenity space that is functionally designed and arranged in a manner that is in keeping with the following:

- Each individual dwelling unit should provide private amenity space in the form of a back yard, front yard, deck, balcony, verandah and/or patio that directly relates to interior living areas;
- Views both from within the dwelling unit and from the site should have regard for the privacy of units of adjacent properties; and
- The placement of other on-site activities/uses should have regard for the privacy of units of adjacent properties.

Building Articulation and Unit Differentiation

l) No portion of any front garage shall extend beyond the front building plane of the primary building, and each garage width should not exceed 7.3m or 50% of each unit's frontage, whichever is less.

- m) The design of the front façade of the primary building shall incorporate a one-storey design element such as a one-storey porch or a one-storey eave roof line.
- n) The design of the side and rear façades of the primary building shall incorporate a design element that breaks up an otherwise large monolithic wall.

Building Orientation and Finishing

- o) The design of buildings shall incorporate a street orientation and detailed finishing through the following elements:
 - Main entrances clearly visible and directly accessible from a city sidewalk,
 - Façade elements that can be easily “read” from the street (projections, insets, eave lines, roof forms, porches, windows, etc.)
 - Break up large expansive walls (e.g. over 5.0m in length) by using different texture, colours, and materials to articulate and break up the wall’s surface and make it visually more interesting.
 - Façade finishing shall make use of more than one building material or make use of trim, textures and darker colors to break up large building expanses and de-emphasize upper levels.
- p) Both street façades of a building on a corner parcel shall meet the building orientation and finishing requirements of o.
- q) Developments should incorporate elements which are complementary to the neighbourhood including, but not limited to:
 - Architectural and design details that are characteristic of the neighbourhood such as articulated rooflines, steeply pitched roofs, bellcast mansard roofs, hipped and gable roofs, dormers, gables, cross gables, varying planes, extended entryways and front porches; and
 - High-quality materials and finishes that are characteristic of the neighbourhood such as contrasting siding and trim, lap siding (wood or synthetic material such as cement board panel siding), red brick, used brick, giant brick, natural stone, natural finish cedar, cedar shake/shingle roofs. Stucco and vinyl siding should be discouraged.
 - Front façade architectural design details and finishing that wraps around to the sides of development as false facades are not characteristic of the neighbourhood.
- r) Side and rear wall window overlook into neighbouring windows and yards should be minimized as much as possible.

Landscaping

- s) The landscape design shall accord with the requirements set out in the Land Use Bylaw and the Landscape Design Guidelines in the Land Use Bylaw.
- t) The landscape design should make use of low height transitions, such as steps, fences, gates, hedges, and low walls to mark the boundary between the public realm of the street and semi-private outdoor amenity spaces on a property.
- u) The landscaping materials should be of high quality and add significantly to the aesthetic character of the project. The use of low-maintenance landscaping, drought tolerant plants and native species is encouraged.
- v) Unless the Development Authority deems removal is necessary to efficiently accommodate a development, existing healthy vegetation on site should be retained. Where a healthy tree must be removed it must be replaced by one or more appropriate substitute trees as per the Landscape

Design Guidelines in the Land Use Bylaw.

Street Trees

- w) All new development should retain existing street trees. The removal of street trees to facilitate development, utility installation, and driveways must be approved by the Development Authority. A submitted site plan shall show the location of existing street trees adjacent to the development and the proposed utility connections and driveway location if applicable. Space should also be retained in the boulevard for the future phased replanting of street trees, which cannot be replanted on the same spot.
- x) Replacement shall be carried out at a 2:1 ratio in accordance with the current City standards.
- y) Replacement trees should be planted in a similar location in front of the parcel. Where replacement is not possible in front of the parcel, the trees shall be planted elsewhere in the neighbourhood focusing on the priority areas in Policy 5.6.2.f.
- z) All costs associated with the replacement of a street tree shall be borne by the developer/applicant.

Mixed-use

- aa) All developments that have a non-residential and a residential component in a mixed-use building shall include the following elements:
 - Two storey buildings shall limit non-residential uses to the ground floor, with residential uses above. Three-or-more storey buildings shall limit non-residential uses to the ground floor, with office or residential uses on the second floor, and only residential above.
 - Non-residential frontages should have convenient entrances and transparent store fronts so that the interior of the building is visible from the street, and where appropriate uses can spill out onto the public sidewalk (e.g. cafes, restaurants, store displays, etc.).
 - Residential and non-residential entrances should be differentiated architecturally in mixed-use buildings to avoid confusion. Non-residential entries tend to be public, and residential entries tend to be private, and should be designed accordingly.
 - Awnings, canopies, cantilevers or other architectural details over the commercial portion of the development to provide shelter for pedestrians; and
 - Visual separation between non-residential and residential components to reduce the perceived mass of the building.
- ab) For buildings where signage is permitted, all signage shall be of a scale and type that is harmonious with the predominantly residential character of the neighbourhood. Obtrusive signs such as billboards, roof-top, and digital, flashing, or animated signage of any commercial type is prohibited.

5.4.6 Non-Residential Built Form Regulations

- a) All stand-alone non-residential buildings shall reflect the small-scale residential character of the surrounding neighbourhood by applying as many of the small, medium, and large-scale regulations as possible. Compliance is at the discretion of the Development Authority.
- b) All non-residential buildings shall include the following elements:
 - Awnings, canopies, cantilevers or other architectural details over entrances of the development to provide shelter for pedestrians; and
 - Frontages should have convenient entrances and transparent store fronts so that the interior of the building is visible from the street, and where appropriate, uses can spill out onto the public sidewalk. For example, cafes, restaurants, store displays, etc.
- c) For buildings where signage is permitted, all signage shall be of a scale and type that is harmonious with the predominantly residential character. Obtrusive signs such as billboards, roof-top, and digital, flashing, or animated signage of any commercial type is prohibited.

5.5 Transportation Network

This section of the Plan provides objectives and policies with regard to the overall transportation network within the Plan Area. The transportation network, which includes sidewalks, cycling facilities, transit routes, roadways, and laneways, is an essential component of the neighbourhood and the City as a whole. Providing and supporting a range of transportation options will continue to promote walking, cycling, and transit, and make efficient use of the road network. This will make it easier, safer, and more comfortable to get around for people of all ages and abilities.

Figure 8: Transportation Network Considerations shows the guiding transportation network principles that were considered during the creation of the Plan. These principles point to the need to refocus perspectives of transportation from one that favors private vehicles at the expense of neighbourhood character and commuters of other modes, to one that creates an inclusive system of transportation mode opportunities.

5.5.1 Objectives

- a) Maintain an integrated street network that provides people with the means to move throughout the neighbourhood and between adjacent neighbourhoods and destinations efficiently, comfortably, safely and with universal accessibility.
- b) Ensure all modes of transportation are accommodated within a multimodal-supportive neighbourhood that focuses on the modal-hierarchy of pedestrian first, followed by cycling, transit, and then the automobile.

5.5.2 Policies

- a) All new development and transportation infrastructure improvements made within the Plan Area shall contribute to the vision, guiding principles and policies of the Plan and align with the Transportation Master Plan, and any subsequent plans such as the Cycling Master Plan and Transit Master Plan. All transportation-related infrastructure recommendations shall be considered within the context of the city as a whole. Without direction from City Council and/or specific funding, improvements in London Road above City standard will not be pursued while there are other parts of the city that are below standard.
- b) All transportation infrastructure and right-of-way improvements including upgrades during maintenance, repairs, reconstruction and rehabilitation shall meet current City Standards and demonstrate good transportation engineering judgement (e.g. it may be visually appealing to have public art on a bulb-out, but it may also block sight lines and increase the occurrence of collisions at an intersection). There are many context-sensitive elements that need to be considered to ensure the environment maintains its character while also being a safe place for people to walk, cycle, and drive. Upgrades beyond City Standards will need to be funded from other sources (specific CIPs, local improvements funded by residents, grants, etc.) in order to be fair to the rest of the city.

Transportation Network Considerations

Hierarchy of Transportation Modes | Following the direction of the ISCP/MDP and the TMP, the hierarchy of transportation modes within the LRARP shall be pedestrians, cyclists and public transit followed by private vehicles. Recognizing that the private vehicles will still be the most dominant mode, the overall transportation system design shall endeavor to balance the continued need for private vehicles with the emerging demand among residents to move through their community and access services without relying on private vehicles.

Functional | The Transportation System must be functional. This can be achieved through strong integration to existing arterial and collector roads in surrounding neighbourhoods.

Safe & Accessible | The Transportation System must be safe and accessible. The design of the System shall serve all potential users, including those with mobility limitations, and promote pedestrian and cyclist safety.

Multi-modal | A healthy, sustainable community actively encourages multiple modes of transportation, including public transit and bicycles. The design of the internal road network, and the actual roadways and intersections themselves, shall consider how best to promote and equalize access for all forms of transportation, not just the automobile-driving commuter.

Figure 8: Transportation Network Considerations

- c) All new development shall recognize pedestrian circulation and comfort for all ages and abilities as the highest priority, followed by cyclists, transit, commercial vehicles, multiple occupancy automobiles, and single occupancy automobiles.
- d) All streets and lanes should be retained and maintained to ensure access, connectivity and safety for all modes of transportation. Lane closures are strongly discouraged unless linked to safety concerns. Lane enhancements/improvements such as paving are supported through local improvements.
- e) The transportation network should consider the connections between major destination points and create direct, safe and comfortable routes for pedestrians, cyclists and motorists.
- f) The use of public rights-of-way for commercial activities such as sidewalk patios, outdoor seating or temporary displays is supported when tied to a commercial land use. Opportunities should be explored to allow for the greater use of public rights-of-way by commercial operations.
- g) Not every street in the Plan Area fulfills the same function or role. Streets will have distinct characteristics and design depending on how it will be used by pedestrians, cyclists, and motorists, as well as surrounding land uses. Special attention shall be paid to ensure development proposals, infrastructure and right-of-way improvements contribute positively to the public realm. Some important features could include:
 - i. Stormwater management features;
 - ii. Curb extensions, vertical speed control elements, and slower speed limits;
 - iii. "Gateway" treatments where residential streets connect with an identified LUC Corridor;
 - iv. On-street parking;
 - v. Street trees.
- h) Street furniture, including well-designed benches, lighting, shelters, bike racks, and refuse bins should be included in the composition of the streetscape. It is encouraged that such infrastructure be functional and where possible incorporate artistic designs and/or public art.
- i) In all situations where a sidewalk is removed, damaged, or impacted by redevelopment it shall be replaced at the cost of the developer.
- j) Where practical, sidewalk life-cycle replacement and/or improvements should include the following design considerations:
 - i. Upgrade to meet city standard sidewalk cross section widths, or in circumstances where the sidewalk exceeds city standards, ensure it is maintained, not reduced;
 - ii. Separate sidewalks with treed boulevard on both sides of the street shall be retained in all circumstances and no development, infrastructure or public right-of-way improvements should jeopardize this aspect of the neighbourhood. Where separate sidewalks with treed boulevards do not exist on both sides of the street they should be installed in alignment with city-wide sidewalk priorities. Provision of benches in boulevards may be supported if in alignment with infrastructure standards;



In 1910, with the arrival of home mail delivery, City Council decided that all streets would be numbered; those running North-South designated as Streets and those running East-West as Avenues. Council also ordered that the names of the streets be embossed in the concrete sidewalks (a practice still used today in London Road).

- iii. Sidewalk corners should include the embossed historical street names;
- iv. Ensure design is without major gaps or deformities to ensure universal access, including but not limited to:
 - Appropriate curb cuts;
 - Bump-outs to define on-street parking areas and lessen pedestrian crossing distances; and
 - Relocate fixed objects such as utility poles, light fixtures, and other street furniture so as to avoid impinging on or restricting the sidewalk.
- k) Improve livability and pedestrian comfort in the Plan Area by reducing vehicular speed limits, retaining on-street parking, narrowing road widths, and exploring various other traffic-calming measures.
- l) Direct vehicular access from private property onto streets within the Plan Area is discouraged. Access should be located off of existing laneways wherever possible. See Built Form Parking and Vehicular Access Regulations for more details.
- m) New curb cuts shall only be approved and installed where a driveway is in place first. Situations where a curb cut is put in place with no driveway shall not be permitted. See Parking and Vehicular Access requirements in Sections 5.4.3 (f), 5.4.4 (h) and 5.4.5 (h) as applicable. Other than curb cuts as outlined above, paving of boulevards shall not be permitted and restoration of currently paved boulevards to permeable, planted park space with street trees shall be strongly supported.
- n) A residential parking strategy that examines on-street parking, residential permitting, and the effects of downtown spillover parking should be undertaken.



The above example of boulevard paving has resulted in the loss of on-street parking in exchange for the creation of off-street parking with no driveways. There has thus been no gain in available parking space, and as the boulevard is part of the public right-of-way, nor has it created any private parking space. The remaining street trees will struggle to find water and will not be replaceable when their lifecycle comes to an end, as street trees cannot be planted in the same spot as their predecessors. Boulevard parking/paving shall therefore be opposed.

5.6 Parks, Open Spaces, and Urban Forest

This section of the Plan provides objectives and policies with regard to parks, open spaces, and the urban forest in the Plan Area.

5.6.1 Objectives

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

5.6.2 Policies

Parks and Open Spaces

- a) All parks and open spaces shall promote the principles of functionality, safety and accessibility, place-making, sustainability and community benefit.
- b) New park space is warranted as more density is added within the neighbourhood. The Land Use Concept should be referred to when exploring opportunities to expand park space. Further, the City of Lethbridge should explore a park acquisition strategy. See Section 6.1.1 for more details.
- c) Existing park spaces should be enhanced through retrofits as spaces for cultural and social activities, emphasizing flexible uses that can evolve over time and are reflective of the character and identity of the neighbourhood. The Land Use Concept should be referred to when exploring opportunities to improve the design of existing open spaces.
- d) The concept of developing a community center within the neighbourhood is supported, either through new construction or redevelopment of an existing building.
- e) The incorporation of public art into new developments and streetscape improvements is supported, particularly in and around the parks.

Urban Forest

- f) Where street tree replacement is required due to development and the replacement is unable to take place in front of the parcel as per the built form street tree regulations, they should be replaced within the neighbourhood, focusing on the following priority areas:
 - i. Residential streets that have minimal to no street trees (e.g. 7th Street);
 - ii. Residential streets that have low tree densities and/or aging street trees;
 - iii. Major streets that have low tree densities (as identified on *Map 8: Parks, Open Spaces, and Urban Forest*).
- g) A tree planting/replanting program for the neighbourhood should be pursued as part of an Urban Forest Master Plan. See Section 6.1.1 for more details.

5.7 Utilities and Servicing

This section of the Plan provides objectives and policies with regard to the provision of utilities and servicing in the Plan Area. Utilities and servicing are vital for a neighbourhood and City to function. The water, sanitary, stormwater, solid waste, electrical and natural gas systems are key to neighbourhood sustainability, and ability to support redevelopment and the potential for population growth over time.

5.7.1 Objectives

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

5.7.2 Policies

General

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

Water Distribution

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

support increasing density and changing residential demands on the waterworks system will need to be confirmed through future studies.

Wastewater (Sewer) System

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

Stormwater Management

- j) Designs for roofs, roads, laneways, sidewalks, and parking surfaces should all consider designs that minimize impermeable surfaces and optimize absorbent materials to reduce surface flooding and divert storm water runoff from the sewer system.
- k) New development should not increase the rate of stormwater runoff from a site. As such, developments which increase impermeable surface area may need to incorporate unique solutions to address storm water issues, and developers will be expected to participate in stormwater system improvements to support their development. The City of Lethbridge shall require, where necessary, the preparation and submission of stormwater management plans prepared by a qualified professional engineer. Contact Infrastructure Services early in the development process.
- l) Seek to use integrated stormwater management techniques such as infiltration bulges, bioswales, and other measures through redevelopment and other improvements where feasible. In particular, emphasize a high level of green infrastructure and streetscape design on streets and in laneways by optimizing permeable surfaces.

Waste Management

- m) All development (particularly multi-unit, commercial, and public/institutional buildings) shall ensure all bins can be effectively picked up from the site. Waste and Recycling Services shall be included early in any development proposal.
- n) When demolition of an existing building takes place, green demolition practices such as “deconstruction” could significantly reduce the volumes of building materials disposed of in the landfill. Deconstruction is the practice of systematically disassembling a building in order to maximize the reuse, recycling or recovery of building materials, thereby avoiding disposal.
- o) From time to time the City may review the location of waste collection points, e.g. lanes and streets. The preference of London Road residents is generally for rear lane pickup to continue where suitable lanes exist. Waste & Recycling Services will consider the unique circumstances of each location and take into consideration the residents’ preferences.

Electrical and Communications

- p) Given the uniqueness of each service, it is important that the City’s electric design office is contacted early in the process and provided at least 60 days for design and construction.
- q) If underground electrical servicing is chosen for a development, the developer is required to handle all necessary excavations and backfilling on private property that meet the standard requirements of the Lethbridge Electric Utility . Excavating in public right-of-ways requires approval from the City’s Right-of-Way Coordinator and all construction activities will be performed by the Electric Utility.
- r) The closer the electrical servicing is to the back alleys, or source of service, the better. City electric fully supports installing meter bases on garages in the back alley, as this is the source of servicing.
- s) There are very strict rules about building and working around powerlines - both overhead and underground. These rules include the proximity of buildings to the lines, and limits of approach by people. The evaluation of proximity of the buildings and other structures to the powerlines is handled by the City’s electric design office, which will evaluate the conditions of the line and calculate where

the building can be located. Before starting construction, the developer will need to be aware of and respect the limits of approach. When completing any work within 7.0m of a powerline, or if you have any questions about safely working around powerlines, please contact Electric Operations.

- t) Costs and fees associated with electrical service connections and service upgrades are the responsibility of the developer/customer.
- u) Communication utilities such as TELUS and SHAW are organizations independent from the electric department. It is important to contact these utilities to ensure proper servicing. In instances where all utilities are installed underground, a shared trench with these communication utilities can be utilized.
- v) Maintain an integrated street network that provides people with the means to move throughout the neighbourhood and between adjacent neighbourhoods and destinations efficiently, comfortably, safely and with universal accessibility.

Natural Gas (ATCO)

- w) It is important that ATCO are contacted early in the process and provided at least 16 weeks for design and construction of gas mains and at least 2 weeks for construction of gas services.
- x) Costs and fees associated with natural gas service installations, service upgrades or alterations and main relocations are the responsibility of the developer/customer.

Contacting individual departments

It is important to contact individual services and City departments (e.g. Electric Operations, Water & Wastewater, ATCO, etc.) early in the rezoning, subdivision and development process. This can save time and disruption, can aid coordination, and can enable a more full understanding of any issues associated with a development proposal.

A multi-story apartment building with balconies and a semi-transparent text box overlay. The building has a light-colored facade and dark metal railings on the balconies. The text box is white with a slight shadow and contains the title and two paragraphs of text. The background shows a clear blue sky and some greenery.

6. Plan Implementation and Monitoring

London Road has entered a period in the neighbourhood lifecycle where redevelopment opportunities can be realized. The Plan sets out a comprehensive program which will guide this redevelopment over the next twenty to thirty years. The Plan will ensure that the City and the various players in the development process play their part by seeking the right mix of development that is of a high quality as is expected by the Plan, and by providing the framework of public sector investment and infrastructure which are essential components to supporting the neighbourhood.

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

6.1 Plan Implementation

The majority of the outcomes proposed within the Plan are dependent on the adoption of the Plan itself and private individuals following the policies as they undertake redevelopment. However, there are a number of concepts and policies suggested throughout the Plan that require further work by City administration.

The proposed next steps focus on short, medium, and long term tasks/strategies that City Administration should follow through on to support the vision, guiding principles, objectives and policies of the Plan – ultimately contributing to the implementation of the Plan. A number of the proposed next steps may form part of larger discussions/projects (e.g. the Mature Street Tree Monitoring and Replacement Strategy will likely be a strategy for all existing neighbourhoods developed out of a citywide Urban Forest Master Plan).

Further, a number of the proposed next steps will require further direction from City Council and funding from current and future operating budgets as well as potentially specific Capital Improvement Plan (CIP) initiatives.

6.1.1 Proposed Next Steps

Short Term (within one year of adoption)

1. **Amendments to the Land Use Bylaw** – A number of land use bylaw amendments are necessary within 3-4 months of adoption of the Plan. These amendments should include:
 - a. Deleted (Bylaw 6135).
 - b. In alignment with the Land Use Concept and Policy 5.3.2.o all parcels currently zoned R-37L should be rezoned to R-37. The R-37L Land Use District should then be deleted from the Land Use Bylaw, and the R-37 district should be amended to include provisions for the densities allowed in the previous Higher Density Area as set out in 5.3.2.o.
 - c. Notifications and feedback process (see Proposed Next Step 3).
2. **Monitoring and Evaluation Tool** – An evaluation tool should be developed to monitor the success of the Plan in alignment with Section 6.2.
3. **Notifications, Feedback, and Role of Neighbourhood Associations Review** – During the development of the Plan, a major concern of the London Road Neighbourhood Association and its membership was around the existing notification and feedback process. It was decided that this was an issue not just relevant to London Road but all existing neighbourhoods in the City, and that it should be part of a larger conversation. This process should be evaluated by City Administration and a Land Use Bylaw amendment should follow to update with any proposed changes.
4. **Mature Street Tree Monitoring and Replacement Strategy** – The preservation of the existing mature street trees were one of the biggest priorities identified by residents. Preservation is much more than simply restricting their removal. As these trees were more or less all planted around the same time period and have a finite life, it will be important that along with a preservation strategy, a replacement strategy also be developed to ensure a mature street canopy for years to come. Any recommendations should come from a citywide Urban Forest Master Plan, and it is strongly encouraged that City Administration undertakes this as soon as possible.
5. **Driveway Installation and Replacement Permit System** – Restrictions on new driveways and replacing existing driveways was a primary focus of the Plan. As this process is currently handled by Infrastructure Services without a formal approval system it is difficult and somewhat

inconsistent as to how driveways and curbcuts are approved and installed. To ensure the policies of the Plan are implemented, a formal approval system that incorporates the policies of the Plan should be developed by City Administration.

6. **Monitoring and responding to Civic Centre Plan** – It is expected that a plan for the redevelopment of the Civic Centre will be created in the short- to medium-term. Many London Road residents made it clear during the creation of the London Road ARP that they value the Civic Park, and wish it to remain as open space. Depending on the eventual plan for the site, it may be necessary to amend the London Road ARP in response, e.g. the vision for the Mixed-Use Precinct and/or the 6th Avenue South Corridor.
7. **Explore the opportunity to provide electrical supply in parks** – The City shall explore the possibility of providing electrical supply in Kinsmen, Kiwanis, and London Road parks for use at events. This removes the expense, noise and pollution of using generators.

Medium Term (2-5 years)

8. **Redevelopment Financing** - Explore the feasibility and potential impacts of implementing redevelopment financing incentives (e.g. tax incentives like “Tax Holidays” – Beaumont, AB), and review the performance of the redevelopment levy. Something which should be carefully considered is whether or not redevelopment levies actually discourage redevelopment by causing the price of redevelopment to go up, or whether they can benefit the neighbourhood by creating a fund for redevelopment or improvements (within the restrictions of the MGA). It is also extremely important that any redevelopment money generated by a neighbourhood actually goes back into that neighbourhood.
9. **Redevelopment Review Committee** – As there are often so many unknown constraints on development in existing neighbourhoods, the need for and potential benefits of developing an internal (or possibly external) redevelopment review committee should be evaluated. This would allow for redevelopment proposals to be holistically reviewed in much the same way as the City’s Planning Review Team (PRT) reviews plans and proposals in new growth areas.

Long Term (5+ years)

10. **Parking Strategy** – Undertake a parking study to determine the existing parking situation in the neighbourhood and the impact of downtown parking on the neighbourhood. Further, explore the benefits/consequences of the existing and potentially expanded residential parking permit system, as well as the magnitude of residential parking waivers in the neighbourhood.
11. **Proposed Park Development Strategy** – Explore opportunities with Parks and Real Estate and Land Development to develop the viewpoint parks as outlined in the Land Use Concept.
12. **Infrastructure Replacement Program** - In alignment with a city-wide existing infrastructure strategy, explore a long-term infrastructure replacement program for the infrastructure within London Road. Primarily, what replacements are needed to support the proposed residential intensification outlined in the Land Use Concept.
13. **Updates to the Plan** - Based on a wide range of factors involved in monitoring the Plan’s performance (see Section 6.2), the Plan may require updates and adjustments over time and the Development Authority may change what land use designations are deemed appropriate.

6.2 Plan Monitoring

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

This monitoring should take place in the form of a monitoring and evaluation tool that is produced by City Administration within the year following the Plan's adoption. This monitoring and evaluation tool should be used to assess and review the Plan every five years. Following each review, City Administration should amend the Plan as necessary. Plan amendments may include simply updating maps, or adding or revising specific policies and should be considered in relation to the Vision, Guiding Principles, and Character-Defining Elements.

The monitoring and evaluation tool should:

- Provide a method for continual monitoring of the Plan's implementation to ensure relevancy and that any problems that may arise are adequately addressed. This should include an open invitation for feedback from applicant, neighbourhood association, and residents.
- Ensure that the infrastructure and service delivery requirements for facilitating future growth in the Plan Area are understood and provided for.
- Discuss the performance of the Plan and its implementation over the previous monitoring term. This shall include discussion 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.
- 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.



7. Appendices

APPENDIX A: Glossary

APPENDIX B: What We Heard Report

APPENDIX C: FYI to Other Departments

APPENDIX D: Compliance with SSRP and ICSP/MDP Policies

APPENDIX E: Development Compliance Checklist

APPENDIX A: Glossary

Within this Plan, all terms are as defined in the City of Lethbridge Land Use Bylaw 5700 unless stated otherwise. This glossary contains only those terms which are not defined in the Land Use Bylaw.

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

Adjacent properties: means every neighbor that shares a property line with the subject property as well as those neighbors across any street or alley.

Alberta Municipal Government Act (MGA): means the Municipal Government Act, Statutes of Alberta 1994, Chapter M-26.1 as amended from time to time.

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

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

Bike Boulevard: form of cycling street infrastructure located on a low-speed streets which have been "optimized" for **bicycle** traffic and can include bicycle route markings on the street asphalt, or signage indicating a bike boulevard route.

Building articulation: is a concept used in the breaking up of large areas or massing. Buildings can be articulated to create interest and scale with their architecture. This is an important element, as typically redevelopment projects are often larger in scale than the old buildings they are replacing, and the adjacent existing building stock. Using building articulation can allow larger projects to fit in with adjacent existing buildings by continuing the massing pattern by dividing into smaller volumes reflective of the street.

Density: means the number of dwelling units in a given area, expressed in dwelling units per acre (u/ac) or dwelling units per hectare (u/ha).

Development: as defined in Land Use Bylaw 5700. In the context of an Area Redevelopment Plan 'development' is often used interchangeably with the terms 'redevelopment' and 'infill'.

Dwelling, Single Detached (Live/Work): means development that consists of a Single Detached home that is to be used for either residential or residential and commercial (not commercial on its own). The intent of this building type is to complement the Mixed Use Precinct and add to the vibrancy of the neighbourhood by providing an opportunity for people to both live and work in single-detached housing as an alternate way to support commercial and business growth in the neighbourhood. **This is not a current building type in the Land Use Bylaw.*

Dwelling, Small-Scale Townhouse: means a development that consists of three or four dwelling units separated by a common party wall extending from the foundation to roof and/or by a common ceiling/floor assembly; each dwelling unit having separate primary outside access a maximum of 5.5m above grade.



Dwelling, Small-Scale
Townhouse

Dwelling, Medium-Scale Townhouse: means a development that consists of five or more dwelling units separated by a common party wall extending from the foundation to roof and/or by a common ceiling/floor assembly; each dwelling unit having separate primary outside access a maximum of 5.5m above grade.



Dwelling, Medium-Scale Townhouse

Gateway: means an urban design feature or area that provides visual access, direction and/or celebration of the community for those entering. Within the Plan, there are three areas that have been defined as being appropriate for such features, which could include (but is not limited to) architectural detailing, signage, streetscape elements and public art.

Green Space: can be looked at as open areas that can include a range of landscapes from playing fields to highly maintained environments to relatively natural landscapes.

Guidelines: means statements of planning intent that are more detailed than policies, but not as strict as rules and regulations.

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

Integrated Community Sustainability Plan/Municipal Development Plan (ICSP/MDP): is a statutory planning document that provides a framework for Council and the community to address the changing community over the next 40 years. The Plan is based on a creative consensus surrounding the social, cultural, economic, built and natural environment, and governance dimensions of sustainability.

Land Use Bylaw: means a bylaw of the municipality passed by Council as a Land Use Bylaw pursuant to the provisions of the Municipal Government Act and intended to control and regulate the use and development of land and buildings within the municipality.

Large-scale residential: means development that is composed of more than two dwelling units and includes the building types: 'Dwelling, Apartment' and 'Dwelling, Apartment Mixed-Use'.

Live/Work (see also Single Detached, Live/Work): describes a dwelling structure that contains both commercial and residential units, combining both workspace and living quarters.

Massing: is the volume which a building occupies, along with its shape and form. If a building's massing is too large it may appear to be out of scale with its surroundings.

Mature tree: means any tree that has a caliper of 30cm or more, measured at 1.4m from grade.

Medium-scale residential: means development that is composed of more than two dwelling units and includes the building types: 'Dwelling, Small-scale Townhouse' and 'Dwelling, Medium-scale Townhouse'.

Multi-modal transportation system: means allowing for a range of different modes of travel, such as walking, cycling, transit and private motor vehicles.

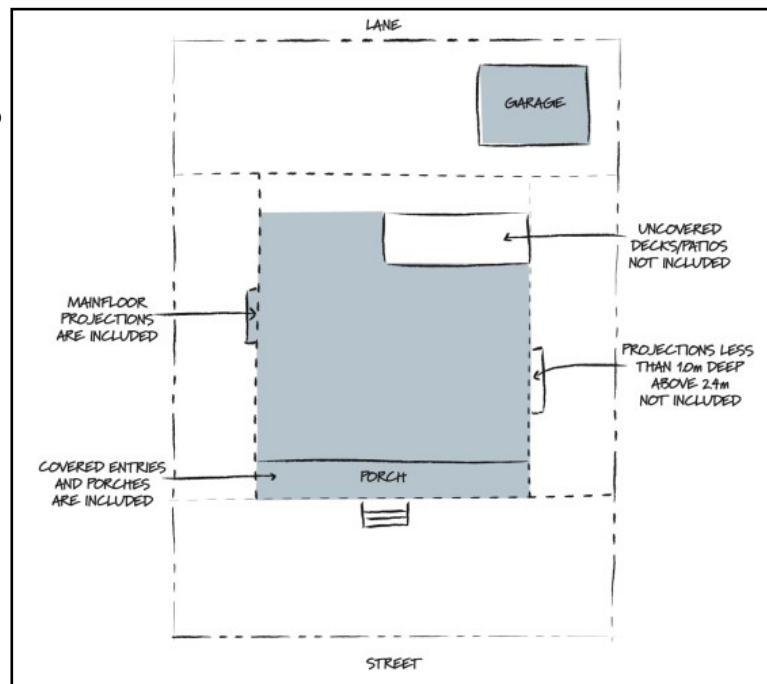
Municipal Development Plan (MDP): see 'Integrated Community Sustainability Plan/Municipal Development Plan' above.

Neighbourhood life-cycle: is a long-term process that occurs, beginning with the first building and development of a neighbourhood, then its aging, and how the neighbourhood adapts to changing needs and accommodates redevelopment over time.

Parcel coverage: means the total area of permanent buildings located on the property. Eaves and projections less than 1.0m in depth and greater than or equal to 2.4m above grade are not included in the calculation.

Policy: means an official plan of action adopted by an individual or group, which for land use plans adopted by municipalities in Alberta can be distinguished as either statutory plans (Municipal Development Plans, Area Structure Plans, Area Redevelopment Plans, or Intermunicipal Development Plans) or non-statutory plans.

Preservation: means the action or process of protecting, maintaining, and/or stabilizing the heritage attributes (materials, form, integrity) of the entire heritage resources (or an individual component of the resource) while protecting its heritage value.



Parcel Coverage

Public art: means works of art in any media that has been planned and executed with the specific intention of being sited or staged in the physical public domain, usually outside and accessible to all.

Public engagement: means an interactive process of deliberation among citizens, to contribute meaningfully to public policy decisions in a transparent and accountable manner.

Public services: means services provided by the City such as waste collection, snow removal, transit and EMS.

Redevelopment levy: means a levy that may be imposed on an applicant for a development permit in a redevelopment area, in accordance with an ARP, municipal bylaws, and the MGA. A redevelopment levy can be used to pay for land for parks, schools, or new or expanded recreation facilities, as described in the MGA.

Rehabilitation: means the action or process of ensuring a continuing use or a compatible use of a heritage resource (or an individual component) through repair, alterations, or additions, while protecting its heritage value. This can include replacing missing historic features either as an accurate replica of the feature or may be a new design that is compatible with the style, era, and character of the heritage resource.

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

Servicing: means individual utilities that connect a user to the main facilities. For example, your water service has a curb stop which goes from the water main to your home.

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

Single-detached homes: means a free-standing residential building, generally built on a lot larger than the structure itself, adding an area surrounding the house, which is commonly called a yard.

Small-scale residential: means development that is composed of a maximum of two dwelling units and includes the building types: 'Dwelling, Single Detached', 'Dwelling, Single Detached (Live/Work)', 'Dwelling,

Two-unit' and 'Secondary Suite'.

South Saskatchewan Regional Plan (SSRP): is a Government of Alberta regional planning initiative legislated through Alberta's Land Use Framework, and is intended to balance environmental, economic, and cultural well-being across a landscape that encompasses a diversity of land-uses.

Statutory plans: means plans required or enabled by the MGA that are adopted by municipal Councils through public hearings and which include MDPs, IDPs, ASPs, and ARPs.

Streetscape: means all the elements that make up the physical environment of a street and define its character. This includes paving, trees, lighting, building type, style, setbacks, pedestrian amenities, street furniture, etc.

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

Surface parking: includes all forms of outdoor vehicle parking not in or on a building, from a parking pad to a large parking lot.

Traffic calming: means the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. Typical devices include traffic circles, curb extensions, diverters, and speed bumps.

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

APPENDIX B: What We Heard Report

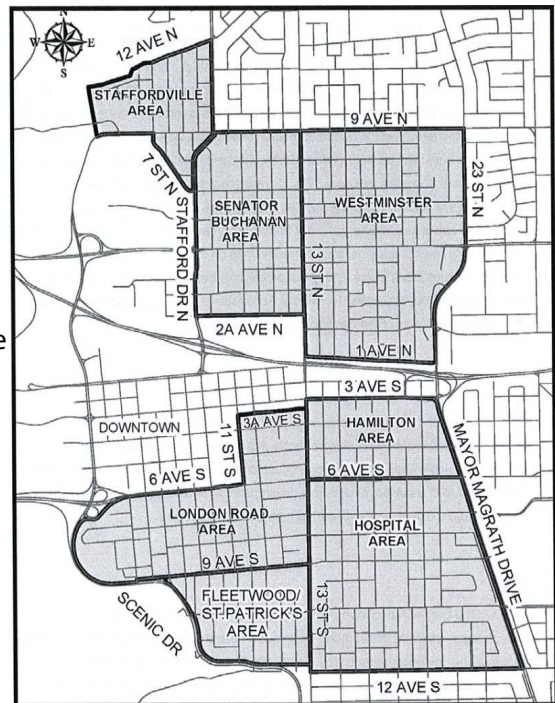
The following report is a summary report of the community input/feedback gathered throughout the planning process. The public engagement process was largely focused around enhancing and diversifying public involvement. Public input was gathered through a wide range of events, activities, and public meetings in an attempt to interact with individuals and groups not usually in attendance at formal open houses. This included, but was not limited to:

- Formal public open houses;
- Workshops (primarily with LRNA Development Committee)
- Walking Tours (Jane's Walk)
- Informal “bumping spaces” discussions (local commercial locations)
- Community festivals (Party in the Park and Downtown Bright Lights Festival)
- Focus group discussions
- Elementary planning activity (Fleetwood Bawden Grade 4)
- Sidewalk conversations

Central Neighbourhood Study

Although not directly part of the ARP process, the Central Neighbourhood Study (CNS) is an important input into the community's feedback. The CNS was initiated in 2005 as a result of ongoing redevelopment concerns expressed by residents within several centrally located neighbourhoods. The “Central Neighbourhoods” were some of the first residential areas developed in Lethbridge and as a result have the potential to share common types of problems and issues which may differ from other areas in the City. One of the seven neighbourhoods identified as a “Central Neighbourhood” is the London Road Neighbourhood. Some London Road (LR) highlights include:

- Large majority stated that the presence of older homes and buildings was important. Similarly was priority on architectural style of homes. It can be assumed that the reason these priorities are so high in LR is due to the large number of historical character homes and the ongoing restoration of these buildings that is occurring there.
- Living close to Downtown a priority for LR (76.96%). LR surrounds downtown on two sides and enjoys barrier free access.
- In LR, where nearly every street has a broad canopy of trees, 88.19% of people responded that tree-lined boulevards were important
- Experience with people selling drugs from a home. Average was 14.15%... LR was the highest of all neighbourhoods with 21.49% reporting this issue occurring “often”.



- Respondents take pride in their property, value easy walkability, tree-lined boulevards and single family homes with large lots and big back yards.

ICSP/MDP City Circles

Although not directly part of the ARP process, the City Circles was a phase in the development of the Integrated Community Sustainability Plan/ Municipal Development Plan (ICSP/MDP). City Circles was a direct dialogue with the residents of Lethbridge. 48 different City Circles contributed to the process; the following comments were submitted by the “London Road Neighbourhood Kicks A**!! Facebook Group City Circle”:

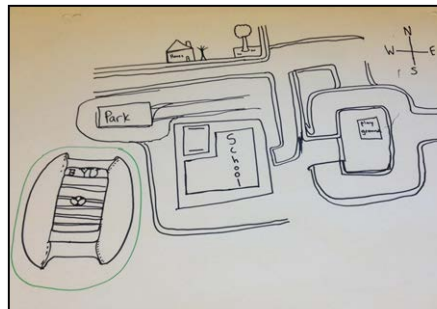
- Build up, not out; arrested urban sprawl.
- Stylish, affordable and appealing medium and high density housing
- Mixed use developments (mixed residential and commercial)
- Development that supports healthy living
- Increase opportunities to improve individual health due to walkability
- Community gardens throughout community
- Alternative transportation
- Efficient, viable, rapid, attractive, and inexpensive public transportation
- Wide sidewalks for pedestrians
- Bicycle friendly; Bicycle racks that are secure, and ubiquitous; Traffic lanes designated for bicycles.
- Streets and key intersections
- Flashing pedestrian lights, especially at high collision/high traffic intersections
- Speed deceleration zones enforced, especially in London Road as it has high pedestrian traffic
- Community spirit
- Community celebrations supported by City... equipment loans, and waived/reduced insurance fees for block parties and public gatherings in parks.
- Support of Community Associations
- Heritage buildings are preserved and maintained, not demolished.
- Our heritage is valued and helps define us
- “London Road residents want to steer change, not stop it”

Fleetwood Bawden Elementary School Neighbourhood Planning Activity (November 13, 2013)

Children are an important part of our neighbourhoods, and their thoughts and opinions are often missed through the standard open house format. Attempting to incorporate new innovative ways of public engagement, the planning team worked with a Grade 4 class at Fleetwood Bawden School to complete an activity where students drew maps of how they see their neighbourhood. The students also used stickers on aerial maps of the neighbourhood to identify different areas of the neighbourhood that were beautiful, safe, fun, dangerous, etc. Some things we heard...

- “The best place in my neighbourhood is all the parks, especially Kinsmen Park where I can play tennis and basketball.”

- "Wish there were more kids in the neighbourhood and/or organize a way to meet other kids that live around us"
- "At night, in the London Road Park there are people doing unsafe things"
- "I love the park because my friends and I always go and play, although the park is too small for kids my age (11+)"
- "I walk to school and to my Grandma's"
- "Like walking dogs and biking to visit friends and family"
- "We have lots of big trees and new paved roads that are fun to longboard on. We have a store that we can walk to for bread. It's nice that we live close to school so we don't have to take the bus."
- "Close to school, close to Downtown, and good neighbours"



Fleetwood Bawden Elementary School (Grade 5) Survey

In addition to the planning exercise, students were also asked to take home a survey and to complete it with their families. 12 surveys were returned and the results are as follows:

I think the best place in my neighbourhood is:

Tim Hortons, Sugar Bowl, Gyro Park (2), My House (4), My Backyard, Park (2), School

The worst place in my neighbourhood is:

- Sewer at the end of my street

- The streets
- Hospital emergency at night
- My back alley
- Two old men that live down the road from me
- None (3)
- 5th Street
- Drug houses
- Kinsmen Park
- Park and Alley

If I could, the first thing I would do to make my neighbourhood a better place for people is:

- Spray park
- Clean it up
- Organize a way to meet other kids that live around us
- More street lights
- Add a hockey rink closer to my house
- Clean their yards
- Not allow smoking, make the playgrounds safer, and have access to a water park
- Make yards nice and clean
- Help animals
- Do yard work for people
- My back alley because the City stopped cleaning them. I really like to ride my bike but I can't
- Busy roads
- Add a basketball court to Gyro Park

The three most important problems facing my neighbourhood are:

- Noisy neighbours
- Sewer pipes
- Cars go to fast
- Littering
- Everything is old

- Housing costs
- No back alley lights
- Drunk people
- Transients
- Dogs pooping on lawns
- Staff from hospital parking in front of my house
- Not very many kids to play with
- People drinking in the park
- People smoking weed
- Abandoned house
- Drunk/homeless people hanging out in the parks/playgrounds
- Traffic
- Rundown
- Homeless people walking around
- No problems
- Littering
- People not stopping for me when I cross the street
- Can't think of any
- Broken sewer pipe on the road
- All the ambulances
- All the bad people

Are there any things you would change in your neighbourhood?

- Yes (8); No (4)

If you answered yes, list the three most important and the changes you would make:

- The sewer pipes
- All the bad people
- Bring back alley cleanup
- Slow down traffic on main roads
- Recycling collection program

- Reduce number of rental properties
- Give incentives for people to fix up their homes.
- Change the people who drink and smoke weed so we can be safe
- More kids in the neighbourhood for me to play with
- Housing costs
- More outdoor activities
- No litter
- Help everyone

What things in your neighbourhood should stay as they are? Why?

- The park; because it is where I have time with my friends.
- Parks
- Old Houses
- School it provides me education
- Urban Grocer it provides me food
- Nothing
- Sidewalks
- Bear in the tree (art)
- Tennis Courts in Kinsmen – we like to play
- All the parks and green spaces
- Boulevard trees because they attract birds and provide shade.
- Everything by my house should stay the same
- My house so I have a place to live
- Gyro Park
- The Christmas House (Annandale)
- Big trees
- Big yards
- Roads for cars to drive

Are there any unattractive/unsafe areas in your neighbourhood?

- Yes (8); No (4)

If yes, please describe them:

- There are strangers
- Hospital emergency area
- Abandoned houses along 5th Street South
- At night the park beside the boys and girls club (Adams Park), there are people doing unsafe things.
- Alleys
- Drug houses, and people that don't look after homes
- Some of the ugly old houses
- The messy alleys that have glass in them

Do you use the parks in your neighbourhood?

- Yes (10); No (2)

If yes, how do you use them?

- To have fun
- I play on it safely
- We use it because we like to play grounders.
- My friends and I always go and play at the park although the park is too small for kids my age (11+)
- Walk dogs
- Play with friends
- Climb, play, run, walk the dog, swings, slide
- Play on the playground equipment and play tennis
- Often
- To play on

Do you use alternative transportation (walking, biking, public transit) in your neighbourhood?

- Yes (11); No (1)

If yes, how do you use it?

- I walk to school and walk to my grandmas
- Biking
- Bike for fun
- Biking and walking
- We walk
- Walking to school and riding my bike for fun
- Walking dogs and biking to visit family and friends
- My friends and I longboard and bike to school
- I ride and walk to get places
- I walk my dog where I am safe and not where I am not safe
- Walking, biking, and taxi

Are there areas in your neighbourhood where you feel frightened?

- Yes (6); No (6)

If yes, please describe them:

- In my back alley at night
- Dog that barks in the back alley
- Anytime after eleven
- The parks at night, derelict houses
- The alleys that have glass in them and where the bad people go
- 5th Street especially at the corner of 5th Street and 6th Avenue. Also at the Kiwanis Park picnic shelter

What makes your neighbourhood a great place to live?

- All the beautiful old character homes, mature trees, easy access to downtown, and low traffic
- All of my friends live here
- All the trees and parks and neighbours
- Gyro Park
- A lot of friendly people and big trees to climb in
- My school
- My grandmas place

- The public library
- YMCA for swimming, the running track, and the skating centre.
- It's safe
- Quiet
- Nice people and other kids
- We have lots of big trees and new paved roads that are fun to longboard on. We have a bakery that we can walk to for getting bread. It's nice that we live close to school so we don't have to take the bus.
- I have nice neighbours and nice friends
- Close to a school, close to downtown, and good neighbours.

Urban Grocer Engagement (November 14, 20, 26, 2013)

City planners visited the Urban Grocer on Nov 14th, Nov 20th, and Nov 26th to begin informal discussions with patrons regarding the Plan, and understanding the resident's insight into their neighbourhood and their day to day lives in London Road. All comments were documented and will inform the planning process going forward;

The following is a sample of those comments:

- Safe
- Love the history of the neighbourhood!
- Alley's need to be better lit
- Really enjoying the area
- Kinsmen Park very well maintained
- More architectural controls are needed!
- Consider the streetscape!
- Front driveways/garages... NO!!
- Quiet/low traffic
- In need of more amenities (shops)
- Like the size of the lots – privacy
- Good neighbours
- Old houses
- More trees the better!
- Infill/new development is a good thing – new look
- No objection with lots of infill/new



development

- Townhouses/apartments are good for the neighbourhood if designed with care
- Grocery shopping at Urban Grocer and London Road Market
- There have been huge improvements over the last few years
- The removal of the top wall and the new seating area in Kinsmen Park was a great thing to improve safety
- Way more families and kids in the neighbourhood last 5 years
- Love the area – renting now and looking to buy in London Road
- Balance for redevelopment – although some old/historic homes are beautiful – some are too run down and need to be knocked down and replaced.

Public Feedback Session – Flip Chart Comments (December 5, 2013)

The public feedback session held on December 5th was held at City Hall. The session was a kickoff meeting for the London Road Plan and it included a series of boards explaining what an ARP was, why it was important, and asked residents to provide input into the early stages including the ask to identify problems, opportunities, and potential solutions within the neighbourhood. The following was what was heard:

- Encourage proper tree care and pruning for our inner city forest. No tree topping!
- Encourage innovative architecture
- Incentives for re-development
- Higher densities allowed
- Need a community hall where year-round markets & community events could be held as London Road is becoming a gentrified neighbourhood with lots of artistic and talented people.
- No digital billboards. Distracting and horrible.
- Reduce traffic rather than alter existing roads
- Dr. Santa Claus, A roundabout at the west end of 6th where it comes up from the coulee
- Historic Houses
 - o Businesses
 - o Promote to preserve
- Density: If London Road increases density this will increase traffic flow on 6th. I would also like to see London Road extended to 10th Ave. There is a lot of interaction from this area with London Road. Improving parks and improving usability.
- City incentives for upkeep/energy efficient home improvements.
- I purchased my home in London Road because of the ambience and character of the neighbourhood. Every city needs to preserve its historic heritage and London Road much like Mount Royal and elbow Park in Calgary is an area that needs to be preserved, protected, and

prized as it adds to the character and personality of our city. To not value this then devalues what is an important part of the spirit and heart of Lethbridge.

- Please keep and encourage a mixture in London Road. Low cost and affordable housing and rentals combined with ownership.
- Need a few really good gathering spaces, particularly in winter like community halls, churches, restaurants.
- Similar neighbourhoods in other cities have added to their character by encouraging small square footage, independent retail/office as part of their mixed use. There are some “spa uses” in London Road but more coffee shop, bakery, etc. would help.
- Simplified document
- Accessible information... Easy language
- Night time traffic on 11th street between 6A and 4 Ave. Especially Thursday nights, middle of the night (2am) mostly pickup trucks.
- Over the years the neighbourhood has improved and is really a pleasant place to live. The unique feel of the area needs to be maintained. We have unique residences and it has a traditional urban feel. It is nice to be able to walk to different services, green spaces, and businesses.

London Road Neighbourhood Association

Throughout the plan process planners met with the London Road Neighbourhood Association to gather feedback on the development of the Plan. Feedback from some of the meetings is below:

- The LRNA has concerns about the future of 6 Ave. South. They do not want to see it become a barrier for access to the downtown, being multi-laned high speed traffic.
- They see congestion at peak hours as a positive condition, as it slows the traffic down. They like the well treed/defined boulevards of 6 Ave South and do not want to see them removed. One suggestion was made that the City should get rid of the turning lanes...thus making the road narrower. They like the grid pattern of London Road, as it provides more direct access/egress in and out of their community for cars, pedestrians and bikes. They do not want to see any of the streets closed to 6 Ave S...as this would increase traffic on the north/south streets that would remain open. They like the balance flow of traffic that is provided by the grid street pattern. .
- One key theme that was repeated a few times...is the neighbourhood needs to retain green space, both private ground oriented yards, and public boulevards and parks. They like ground oriented housing where people can sit out in their own yard.
- Mature trees are important to this neighbourhood as they provide shade, shelter from the wind, and privacy.
- Strongly opposed to people cutting curbs and the boulevards for front yard driveways. Vehicle access should be required to be from the rear alleys. They did not object to the condition of alleys in London Road, the thinking being their poor maintenance slows cars down and makes the alleys safer to walk.
- A general comment was made that the City should enforce its bylaws more strictly...especially in light of maintenance of property and homes. One issue that has been a problem is unfinished homes...remaining a construction site for years.
- Greater care should be taken in matching new development with the scale of existing homes.

“Monster homes” and large height differences between homes is an issue for further discussion. Homes do all not need to be based on historic themes, but they should be architecturally attractive and well designed to fit the streetscape. They do not object to “modern” architecture.

- Concern was expressed about the City’s lack of bylaws for outdoor fires/fire pits...and smoke entering homes as well as the fire hazard.
- There is a need for alternative housing in the LRNA so that seniors that down-size can remain living in London Road.
- LRNA strongly supports the idea that the Civic Square be added to their neighbourhood to bolster open space, and provide a venue for neighbourhood events in conjunction with the Fritz Sick Centre. They do not think the Civic Square should be the subject of a separate planning exercise.
- The LRNA generally though that there should be some new meeting places in the neighbourhood such as small tea rooms, café, or a pub within walking and cycling distance and primarily providing services for local people. They also saw this as a way to make use of surplus space in large older homes.
- Suggestion was made that Lethbridge follow Calgary’s lead in having documents that are written in “plain English” and that we try to avoid “planning and engineering jargon” where ever possible.
- The LRNA stressed “made in Lethbridge” approaches, and we need to implement what we plan.

ENGAGE: Your London Road Survey

The following is a collection of feedback received through the “Engage: Your London Road Survey’s that were available for residents to complete throughout the process.

Positives	Negatives
Parks and green spaces	Breaking down infrastructure (sewers, roads)
Beautiful historic streets (6a & 7 Avenue)	Back alleys (un-kept, scary, dark)
Great, beautiful, old houses	Drugs/Drug Houses/Trafficking
Proximity to downtown and local amenities	Drunk People
Charm and Character	Transients/Homeless
Mature trees	London Road Park
Big yards	West section of London Road (5 th & 5 th)
Classy renovations	Noisy neighbours
Accessibility	Housing costs
Culture	Rundown/Abandoned houses
Safe and Quiet	Drinking/Smoking in parks
Convenience	
Diversity of Population	
Huge improvements over last few years	

6th Avenue South

- General
 - o Traffic noise
 - o Not fair to put highway through a historic neighbourhood for those that choose to live in suburbs and drive
 - o Divert traffic off of 6th Avenue
 - o More lanes not answer. Do not widen.
- Driveways
 - o Driveway on 6th Ave and 12th Street – problems backing out
 - o Please plan for those who have driveways on 6th Ave
- Safety
 - o Slow traffic down (lower speed limits, traffic calming, photo radar)
 - o Increased pedestrian crosswalk safety
 - Need for consistent flashing pedestrian lights
 - Better marked crossings
 - 10th St and 6th Ave
 - 11th St and 6Ave

- Traffic Lights
 - o Advance left turn light needed on Stafford Drive turning onto 6th Ave.
 - o Full light needed at 11th St to slow traffic that accelerate between 9St and 13St
- Alternative Ideas
 - o Adjustable/Alternate lanes to accommodate morning/afternoon higher traffic flow
 - o Express lane for those “Connecting”
 - o Less lights to increase “flow”
 - o Synchronizing of lights on Scenic – increase more use instead of 6th Ave
 - o Traffic calming needed
 - o Use existing parking on 6th to widen the roadways
 - o Create a modified mini express way (e.g Montreal) for east-west through traffic.
- Parking
 - o Eliminate parking alongside London Road Market – bottleneck
 - o No removal of parking on 6th Street
 - o Civic Field. Make into parking/Do not make into parking
 - o Multi-Modal
 - o Accessibility for all modes including traffic signals, curb cuts, and signage.
 - o Create a place for walking traffic. Encourage!
 - o Dedicated bus, bike, and carpool lanes
 - o More bus stops along 6th Ave
 - o Ability to walk downtown cannot be lost
 - o Proper formal bike lanes on the busier streets and avenues i.e small sign is not enough

Neighbourhood Transportation:

- Turn one or two streets into pedestrian and bicycle walkway to provide safe and walkable community.
- 7th Ave has issues with speeding vehicles and not enough stop signs to slow them down. Maybe use traffic circles to slow down.
- 7th Ave and 13St is major multi modal cross – signaled crosswalk needed
- 7th avenue should be designated bike route.
- Lower speed limits and/or speed bumps on all street except 13th Street and 6th Ave
- 30km/h speed limits
- One-way streets
- Bike lanes
- Slow down traffic!

- Alternative transportation
 - o Efficient, viable, rapid, attractive, and inexpensive public transportation
 - o Wide sidewalks for pedestrians
 - o Bicycle friendly; Bicycle racks that are secure, and ubiquitous; Traffic lanes designated for bicycles.
- Streets and key intersections
- Flashing pedestrian lights, especially at high collision/high traffic intersections
 - o Speed deceleration zones enforced, especially in London Road as it has high pedestrian traffic

Parks and Open Space:

- Do not eliminate street trees
- Do not destroy trees or boulevards
- Boulevards and mature trees are part of the character. Do not Remove.
- Do not eliminate street parking or trees
- If you remove the trees, must replant
- Keep trees
- Encourage proper topping
- Concern over loss of recreation opportunities such as tennis courts and curling rink.
- Leave the civic track in place. Keep track but re-plan interior for more use.
- Remove needle drop boxes in parks
- Do not make park into parking
- Please put trees along 7th Street between 6th and 7th Avenue. It is only street without.
- Park space could be flooded in winter for skating. Civic field is located right beside zamboni
- Add outdoor exercise equipment to London Road Park
- Add a hockey rink closer
- Replace old standard street lights with old fashioned lantern style lights.
- Continue with new classy street signs and emphasize old street names
- More playground equipment to Kinsmen Park – older age specific
- Removal of top portion (barrier) in Kinsmen Park was a great thing for safety
- London Road Park is scary place

Land Use and Built Form:

- Build up, not out
- Stylish, affordable and appealing medium and high density housing
- Mixed use developments (mixed residential and commercial)
- City should take leadership role in promoting 6th Ave for local commercial as alternative to big box stores.
- Need more amenities (commercial)
- More mixed density throughout London Road
- Limit big box commercial
- Do not allow digital signs on 6th Avenue
- Open to diversity of density
- Balance for redevelopment – although some old/historic homes are beautiful – some are too run down and need to be knocked down and replaced.
- Updating the old houses. Modern look is nice, but needs to be mixed
- More architectural controls needed
- Consider Streetscape!
- Townhouses/apartments are good think if designed with care
- Front driveways/garages.. NO!

Historical Preservation:

- Protect heritage
- London Road is the envy of many cities. Restore heritage and character of this area.
- Heritage buildings are preserved and maintained, not demolished.
 - o Our heritage is valued and helps define us
 - o “London Road residents want to steer change, not stop it”

Safety:

- Increase police patrol
- Remove needle drop boxes
- CPTED (Crime Prevention Through Environmental Design)
- More street lights
- Increase safety at playgrounds
- LRPS doesn't respond to complaints
- Snake Alley is dangerous because it is used for trafficking

Other:

- Artisan markets and more gathering places

- Protect civic Field – year round farmers market to build community feel.
- Back alleys are often filled with potholes and bumpy either paving or grading is needed.
- More upkeep on alleys – too much junk and unsafe; lighting needed.
- Storm water issues in London Road when thunderstorms.
- Strong sewage smell from drains – especially near 1513 6th Ave
- Pooling of water on corner of 10th Street and 8th Ave
- Bumper scrapes when turning off of 5a ave into alley
- Organize a way for kids to meet
- Clean up properties, yards, and back alleys
- Prohibit multiple family dwelling rentals and to monitor drug trade
- Back alley cleanup program
- Recycling collection program
- Incentives for people to fix homes
- Development that supports healthy living
 - o Increase opportunities to improve individual health due to walkability
 - o Community gardens throughout community
- Community spirit
 - o Community celebrations supported by City... equipment loans, and waived/reduced insurance fees for block parties and public gatherings in parks.
 - o Support of Community Associations

Draft Plan Open House- April 12th, 2017, City Hall

The following is a collection of feedback received through a Public Open House, where planning staff presented the most recent and up to date draft (for that time) of the London Road Area Redevelopment Plan to residents, business owners, property owners, and all others with an interest or stake in the London Road neighbourhood. Those who attended the open house received the opportunity to review the draft plan and provide feedback and comments through a survey handed out at the open house, as well as posted online for those who could not attend. The comments and feedback received from the public was used to make changes to the Plan, based off of the recommendations and requests from respondents.

Below is a summary of the feedback received at the open house:

Demographics

(Total Survey Responses: 25)

Sex:				
Male = 44%		Female = 56%		
AGE:				
0-14 = 0%	15-24 = 12%	25-44 = 40%	45-64 = 32%	65+ = 16%
Relationship to London Road:				
I live in the London Road and own the Property = 64%				
I live in the London Road and rent the property = 4%				
I have a business in the London Road = 0%				
I own property in the London Road but do not live in the neighbourhood = 12%				
I live in an adjacent neighbourhood (Downtown, Fleetwood, Victoria Park) = 8%				
I am a Developer/builder with interest in redeveloping in the London Road = 8%				
Other = 4%				

Responses to the Land Use Concept

(Total Survey Responses: 25)

Out of 5 how satisfied are you with the vision of the....					
	<i>Not satisfied at all (Not what I Want to See At All)</i>	<i>In-between</i>	<i>It's Okay (I Like Some of the Ideas)</i>	<i>In-between</i>	<i>Very Satisfied (Exactly What I Want To See)</i>
Precincts	5 (21.74%)	1 (4.35%)	6 (26.09%)	7 (30.43%)	4 (17.39%)
Corridors	4 (17.39%)	1 (4.35%)	6 (26.09%)	9 (39.13%)	3 (13.04%)
Park Spaces	1 (4.35%)	0 (0.00%)	5 (21.74%)	12 (52.17%)	5 (21.74%)

The weighted average (in green) showed responses in a general range between "It's Okay" to "Very satisfied"

Comments on Precincts:

- Like the inner neighbourhood
- Like Inner neighborhood Precinct
- More small businesses within inner neighbourhood (café)
- I like the supported uses in the precincts
- I like the higher density uses
- Change inner part of west peninsula
- Tone down proposed density in WP
- Allow density just on perimeter of West Peninsula
- Do not want apartments and townhouses in WP
- Do not want high buildings in WP
- Reduce mixed use area
- More emphasis need on heritage protection by regulating built form
- No type 3 homes they destroy character
- Should be single family, not suited houses
- Simplify please
- More input from neighbourhood into the style and fit, need a residential review panel

Comments on Corridors:

- Keep commercial in commercial core and not in neighbourhood
- Keep commercial off of 6th Ave s
- 6th Ave and 13th Ave needs changes
- Like 4th St and 9th Ave
- Less density on 13th St
- No commercial on 6th Ave
- Would like to see commercial and residential along civic field
- Limit commercial between 12th ST and 13th ST
- Too much proposed density, not enough parking
- Great
- No medium/ large scale housing on 4th St
- Good concepts, need to deal with traffic
- How will traffic/parking be managed on 6th Ave

Comments on Park Spaces:

- Civic field important space to neighbourhood, protect from non-recreational developments
- Add power and water to park spaces for community events
- Less density around parks. Regular homes around park
- Very good ideas
- Really like these ideas
- Very good
- Balance park developments throughout the city
- Park space plans seem good
- Changes to London Road Park high priority
- No large development around Kiwanis
- Would like to see more park spaces

Comments on Heritage Character objectives/policies:

- Medium / High density will erase west peninsula heritage character
- Should be section on how renovations/ additions should be treated
- Strongly support no front garages/ driveways
- Reduce Type 3 home
- Should be mix of new and old housing, shouldn't limit architectural design and creativity
- Other areas have heritage homes, variety is good
- Maintain heritage character without impeding on new creativity and diversity
- Maintain heritage
- Type 3 homes don't fit in
- If you own the lot you should be able to build what you want
- Housing diversity and creativity
- No more type 3 homes, protect neighbourhood character

Comments on land use objectives/policies:

- Why is there a need to promote 3 to 6 storey structures
- I support the current draft
- Like the opportunity for lane living
- Opens opportunities to live and create something different
- No issues

- Support high density
- Balance throughout the City
- Not enough detail on posters
- Keep 12 St from 5th Ave to 6 Ave how it is
- No affordable housing
- *Not in favor of high density*

Comments on built form objectives/policies:

- More time needed to ensure residents understand the plan
- I support the current draft
- What does this mean?
- Emphasize the reduction in massing/lot coverage
- Don't restrict architectural style, strict large size/ inappropriate scale
- Stop Type 3 homes
- No problems
- Same policies throughout City of Lethbridge
- Not enough detail on posters to comment
- Maintain character of area
- Support front parking pads, if can be done without moving trees
- Better preservation of older homes
- Stop infill and modern type homes

Comments on transportation network objectives/policies:

- Concerned about policy wording around sidewalk widths and curb cuts
- I support the current draft
- Bike Boulevard YAY!
- Do not like 7th Ave bike boulevard proposal
- 5th St narrow, 30 km/h recommendation
- All streets 30 Km/h

Comments on parks, open spaces, and urban forest objectives and policies:

- I support current draft, high value on maintaining trees
- Retain street trees, need replacement strategy

- Are more trees going to be planted?
- Do not remove any trees
- Would like to see addition of benches on boulevards
- No reduction in park space
- London Road Park is not unsafe like it is perceived to be. Like the improvements
- Better maintenance

Comments on utilities and services objectives/policies:

- Change policy 5.7.2 (a) from “shall” to “Should”
- Development Services phone number in plan seems to pro-development
- City needs to invest in upgrades to stimulate growth
- Need updated underground utilities
- Upgrade sewer
- Needs upgrading
- Fine
- Run electrical underground
- Needs upgrades especially sewer

Any further comments regarding the LRARP:

- Upset about the notification of this. Expect direct mailing. More notification time about open house. Provide draft before the open house.
- Simplify information
- Rules create cookie cutter housing
- Overall great plan, need minor revisions
- Bylaw enforcement for unsightly properties
- Please help preserve neighbourhood
- Concerned this plan will discourage redevelopment. Would like to have had time to review plan before open house
- Maintain character
- Enforce zoned parking areas.
- No more type 3 homes

Draft Plan Open House - September 13th, 2017, Fish & Game Hut, Kinsmen Park

Changes made to the draft Plan since the previous open house in April were presented to attendees via display boards. Copies of the printed draft Plan were also available. A short survey/comment sheet was created for attendees to give feedback, while the full draft Plan and contact details were also published on the City website.

Summary of survey/comment sheet responses:

Are you a...?

Resident: 16

Landowner: 6

Business owner: 0

Developer: 1

Other: 2 (homeowner, LRNA board member)

Do you feel that the draft London Road ARP meets your needs?

Yes: 6

Partly: 4

No: 2

Do you feel that you have been adequately consulted during the development of the ARP?

Yes: 9

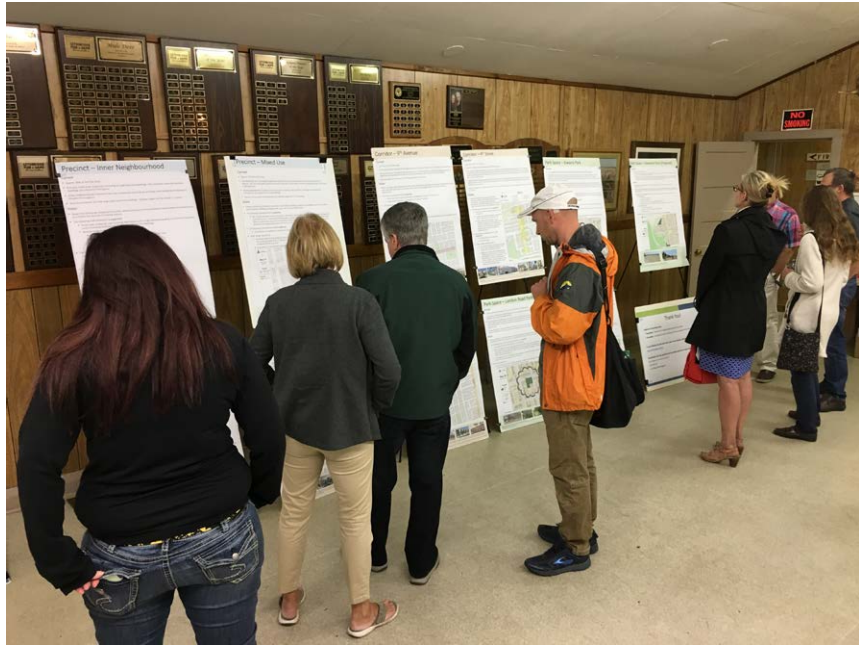
Partly: 2

No: 3

Main themes of comments/feedback:

Likes: parks, changes to vision since last open house, focus on heritage, protection of street trees.

Concerns: Type 3 Homes, where will new residents park, increases in density, curb cuts/front parking/garages, minimum permeable surface requirement is too low, how to monitor compliance/performance after adoption of the Plan, new development overshadowing homes/yards, notification process for London Road Neighbourhood Association.



APPENDIX C: FYI to Other Departments

This appendix includes findings from numerous public consultation sources conducted in the development of this Plan. They are collected here for sharing with other City of Lethbridge departments as applicable.

Transportation

- Residents expressed support for a 30km/h speed limit in the neighbourhood.
- London Road Neighbourhood Association and residents expressed concerns about the future of 6 Ave South. They don't want to see it become a barrier for downtown access by becoming a multi-lane high speed traffic corridor

Parks; Recreation & Culture

- Residents expressed strong support for maintaining the existing Civic Centre track as green space.
- The preservation of the existing mature street trees were one of the biggest priorities identified by residents.
- The Plan identified opportunities to increase the provision of street trees in several locations where current tree density is lower, including:
 - 7th Avenue S (west of 4th Street)
 - 3rd Street S
 - 4th Street S
 - 5th Street S (south of 7th Avenue)
 - 6th Street S (south of 7th Avenue)
 - 6th Avenue S
 - 9th Avenue S
 - 7th Street S
- Residents suggested electrical supply and water could be provided in Kinsmen, Kiwanis, and London Road parks for use at events.
- Residents and students voiced their wishes to have increased recreational services in parks, such as an ice rink, more playground equipment, and exercise equipment.

City Administration

- The London Road Neighbourhood Association and its members expressed a major concern around the existing notification and feedback process. This was an issue not just relevant to London Road but all existing neighbourhoods in the City, and should be part of a larger conversation.

Infrastructure Services

- Residents expressed concerns in regards to the poor condition of back alleys.
- Residents expressed concerns in regards to poor sewer pipe conditions, including bad odors.

Lethbridge Regional Police Services

- Residents expressed concerns over safety in London Road parks, and the need for increased police presence. The main concerns were around individuals in the park engaging in illicit activities such as consuming drugs and alcohol, as well as individuals sleeping in the parks.

Community and Social Development

- Residents would like to see a community hall in the neighbourhood where year-round markets & community events could be held, as well as support from the city for community celebrations such as block parties and public gatherings in parks.

Development Services & Bylaw Enforcement

- Enforce bylaws more strictly especially in terms of maintenance of property and homes. Unfinished homes remaining as construction sites for years is an issue.

APPENDIX D: Compliance with SSRP and ICSP/MDP Policies

This appendix sets out strategies and policies from the SSRP and ICSP/MDP which informed the development of the London Road Area Redevelopment Plan, and with which the Plan is considered to be in compliance.

South Saskatchewan Regional Plan

Strategy #	Strategy
5.1	Consider the efficient use of land principles in land-use planning and decision-making.
6.8	In concert with developers, ensure that land-based development activities are assessed to identify and protect historic resources.
6.9	Ensure continued public accessibility to information regarding historic resources in the region
6.10	Identify and designate important historic resources in the region with municipal partners.
8.1	Work together to achieve the shared environmental, economic and social outcomes in the South Saskatchewan Regional Plan and minimize negative environmental cumulative effects.
8.5	Build awareness regarding the application of land-use planning tools that reduce the impact of residential, commercial and industrial developments on the land, including approaches and best practices for promoting the efficient use of private and public lands.
8.11	Provide an appropriate mix of agricultural, residential, commercial, industrial, institutional, public and recreational land uses; developed in an orderly, efficient, compatible, safe and economical manner.
8.12	Contribute to a healthy environment, a healthy economy and a high quality of life.
8.13	Provide a wide range of economic development opportunities, stimulate local employment growth and promote a healthy and stable economy.
8.14	Feature innovative housing designs, range of densities and housing types such as mixed-use, cluster developments, secondary suites, seniors' centres and affordable housing. Provide the opportunity for a variety of residential environments which feature innovative designs and densities and which make efficient use of existing facilities, infrastructure and public transportation.
8.16	Minimize potential conflict of land uses within and adjacent to areas prone to flooding, erosion, subsidence, or wildfire.
8.17	Complement their municipal financial management strategies, whereby land use decisions contribute to the financial sustainability of the municipality.
8.18	Locate school and health facilities, transportation, transit and other amenities appropriately, to meet increased demand from a growing population.
8.24	Incorporate measures in future land-use planning decisions to mitigate the impact of floods through appropriate flood hazard area management and emergency response planning for floods.
8.34	Identify significant historic resources to foster their preservation and enhancement for use and enjoyment by present and future generations.
8.35	Work toward the designation of Municipal Historic Resources to preserve municipally significant historic places.

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

Policy #	Policy
6.1.1	Lethbridge is a Good Place to Open and Operate a Business
6.2.1	Lethbridge Has a Range of Housing that Meets Everyone's Needs
6.2.2	Lethbridge is a Welcoming and Diverse City
6.2.3	Everyone in Lethbridge has Opportunities for Personal Development and Social Well-being
6.2.4	Lethbridge is a Safe City
6.3.1	Lethbridge Respects and Celebrates its History
6.3.2	Lethbridge Celebrates Arts and Culture
6.3.3	Lethbridge Supports Active Living
6.4.1	Lethbridge is a Compact City
6.4.2	Lethbridge has an Efficient and Effective Integrated Transportation Network
6.4.3	Lethbridge is a Walkable, Bicycle Friendly City
6.4.4	Lethbridge is Expanding in a Responsible Manner
6.4.5	Lethbridge is a Planned City that Exhibits Quality Urban Design
6.4.6	Lethbridge has a Diverse Parks and Open Space System

Development Compliance Checklist

The following checklist will ensure the proposed development is aligned with the Vision, Guiding Principles, Character Defining Elements, and Policies outlined in the London Road Area Redevelopment Plan (LRARP). Please work through the 4 Step checklist to ensure compliance with the LRARP.

Vision

In Section 3.1 of the LRARP, the Vision for the London Road neighbourhood in the year 2045 is a:

- *Predominantly low density residential neighbourhood that provides authentic, livable, diverse and innovative community for residents, and businesses*
- *Safe, vibrant, and healthy neighbourhood that allows its diverse population to live, work, play, and age in place. It offers a close proximity to a broad range of community amenities that complement the community and create positive activity in the daytime and evening*
- *Walkable neighborhood with beautiful tree-lined streets, good pedestrian linkages to the river valley, downtown and adjacent communities, and well used and safe park spaces for both residents of the community and the entire city.*
- *Sensitively integrated redevelopment into the existing historic neighbourhood through high quality design and architecture, there is a distinct range of housing choice that complements buildings of historical significance, and London Road will continue to be a unique and beautiful place that is a sense of pride for the entire City of Lethbridge*

The following 4 Step checklist will ensure that development occurs in a manner that aligns with the London Road neighbourhood Vision

Step 1: Guiding Principles

The guiding principles in Section 3.2 of the LRARP combines the policies, guidelines, and actions found within the collection of citywide plans and strategies that have been previously approved by City Council with the values of the neighbourhood's residents to provide the overall direction for the Plan.

Does the Proposed Development....

Principle 1:

Preserve the predominantly low-density residential character of the neighbourhood while promoting appropriate opportunities for a greater mix of residential densities, and neighbourhood-oriented commercial and institutional uses which have a built form that is context-sensitive.

YES

NO

YES

Principle 2:
Recognize the importance of sustainable design, land use, and transportation modes while being a leader in supporting innovative planning concepts and ideas

NO

Principle 3:
Ensure that the neighbourhood is inclusive, fostering a 'sense of place' that is unique to Lethbridge. It is a safe, vibrant, and healthy neighbourhood that allows its diverse population to live, work, play, and age in place.

Principle 4:
Strive for a pedestrian-friendly environment that meets the changing public realm and open space needs of the neighbourhood. Provide buildings that are pedestrian-oriented, distinctive public gathering spaces, and the preservation of the cherished boulevards and street trees.

Principle 5:
Ensure the safety, efficiency, and convenience of roads, lanes, and sidewalks by strengthening a multi-modal transportation system that accommodates automobile movement while encouraging and prioritizing transit use, walking, and cycling.

Principle 6:
Reasonably protect the historic block and lot patterns, and conserve individual heritage buildings of architectural and historical significance

→ If you checked "Yes" for ALL of the above Guiding Principles proceed to Step 2: Character Defining Elements
→ If you checked "No" for ANY of the Guiding Principles, review development proposal to ensure compliance with the Guiding Principles before continuing

Step 2: Character Defining Elements

The Character Defining Elements in Section 3.3 are essentially the combination of the public and private realms. Every property, public place or piece of infrastructure makes a contribution, whether great or small. It is the cumulative impact of all these contributions that establishes neighbourhood character.

Does the Proposed Development....

YES

NO

CDE 1: Predominantly Small-Scale Residential

Align with CDE 1: Predominantly Small-Scale Residential, as seen on Page 44-45?

CDE 2: Grid Street Network

Align with CDE 2: Grid Street Network, as seen on Page 45?

YES

NO

CDE 3: Setbacks and Green Street Edge

Align with CDE 3: Setbacks and Green Street Edge, as seen on Page 45?

CDE 4: Street Orientation

Align with CDE 4: Street Orientation, as seen on Page 45?

CDE 5: Harmonized Massing and Scale

Align with CDE 5: Harmonized Massing and Scale, as seen on Page 45-46?

CDE 6: Architectural Diversity

Align with CDE 6: Architectural Diversity, as seen on Page 46?

CDE 7: Integration of Parking and Vehicle Access

Align with CDE 7: Integration of Parking and Vehicle Access, as seen on Page 46?

→ If you checked "Yes" for ALL of the above Character Defining Elements proceed to Step 3: Land Use Concept

→ If you checked "No" for ANY of the Character Defining Elements, review development proposal to ensure compliance with the Character Defining Elements before continuing

Step 3: Land Use Concept

The Land Use Concept in Section 4.0 of the LRAP is ultimately the physical manifestation of the vision and has been developed after careful consideration of the existing neighbourhood conditions outlined previously, and has been influenced by feedback received through the public engagement process. It is composed of eleven sub-areas including 3 Precincts (Inner Neighbourhood, West Peninsula, and Mixed Use), 4 Corridors (6 Avenue, 9 Avenue, 13 Street, 4 Street), and 4 Park spaces (London Road Park, Kiwanis Park, Kinsmen Park, Viewpoint Parks).

Precincts:

Check boxes ONLY for the Precincts that will be directly impacted by the proposed development

Does the Proposed Development....

YES

NO

Inner Neighbourhood:

Align with the vision of the Inner Neighbourhood precinct outlined on Pages 50-51?

West Peninsula

Align with the vision of the West Peninsula precinct outlined on Pages 52-54?

YES

NO

Mixed Use:

Align with the vision of the Mixed Use precinct outlined on Pages 56-57?

- If you checked "Yes" for ALL Precincts impacted by the proposed development proceed to Corridors
- If you checked "No" for ANY Precincts impacted by the proposed development, review development proposal to ensure compliance with the LRARP Precincts Land Use Concept

Corridors:

Check boxes ONLY for the corridors that will be directly impacted by the proposed development

Does the Proposed Development....

YES

6 Avenue:

Align with the vision of the 6th Avenue South corridor outlined on Pages 58-61?

9 Avenue:

Align with the vision of the 9th Avenue South corridor outlined on Pages 62-63?

13 Street:

Align with the vision of the 13th Street South corridor outlined on Pages 64-65?

4 Street:

Align with the vision of the 4th Street South corridor outlined on Pages 66-68?

- If you checked "Yes" for ALL Corridors impacted by the proposed development proceed to Corridors
- If you checked "No" for ANY Corridor impacted by the proposed development, review development proposal to ensure compliance with the LRARP Corridors Land Use Concept

Park Spaces:

Check boxes ONLY for the Park Spaces that will be directly impacted by the proposed development

Does the Proposed Development....

<u>London Road Park:</u> <i>Align with the vision of the London Road Park park space outlined on Pages 70-71?</i>	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
<u>Kiwanis Park:</u> <i>Align with the vision of the Kiwanis Park park space outlined on Pages 72-73?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Kinsmen Park:</u> <i>Align with the vision of the Kinsmen Park park space outlined on Pages 74-75?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Viewpoint Parks:</u> <i>Align with the vision of the Viewpoint Parks (proposed) park space outlined on Pages 76-77?</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

→ If you checked "Yes" for ALL Park Spaces impacted by the proposed development proceed to Step 4: Policy Framework
 → If you checked "No" for ANY Park Spaces impacted by the proposed development, review development proposal to ensure compliance with the LRARP Park Spaces Land Use Concept

Step 4: Policy Framework

The Policy Framework in Section 5.0 of the LRARP is the foundation of the Plan, addressing specific topic areas in support of achieving the Vision and Guiding Principles. Policies are grouped together under the following key sections: General; Heritage Character; Land use; Built Form; Transportation Network; Parks, Open Spaces, and Urban Forest; Utilities and Servicing

For ALL policy statements within the Policy Framework...

- The use of 'shall' means that the policy is mandatory; exceptions would require an amendment to the Plan (as described in Policy 5.1.2.a.ii).
- The use of 'should' means that the policy is expected to be followed, with the possibility of exceptions due to a valid planning principle, or circumstances unique to a specific project (as described in Policy 5.1.2.a.iii).

Does the Proposed Development....

<u>5.1 General Policies</u> <i>Align with ALL General Policies found on Pages 79-80, that are relevant to the proposed development?</i>	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
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YES

NO

5.2 Heritage Character

Align with ALL Heritage Character Policies found on Pages 80-82, that are relevant to the proposed development?

5.3 Land Use

Align with ALL Land Use Policies found on Pages 82-85, that are relevant to the proposed development?

5.4 Built Form

Align with ALL Built Form Policies found on Pages 85-99, that are relevant to the proposed development?

5.5 Transportation Network

Align with ALL Heritage Character Policies found on Pages 100-102, that are relevant to the proposed development?

5.6 Parks, Open Spaces, and Urban Forest

Align with ALL Parks, Open Spaces, and Urban Forest Policies found on Page 103, that are relevant to the proposed development?

5.7 Utilities and Servicing

Align with ALL Utilities and Servicing Policies found on Pages 104-106, that are relevant to the proposed development?

→ If you checked "Yes" for ALL of the above Policy Sections your development likely complies with the LRARP, subject to detailed review by the Development Authority

→ If you checked "No" for ANY of the above Policy Sections, review development proposal to ensure compliance with the LRARP Policy Framework

