

London Road

Area Redevelopment Plan



Monitoring & Evaluation Tool

Update 8: January 2026

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1. Introduction

1.1 Context

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

The first edition (January 2019) of the MET laid the framework for future annual updates. These annual updates are used to collect data about the Plan's performance, leading to the first Plan review after five years. This current version is MET Update 8: Jan 2026.

1.2 Meeting objectives

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

Objective	Implementation
Provide a method for continual monitoring of the Plan's implementation to ensure relevancy and that any problems that may arise are adequately addressed. This should include an open invitation for feedback from applicant, neighbourhood association, and residents.	<p>The MET shall provide a framework in which quantitative and qualitative data shall be updated and recorded on an annual basis, in January of each year. This will include a number of data points which aim to track progress toward objectives of the London Road ARP.</p> <p>Qualitative data shall include feedback received from applicants, the neighbourhood association and residents.</p>
Ensure that the infrastructure and service delivery requirements for facilitating future growth in the Plan Area are understood and provided for.	<p>Discussions shall be undertaken with relevant infrastructure and service providers, in order to provide updates in the MET on any issues affecting growth potential, and to make any recommendations for actions as necessary at the five year review stage.</p>
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 publicly-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	<p>Annual updates to the MET shall include qualitative and quantitative data on Plan performance.</p> <p>A more fulsome discussion and analysis of Plan performance may be left to the five year review stage, in order to more broadly assess progress and trends.</p>

<p>Plan in terms of how well it is meeting the needs of the neighbourhood.</p>	
<p>Identify future actions that should occur in the Plan's implementation process. This includes discussion on future development that is anticipated to occur during the next monitoring term, any major infrastructure improvements that are required to facilitate growth, and any recommended amendments to the Plan.</p>	<p>Data on anticipated future development and any major infrastructure improvements required to facilitate growth may be added to the MET in annual updates.</p> <p>Recommended amendments to the Plan shall be included at the five year review stage.</p>

2. Plan Performance Analysis

2.1 Data overview

Metric	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Target
Neighbourhood population	3429	3498	3453	3472	3507	3512	3515	DNA	DNA		3513	DNA	DNA	
# of LRARP amendments	0	0	2	0	1	2 ¹	0	0	0	0	0	0	2 ²	
# of rezoning Bylaws passed in the Plan Area	1	2	2	0	1	2 ³	1 ⁴	0	0	1	1 ⁵	1 ⁶	3 ⁷	
# of land use amendments contrary to those proposed in the Plan	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	0	2 ⁸	Zero
# of “downzonings” (residential districts only) ⁹	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero
# of designated Municipal Historic Resources	5	5	5	6	6	6	6	6	7	7	7	7	7	Maintain or increase
# of designated Provincial Historic Resources	6	6	6	6	6	6	6	6	6	6	6	6	6	Maintain or increase
# of properties from Heritage Inventory demolished	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero
# of DPs issued for single detached dwellings	2	1	4	3	6	3	3	1	3	1	0	0	0	
# of DPs issued for additions to single detached dwellings	2	0	2	0	0	0	0	0	1	2	1	2	0	
# of DPs issued for accessory buildings	0	0	0	1	0	2	0	0	2	0	0	2	5	
# of DPs issued for secondary suites	0	7	6	4	4	4	1	1	2	0	1	0	1	
# of DPs issued for two-unit dwellings	1	1	5	3	1	2	1	2	0	0	0	0	1	
# of DPs issued for >2 unit residential developments	0	0	0	0	1	0	0	0	0	0	0	0	2	
# of permits issued to demolish residential uses	2	3	3	4	10	4	2	4	3	3	0	2	4	
# of dwelling units demolished ¹⁰	DNA ¹¹	DNA	DNA	DNA	DNA	DNA	2	4	3	3	0	2	4	< units created
# of dwelling units created (year completed – from building permits)	3	1	3	10	7	11	6	3	7	4	0	0	0	> units demolished

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

² Bylaw 6460 (13 St LRARP Amendment) and Bylaw 6464 (605 5 St S LRARP Amendment).

³ Bylaws 6118 and 6139.

⁴ Bylaw 6141: rezoned 804 – 6 St. S. from Direct Control to Direct Control (see section 2.2 below for details).

⁵ Bylaw 6402: rezoned 618 – 6 Ave. S. from R-37 to Direct Control (see section 2.2 below for details).

⁶ Bylaw 6458: rezoned 804 6 St S from Direct Control (Existing) to Direct Control (New).

⁷ Bylaw 6465 (510 – 6 Ave S & 605 – 5 St S) from R-37 to DC, Bylaw 6461 (524- 528- 532 13 St S) DC to DC, Bylaw 6459 (404-408 12 St S) RL to DC.

⁸ Bylaws 6461 and 6465.

⁹ See policy 5.3.2.n. Rezoning to a lower-density land use district (e.g. R-50 to R-37).

¹⁰ Data not previously recorded. Metric added from 2019 onwards.

¹¹ DNA = Data Not Available

Metric	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Target
Net gain/loss in dwelling units per year ¹²	DNA	DNA	DNA	DNA	DNA	DNA	+4	-1	+4	+1	0	-2	-4	> 0
Number of residential units ¹³	1898	1902	1905	1907	1905	1908	1907	1909	1922	1925	1924	1922	1921	Increase
Average density (dwelling units/hectare) of all residential developments approved ¹⁴	34.6	15.1	21.6	26.6	18.7	24.8	23.3	30.4	15.8		35.71	NA ¹⁵	126.8	
Median value of residential property (all types) (x \$1000)	205.7	214.8	216.1	216.7	218.4	225.7	228.0	227.5	239.5	252.0	261.0	283.0	303.0	
\$ collected through redevelopment levy	0	0	0	0	0	0	0	0	0	0	0	0	0	
# of front driveway/curb cut installations	3	5	1	5	2	3 ¹⁶	2 ¹⁷	0 ¹⁸	3 ¹⁹	3 ²⁰	0 ²¹	0 ²²	1 ²³	< 3 per year (2013-2017 average = 3.2)
# of DPs issued for commercial uses	1	0	2	0	0	0	1 ²⁴	0	0	0	1 ²⁵	2 ²⁶	0	
# of prohibited “non-neighbourhood-oriented” commercial uses ²⁷	N/A	N/A	N/A	N/A	N/A	0	0	0	0	0	0	0	0	Zero
# of stand-alone parking facilities developed	0	0	0	0	0	0	0	0	0	0	0	0	0	Zero
# of DPs issued for child care, minor	0	0	0	0	0	0	0	0	0	0	0	0	0	
# of DPs issued for child care, major	0	0	0	0	0	0	0	0	0	0	0	0	0	
# of DPs issued for group homes	0	0	0	0	0	0	0	0	0	0	0	0	1 ²⁸	
# of homebased business licenses issued ²⁹	57	49	55	54	57	54	57	46	51		57	32	48	
# of waivers issued by the development authority (total)	5	11	6	5	14	7	4	15	11	5	5	5	11	

¹² Data not previously recorded. Metric added from 2019 onwards.

¹³ Source: Tax & Assessment. Note that data may vary from that sourced from Development and Building permits.

¹⁴ 2013-2017 figures from Building Permits. 2018 onwards from Development Permits.

¹⁵ Approved development permits only included accessory buildings (1) and additions to single detached dwellings (2).

¹⁶ One of the curb cut installations was completed early in 2018, under the previous ARP rules, and would not have been allowed under the new ARP.

¹⁷ Infill developments at 619 - 9 Ave. S. and 641 - 5 St. S. Neither parcel has rear lane access.

¹⁸ Existing curb cut removed at 1227 - 7 Ave. S. Existing curb cuts replaced at 511 - 7 Ave. S. and 1204 - 8 Ave. S.

¹⁹ 418 – 12A St S: no lane, allowed. 609 – 10 St S: no lane, allowed. 283 – 7A Ave S: lane <4m wide, allowed.

²⁰ 280 7A Ave S; 636/632 11 St S; 917 7 Ave S

²¹ Existing curb replaced at 645 11 St S.

²² Replacement at 407/ 411 8A Ave S, due to disrepair, paid by owner.

²³ 109 7 Ave S – new driveway installation.

²⁴ Addition to Big Brothers Big Sisters.

²⁵ Change of use to convert existing single detached dwelling into a ‘Personal Service’ use.

²⁶ Change of use to add “office” as additional use, and an addition of entry canopy in order to recreate a historical feature of the building.

²⁷ See policy 5.3.2.q. E.g. gas stations, large restaurants, warehousing & storage, drive-thrus, large surface parking lots.

²⁸ Existing group home, increased number of clients from 6 to 7.

²⁹ Includes renewals and new licenses.

Metric	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	Target
Average parcel coverage of new development (%) (from approved development permits)	34.5	30.0	36.5	31.3	25.4	29.4	36.5	23.6	24.3		22.4	41.7 ₃₀	40.0	
# of public street trees removed for a development	DNA	DNA	DNA	DNA	DNA	0	2 ³¹	0	0	9	1	2	2 ³²	
# of public street trees removed for a curb cut/front driveway	DNA	DNA	DNA	DNA	DNA	0	0	0	0		0	0	0	
# of trees planted (unknown whether replacements or not)	23	29	25	13	43	40	3	0	23	24	20	27	5	

³⁰ Based on approved development permits, this included only accessory buildings (1) and additions to single detached dwellings (2).

³¹ 641 – 5 St. S. and 1210 – 7 Ave. S.

³² 730 5 St S (utility conflict) and London Road Park (development loss).

2.2 Land Use Bylaw amendments

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

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

Year	Bylaw	Description
2018	6117	This Bylaw included a number of minor changes to the Land Use Bylaw itself. These changes refer users to statutory plans (such as the London Road ARP) where applicable (e.g. where the LRARP may have different requirements from the Land Use Bylaw). In addition, Bylaw 6117 inserted into the Land Use Bylaw a new subsection setting out the submission requirements for a shadowing/sunlight study, which is required in the London Road ARP under certain circumstances.
	6118	Concurrently with Bylaw 6135, below, City Council passed Bylaw 6118. This rezoned all existing R-37(L) parcels to R-37, allowing the R-37(L) district to be retired. The two districts are very similar, and as the ‘density bonus points system’ from the old 1982 Plan was not used in the new Plan, it was felt that the R-37(L) district was no longer necessary. Bylaw 6136 then amended the Land Use Bylaw to delete the R-37(L) district.
	6139	This Bylaw rezoned 510 – 6 Avenue South from R-37 (Medium Density Residential) to D-C (Direct Control), in order to allow additional commercial uses including a Cannabis Retail Store.
2019	6141	This Bylaw rezoned 804 – 6 Street South from a previous Direct Control (DC) district to a new Direct Control district. The use remained the same (four townhomes), but as the previous D-C district was tied to a specific architectural design, when the design was changed the parcel had to be rezoned to the new D-C district to reflect the new design.
2020	6199	This Bylaw rezoned 421 – 11 Street South from R-L (Low Density Residential) and P-B (Public Building) to a new DC (Direct Control) district. This was to facilitate the planned redevelopment of the site to a mixed-use building. In the meantime it would allow the continued use of the existing low density residential buildings.
2021	None	There were no Land Use Bylaw amendments in the plan area in 2021.
2022		
2023	6402	This Bylaw rezoned 618 – 6 Avenue South from R-37 (Medium Density Residential) to D-C (Direct Control), in order to allow the existing single detached dwelling to be converted to a personal services use for a massage therapy spa business.
2024	6458	This Bylaw rezoned 804 – 6 Street South from Direct Control (DC) (existing) to Direct Control (DC) (new). This new DC bylaw allows for the development of a Townhouse with up to six units, while the previous DC Bylaw only allowed for a maximum of four units and highly regulated various aspects of the site design.
2025	6459	This Bylaw rezoned 404 and 408 12 Street South from R-L (Low Density Residential) to DC (Direct Control) to allow for the consolidation of these two parcels and for the development of twelve dwelling units designed to appear as four townhouses with secondary suites, and a fourplex. The DC district allows for this unique development

		that would not otherwise meet the requirements of a conventional residential land use district.
	6461	This Bylaw rezoned 524, 528, 532 – 13 Street South from DC (Direct Control) (existing) to DC (new). This new DC bylaw allows for the redevelopment of the vacant site to provide up to 47 apartments and main floor commercial units, or 49 apartments and no commercial units. There was an associated amendment to the London Road ARP (Bylaw 6460).
	6465	This Bylaw rezoned 605 – 5 Street South and 510 – 6 Avenue South from R-37 (Medium Density Residential) to DC (Direct Control) to allow the redevelopment of the vacant site to provide up to 47 apartments and up to 2 commercial units. There was an associated amendment to the London Road ARP (Bylaw 6464).

2.3 London Road Area Redevelopment Plan amendments

Amendments to the ARP document itself:

Year	Bylaw	Description
2018	6135	Concurrently with Bylaw 6118, above, Bylaw 6135 was passed by City Council. This Bylaw amended the text of the London Road ARP slightly in order to change the approach being taken to retire the R-37(L) land use district. It also amended Map 2 to correct an error which showed London Road Park being zoned R-37(L) instead of P-R.
	6148	This Bylaw was to correct an issue that had been inadvertently created with the rezoning of all R-37(L) parcels to R-37 (see Bylaw 6118, above). This change had made four parcels in the Plan Area non-conforming in terms of their density, as each had approved developments which were above the maximum density allowed under the R-37 district of 37 dwelling units per hectare. Bylaw 6148 inserted language into the London Road ARP in section 5.3.2.o, which allowed these four parcels to maintain their present density.
2019	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2019.
2020	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2020.
2021	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2021.
2022	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2022.
2023	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2023.
2024	None	There were no amendments to the London Road ARP (Bylaw 6088) in 2024.
2025	6460	This Bylaw was to amend the London Road ARP to allow the building to a maximum height of 21 metres and to remove the redevelopment levy requirement at the parcels at 524, 528, 532 – 13 Street South. An associated Bylaw (6461) rezoned the listed parcels for redevelopment.
	6464	This Bylaw was to amend the London Road ARP to allow the building to a maximum height of 21 metres and to remove the redevelopment levy requirement at the parcels at 605 – 5 Street South and 510 – 6 Avenue South. An associated Bylaw (6465) rezoned the listed parcels for redevelopment.

2.4 Development in the Plan Area

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

2018

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

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

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

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

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

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

Available data regarding the number of public (i.e. street and park) trees is currently limited, due to the way this data has been recorded up to now. At present, the only data available is the number and location of 'planting sites'. These may or may not have trees present in them. If a tree is removed (e.g. due to age or disease), that planting site may be recycled, with a new tree being planted in the same location. However, this may not occur for some time after the old tree was removed. While data on the number of trees planted per year is available, this does not stipulate whether the trees are 'new' (e.g. filling in gaps in the street tree network) or 'replacements' (e.g. replacing a previously existing tree which was removed due to age). Further, there is currently no data recorded as to why a tree was removed, which means it is difficult to see if LRARP's policies which aim to preserve street trees during development are making a difference.

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

2019

One rezoning Bylaw was passed in 2019 (see section 2.2 above for details). This was a rezoning from a Direct Control (D-C) district to a new Direct Control (D-C) district. This type of district is a site-specific zoning, with rules created specifically for that development. It is often used when – as in this case – the

specific design of the proposed development is considered crucial to the acceptability of the proposal. As the applicant wished to change the design of the four townhomes from that that approved under the first D-C district, it was necessary to rezone to a new D-C district with updated drawings.

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

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

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

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

Available data on public trees has been improved since last year. Parks data indicates that two public street trees were removed in 2019 for a development (641 – 5 Street South and 1210 – 7 Avenue South). The former was to accommodate the required curb cut/driveway required for the new development (as mentioned above, this parcel does not have access to a rear lane). The latter was a house being moved, which required the street tree to be removed to make space for the house to be taken off the parcel. Three trees were planted in the neighbourhood, a large drop from the average of 28.8 trees planted per year over the previous six years. Parks have commented that this is due to the tree planting program being focused on north side neighbourhoods in 2019.

2020

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

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

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

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

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

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

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

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

2021

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

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

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

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

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

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

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

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

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

2022

Three new front driveways / curb cuts were installed in 2022.

In 2022, public tree planting was similar to 2021 with 24 new tree plantings completed. 18 Trees were planted as street trees and 6 were planted in parks. 9 Trees were removed while 9 active tree sites were retained. There was one tree removed in a park. Parks also did projects which impacted London Road Parks. In the Kiwanis Park, the Entrance Wall was removed to pen site lines for increased safety and the Playground Rubber Surfacing was upgraded (Approx cost \$63,000). Community engagement for future redevelopment possibilities for the London Road Park was initiated (This project is TBD). A Parks Inventory Condition Assessment was done for all public southside parks including Kiwanis, Kinsmen & London Road Parks.



1 Kiwanis Play Surface Before



2 Kiwanis Play Surface After



3 Kiwanis Entrance Wall Before



4 Kiwanis Entrance Wall After

2023

There were no amendments to the London Road ARP in 2023. There was one Land Use Bylaw amendment (rezoning) in 2023, for Bylaw 6402. This rezoning changed the land use district of 618 6 Ave South from R-37 (Medium Density Residential) to DC (Direct Control). The purpose of this rezoning was to allow for the conversion of an existing single detached dwelling to a personal service use building. The previous R-37 district did not allow Personal Services as either a permitted or discretionary use. The new DC land use district was used to allow for the provision of the personal services use in the existing single-detached building, which would not otherwise meet the requirements in the conventional commercial land use districts. The new DC rezoning also allows for the flexibility to allow the building to be converted back to residential use in the future if desired. This rezoning was found to align with the LRARP vision of incorporating a mixed-use corridor transition area between the downtown and residential inner neighbourhood, as well as promoting neighbourhood-oriented commercial land use. There were no land use amendments contrary to those proposed by the LRARP, meeting the target of zero.

There were no residential “downzonings” (rezoning to a lower density land use district) in 2023, meeting the Plan’s target of zero.

For matters concerning Municipal and Provincial Historic Resources, the number of both was maintained at seven and six respectively. Additionally, no properties from the identified Heritage Inventory were demolished, and as such remain as potential sites for Heritage Designation in the future.

No development permits were issued for single detached dwellings, accessory buildings, two-unit dwellings, or more than two-unit dwellings. There was one development permit issued for an addition to single dwellings and one development permit issued for secondary suites. No permits were issued to demolish residential developments and as such, no dwelling units were demolished. Additionally, based on the completed building permits, no dwelling units were created, resulting in no net loss/gain in dwelling units for the year. These statistics are reflective of the generally lower development patterns observed across Lethbridge in 2023 and may not be indicative of issues within the LRARP.

In 2023, there was a total of 1,924 residential units, which is one less than the previous year. The average density of new residential developments in 2023 was 35.72 units per hectare. The average parcel coverage of new development was 22.4%, however, it should be noted this was made on a single calculation on the sole new development observed in 2023, due to lack of development in the area this year.

The median residential property value was \$261,000. This is an increase of \$9,000 from the previous year and a \$55,300 increase from 2013. No funds were collected through the redevelopment levy, as no development permits were issued for developments larger than two dwelling units in 2023.

There were no new front driveway or curb cut installations in 2023. However, one crossing at 645 11 St S was replaced, as this existing crossing had fallen into disrepair. This meets the ARP's outlined target of less than three per year and is less than in the previous two years. There were no prohibited "non-neighbourhood-oriented" commercial uses in 2023, aligning with the Plan goal of zero.

There was one development permits (DP) issued for commercial use, and none for Child Care, Minor, Child Care, Major, or Group Homes. These numbers are similar to those of previous years. There were 57 home based business licences issued, which is in line with number from previous years.

In total, there were five waivers issued by the development authority. These waivers included front yard fence height for a residential and a club building, and compliance waiver for side setback for a single detached dwelling, side setback for a detached garage, and side setback for a two-unit dwelling.

In 2023, 20 new public street trees were planted while 10 street trees were removed within the plan area. While not all of the trees had available reasons for removal, those that did included structural damage (two), utility conflict (one), development (one), hit by a vehicle (one), pest/disease (one), and drought stress (one).

2024

There were no amendments to the London Road ARP in 2024. There was one Land Use Bylaw amendment (rezoning) in 2024, for Bylaw 6458. This rezoning changed the direct control district of 804 6 Street South from Direct Control (Existing) to Direct Control (New).

The purpose of this rezoning was to allow for the development of a Townhouse with up to six units. The previous DC district only allowed the development of a Townhouse with up to four units and highly regulated the site design of any potential development. The new bylaw was in alignment with the ideas presented in the LRARP. As such, there were no land use amendments contrary to those proposed by the LRARP, meeting the target of zero. There were no residential "downzonings" (rezoning to a lower density land use district) in 2024, meeting the Plan's target of zero.

For matters concerning Municipal and Provincial Historic Resources, the number of both was maintained at seven and six respectively. Additionally, no properties from the identified Heritage Inventory were demolished, and as such remain as potential sites for Heritage Designation in the future.

No development permits were issued for single detached dwellings, secondary suites, two-unit dwellings, or more than two-unit residential developments. There were two development permits issued for additions to single dwellings and two development permits issued for accessory buildings. A

total of two permits were issued to demolish residential developments and resultingly two residential dwelling units in the form of single-family dwellings were demolished in 2024.

Additionally, based on the completed building permits, no dwelling units were created, resulting in a net loss of two dwelling units for the year. Unfortunately, this does not meet the Plan's target of having more units created than demolished over the course of the year.

In 2024, there was a total of 1,922 residential units, which is two less than the previous year, as previously discussed. The average density of new residential developments for 2024 cannot be calculated, as the approved development permits only included accessory buildings and additions to single detached dwellings. The average parcel coverage of new development was 41.73%, however, it should be noted this was calculated based on the approved development permits which were limited to accessory buildings and additions to existing single detached dwellings, as no new residential development were approved in 2024.

The median residential property value was \$283,000 for 2024. This is an increase of \$22,000 from the previous year and an overall \$77,000 increase from 2013. No funds were collected through the redevelopment levy, as no development permits were issued for developments larger than two dwelling units in 2024.

There were no new front driveway or curb cut installations in 2024. However, there were two driveway replacements due to disrepair, that were paid for by the owner. This meets the ARP's outlined target of less than three per year.

There were no prohibited "non-neighbourhood-oriented" commercial uses or stand-alone parking facilities developed in 2024, aligning with the Plan target of zero. There were two development permits issued for commercial uses, and none for Child Care, Minor, Child Care, Major, or Group Homes. These numbers are similar to those of previous years. There were 32 home based business licences issued, which generally less than previous years.

In total, there were five waivers issued by the development authority. These waivers included a height waiver for a new detached garage, a fence height waiver, and several setback waivers to bring existing structures into compliance.

In 2024, 27 new public street trees were planted while 20 street trees were removed within the plan area, comprising of abiotic (1), dead (1), development loss (2), drought stress (4), pest of disease (5), risk tree removal (3), unknown (1), and young tree failure (3). No public street trees were removed for curb cut or front driveways and it should be emphasized that only 2 trees were removed for development over the year.

2025

There were two amendments to the London Road ARP in 2025, via Bylaws 6460 and 6464, which both amended the ARP to allow building to a maximum height of 21 meters and to remove the redevelopment levy requirement for the associated parcels (524, 528, 532 – 13 Street South and at 605 – 5 Street South / 510 – 6 Avenue South respectively). Each of these ARP amendments had a related rezoning (Bylaws 6461 and 6465).

There were three Land Use Bylaw amendment (rezonings) in 2025. Bylaw 6459 rezoned 404 and 408 12 Street South from R-L (Low Density Residential) to DC (Direct Control) to allow for the consolidation of

these two parcels and for the development of twelve dwelling units designed to appear as four townhouses with secondary suites, and a fourplex. Bylaw 6461 rezoned 524, 528, 532 – 13 Street South from DC (Direct Control) (existing) to DC (new). This DC bylaw allows for the redevelopment of the vacant site to provide up to 47 apartments and main floor commercial units, or 49 apartments and no commercial units. Bylaw 6465 rezoned 605 – 5 Street South and 510 – 6 Avenue South from R-37 (Medium Density Residential) to DC (Direct Control) to allow the redevelopment of the vacant site to provide up to 47 apartments and up to 2 commercial units.

As Bylaws 6461 and 6465 were accompanied by amendments to the LRARP, these two land use amendments were contrary to those proposed by the LRARP.

It should be noted that all of the LRARP Amendments and Land Use Bylaw Amendments approved by City Council in 2025 were initiated in 2024, with the public hearings held in December 2024 and the decision postponed until January 2025 by Council.

There were no residential “downzonings” (rezoning to a lower density land use district) in 2025, meeting the Plan’s target of zero.

Regarding Municipal and Provincial Historic Resources, the number of both was maintained in 2025 at seven and six respectively. Additionally, no properties from the identified Heritage Inventory were demolished, and as such remain as potential sites for heritage designation in the future.

No development permits were issued for single detached dwellings or additions to single detached dwellings in 2025. There was one development permit for secondary suites, one conversion of a single-detached dwelling into a two-unit dwelling, and two permits for residential developments larger than 2 units (4 units and 45 units). Five permits were issued for accessory buildings. Four demolition permits were issued and correspondingly four dwelling units in the form of single detached dwellings were demolished in 2025.

Additionally, based on the completed building permits, no dwelling units were created, resulting in a net loss of four dwelling units in 2025. This does not meet the Plan’s target of having more units created than demolished over the course of the year.

In 2025, there was a total of 1,921 residential units, which is one less than the previous year, as previously discussed. This may be explained by the net loss of four dwelling units over the course of the year not being replaced by new buildings.

The average density of new residential developments for 2025 is 126.75 units per hectare (based on approved development permits). This number is higher than previous years as one very high-density development permit (605 – 5 Street South and 510 – 6 Avenue South) for 45 apartments brought the overall average up significantly.

The average parcel coverage of new development was 40%, based on approved development permits. This is a bit higher than previous years’ averages, and again this is likely caused by the higher density development (at 605 – 5 Street South and 510 – 6 Avenue South) that was approved in 2025.

The median residential property value was \$303,000 for 2025. This is an increase of \$20,000 from the previous year and an overall \$97,300 increase from 2013.

No funds were collected through the redevelopment levy, as the development permit issued for a development larger than two dwelling units in 2025 was for a site that was removed from this requirement by an amendment to the LRARP.

There was one new front driveway or curb cut installation in 2025. This meets the ARP's outlined target of less than three per year.

There were no prohibited "non-neighbourhood-oriented" commercial uses or stand-alone parking facilities developed in 2025, aligning with the Plan target of zero.

There were zero development permits issued for commercial uses, Child Care, Minor, and Child Care, Major. One development permit for a Group Home was issued, with the purpose of increasing the number of clients in an existing group home from 6 to 7. These numbers are similar to those of previous years. There were 48 home-based business licences issued, which is more similar to earlier years after the low amount in 2024.

In total, there were 11 waivers issued by the Development Authority in 2025. These waivers included several to bring existing houses into compliance, a fence height waiver, to bring an existing garage into compliance, a height waiver for a garage with second storey, and a parcel coverage waiver.

In 2025, five new public street trees were planted and two were removed due to development (one due to a utility conflict and one due to general development loss). No public street trees were removed for new curb cuts or front driveways.

2.5 Public projects and major infrastructure improvements

2018

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

- 7 Avenue and 13 Street intersection upgrade:
 - Upgraded to full signal lights (including bike detection)
 - Project cost: \$130,000
- 7 Avenue Bike Boulevard:
 - Upgraded corridor to varying treatments
 - Project cost: \$300,000



Upgraded intersection at 13 St S and 7 Ave S

A further Transportation project in the Plan Area was:

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

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

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

2019

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

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

- Project cost: TBC after project completion



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



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



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

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

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

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

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

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

2020

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

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

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

2021

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

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



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

2022

The Transportation department complete Asphalt overlay and concrete repairs:

- 8 Street S from 8 Avenue S to 9 Avenue S, valued at \$110,000
- 3 Street S from 7A Avenue S to 8A Avenue S, valued at \$125,000
- 6A Avenue S from Coulee to 4 Street S, valued at \$134,000

Electrical, ATCO, and Water & Wastewater did not undertake any major work in the Plan Area in 2022.

2023

There were no major improvements by Waste & Wastewater, Transportation, or Electric in the plan area in 2023. Information about major improvements by ATCO in the plan area in 2023 was not available.

Parks infrastructure and development included the removal of the previous old playground in Kinsmen Park. This was followed up with the installation of new playground equipment accompanied by rubber surfacing. The cost of the Kinsmen Playground upgrades was \$166,183.50.



Upgraded playground at Kinsmen Park

2024

Beyond regular pole replacements, there were no major projects by Electric Utility in 2024. There were no major Transportation improvement projects either, but some minor projects included road overlays for 9 Ave South between 3 Street South and 4 Street South, and 10 Ave South between 11 Street South and 12A Street South. Waste and Wastewater conducted a \$1.5 million replacement of 750m of watermain on 11 St S, between 3 Ave and 6 Ave S. The major development by Parks for the year was Kinsmen Park Paving. The project cost was \$3,129 and expands on the Kinsmen Park upgrades previously completed in 2023.



Paving at Kinsmen Park

2025

There were no major Parks, Water and Wastewater, or Electric improvements in London Road in 2025. Minor work done by Water and Wastewater included the lining of sanitary main along 4 Ave S from 12

St to 13 St South and along 12A St S, just south of 4 Ave S up to the termination of the street, as shown below.



2025 lining of sanitary main on 4 Ave S and 12A St S by Waste and Wastewater.

Information about major improvements by ATCO in the plan area in 2025 was not available.

There were no major Transportation projects completed either, but a few minor improvements were completed. There were 26 new and 6 upgraded/renewed/realigned ramps. Finally, overlays were completed at the following locations:

- 1 Street S – 7 Ave to 7A Ave S
- 7A Street S – 1 St to 3rd St S
- 9 Street S – 8 Ave to 7 Ave S
- 11 Street S – Scenic Dr to 10 Ave S
- 10 Avenue S - 7A St to 9 St S
- 10 Avenue S -12A St to 12B St S

2.6 Strengths and weaknesses identified through implementation

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

2018

The Plan appeared to draw developer interest to the west peninsula precinct, specifically in the area around 105, 109 and 115 - 7 Avenue South. While multiple developers made inquiries about redevelopment potential and advice was given, none of these proposals have yet come forward with

rezoning or development applications. One of the major issues seems to be the lack of stormwater connection to these parcels. The nearest stormwater connection available is at 123 – 7 Avenue South, connecting to which is estimated by Water & Waste Water staff to cost \$50-100k, payable by the developer. This connection would be required by the Drainage Bylaw for a single parcel containing more than two dwelling units. This appears to have made apartment developments unattractive in this location, despite the Plan supporting them.

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

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

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

2019

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

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

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

2020

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

Further, LRARP character-defining element 4 ('street orientation') states: "street orientation also contributes toward a pedestrian-friendly street environment, providing a visually rich street edge, and contributes to safety by allowing residents to survey street activity ("eyes-on-the-street" concept). Development should focus on avoiding the appearance of turning their backs or sides toward the street by ensuring that all development has a strong street presence. The primary façade of all first storeys must be at pedestrian scale. This can be accomplished by providing at grade features such as windows, lighting, landscaping, benches, entrances, entrance features, etc."

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

2021

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

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

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

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

- "The Data Overview should capture the number of home-based business licenses issued."
- "The parcel coverage increased over 2020 and yet the development permits were mostly for secondary suites. Does this mean new builds are excessively large?"
- "In 2018 and 2020 it was noted that there should be tighter language around built form regulations, and this is still not done. There are other existing municipalities with very strict built form regulations that could serve as a model, rather than this report's current deference to not being able to do anything about it because there is no language to indicate such could be enforced."
- "It would be interesting to see how other neighbourhoods compare in terms of waivers being issued."

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

2022

This was a slower year for development. All target values for the metrics were met.

2023

Due to the low amount of development and infrastructure updates in London Road over the timeframe, there is limited feedback that can be offered based on staff experiences. As an older and established neighbourhood, London Road will likely continue to see years of higher development and years of lower development. However, development trends in Lethbridge were overall trending downwards in 2023, and may be indicative of larger development trends than the influence of the LRARP.

Despite the slow year for development, the metrics measured in this report that had target values were all met for the year. This shows that the lower amount of development that did occur within the neighbourhood was still in line with the goals and principles set out in the LRARP.

2024

This year similarly saw low levels of development and infrastructure updates as the previous year, and the trends observed in 2023 are likely continued throughout 2024.

Two significant Land Use Bylaw amendments and two LRARP amendment applications were submitted in 2024 by Sumus, a developer. However, following public hearings in December 2024, the decision on

these applications was delayed by City Council until January 2025, and so these were not included in the statistics and analysis for 2024.

2025

This year began with the approval by City Council of the two Land Use Bylaw amendments and two LRARP amendments that were carried over from December 2024. These applications highlighted the difficulties of the current redevelopment levy in the LRARP. This places a higher cost on adding additional new homes into the neighbourhood. At the same time, any moneys raised is likely to be inadequate for its stated purpose (i.e., to purchase land for park space, etc.). With the cost of property in the neighbourhood as it is, it seems likely that it could take decades to raise enough money through the redevelopment levy to raise enough money to purchase even two or three properties to create a new neighbourhood pocket park. It is recommended that the redevelopment levy be reviewed as part of the wider LRARP review.

No other Land Use Bylaw amendments or LRARP amendments were completed in 2025.

Overall, 2025 saw modest increases in development levels after a few years which showed low levels of development. 2025 was a slower year for major infrastructure projects, as several had been completed in recent years.

3. Plan evaluation

3.1 Overview

The LRARP Review was begun in late 2023. The following strategic goals and objectives were identified for the project:

- To ensure the content of the LRARP complies with relevant Municipal Development Plan (MDP) policies.
- To learn from residents what they would like to change (or not change) about the LRARP.
- To improve the functioning of the LRARP in response to staff experience with the plan.
- To gauge the level of support for the recommended updates to the LRARP.

Major stages of the review are shown below.

Milestone	Target Completion Date
Monitoring and Evaluation Tool update	January 2024
Draft proposed updates to LRARP	October 2024
Circulate draft to City departments	November 2024
Finalize draft updates to LRARP	March 2025
Public engagement design & materials production	May 2025
Meet with London Road Neighbourhood Association	November 2025
Online Survey	November - December 2025
Finalize proposed updates & engagement WWH report	February 2026
Council submission of draft bylaw	March 2026
Public Hearing and Council decision	May 2026

Relevant MDP policies considered in the review include:

- Policy 50: “Promote the physical and mental health of all residents, by facilitating and encouraging the provision of a range of housing options to meet the needs of all residents.”
- Policy 58: “Promote affordable housing by encouraging and facilitating the adequate supply of housing for all income groups.”
- Policy 65: “Ensure residential densities are increased in existing areas in a manner that respects built form and character, by preparing Area Redevelopment Plans which take into account the following criteria:
 - Age and classification of the neighbourhood (core, mature, established)
 - Street layout type (grid, modified grid, curvilinear)
 - Location in relation to other land uses and transportation links
 - Neighbourhood population demographics, such as age distribution
 - Neighbourhood design and character

- Existing and planned infrastructure capacity
- Heritage preservation”
- Policy 66: “Promote increasing residential densities in existing areas in a manner that respects built form and character by:
 - Encouraging increased densities in areas where ancillary neighbourhood facilities are currently available or can be efficiently provided (e.g. employment, shopping, schools, parks, transit routes).
 - Encouraging the development of increased residential density in and around existing or planned commercial areas and corridors.
 - Encouraging support for additional units in parcels that have not reached their maximum allowable density.
 - Discouraging “downzoning” (i.e. Land Use Bylaw amendments from higher to lower density residential districts), except where required in order to comply with other policies in this MDP.”
- Policy 68: “Ensure a choice of housing is integrated throughout the city in future... Area Redevelopment Plans, by:
 - Requiring future... Area Redevelopment Plans to include a variety of residential land use districts to ensure various housing types can occur, such as: secondary suites, duplexes, multi-family housing, market housing, single room occupancy, shared housing with supports, and shared ownership arrangements.
 - Requiring any proposed higher density residential developments to be located with good access to services (e.g. commercial uses, schools, parks) and transportation links (including but not limited to transit).”
- Policy 74: “Ensure everyone has access to parks and open spaces by committing to expand parks and open spaces throughout the city on a continuous basis.”
- Policy 75: “Ensure existing parks and open spaces remain well-loved and well-used by the community, by committing to a continual process of redeveloping, reenvisioning, and reinvesting in these spaces.”
- Policy 91: “Support opportunities for small-scale, street-fronting commercial units within existing neighbourhoods by considering appropriate locations for such development.”
- Policy 99: “Ensure a long-term vision is established for existing areas, by requiring the development and review of Area Redevelopment Plans.”
- Policy 100: “Promote walkable neighbourhoods by encouraging:
 - A greater mix of appropriate land uses and infill development through policies in Area Redevelopment Plans.

- Area Redevelopment Plans for areas with inadequate green space to identify how the supply can be increased and how this can be paid for.
- Street-fronting and neighbourhood-oriented commercial development in new or existing neighbourhoods with a grid or modified grid street layout, through supporting appropriate land use amendments and identifying appropriate locations in Area Redevelopment Plans and Outline Plans.”
- Policy 113: “Promote a sustainable development pattern which makes efficient use of land, minimises the need for motorised travel and facilitates social cohesion, by encouraging:
 - The design of live, work, shop and play land uses in proximity to one another.
 - Mixed-use development and a mix of land uses in existing and future commercial areas.
 - The design of neighbourhoods to minimise driving distances and reduce automobile trip generation, through the use of grid or modified grid street layouts (where topography and storm water management solutions allow) and a mix of land uses which aims to allow residents to meet their daily needs within a 750 m. walk of their homes.
 - Mixed-use development in residential neighbourhoods, in locations which maximise commercial viability and ease of access for nearby residents.
 - The creation of city and neighbourhood focal points that provide opportunities for community gathering, and that encourage interaction between all age groups and abilities.”
- Policy 115: “Ensure Lethbridge continues to receive the many benefits of trees, such as summer shade and cleaner air, by maintaining and growing the urban forest.”

3.2 Analysis

In evaluating the data collected in this report since 2018, it was observed that from the LRARP’s adoption until the end of 2024, the neighbourhood saw its population increase by just one person, and a net gain of only six homes. The neighbourhood’s population therefore remains around 30% lower than its peak in the 1950s. In contrast, over the same period Lethbridge’s population has increased by nearly 400%. As a walkable neighbourhood well-located adjacent to downtown, London Road has an important opportunity to enable more Lethbridge residents to live closer to where they work, shop and play, in line with MDP policies. The review therefore considers whether LRARP policies can be adjusted to be more supportive of intensification in appropriate locations in the plan area.

Staff have also found numerous difficulties with the complexity of policies and regulations in the LRARP, which could benefit from clarification and simplification. The review offers an opportunity to simplify policies and improve clarity.

The data in section 2.1 shows that:

- From 2018-2024 there were zero Land Use Bylaw amendments contrary to those proposed in the plan. In 2025, Sumus successfully applied to amend the LRARP as well as rezone two sites.

The LRARP amendments were necessary as otherwise the proposed rezonings would have been contrary to relevant LRARP policy on those sites. For both sites, this was because they wished to build taller than supported in the plan, and to not pay the redevelopment levy. The applications to amend the LRARP and rezone the sites were supported by City Administration and passed by City Council following public hearings. In both cases, City Administration felt that the LRARP amendments were justified, as both sites had been vacant for some time and multiple redevelopment proposals had not progressed past initial inquiries once the limitations of the LRARP policies became clear to proponents. Further, the development context had changed significantly since 2018 with the housing crisis, which had seen housing costs in Lethbridge accelerate dramatically. The Sumus proposals were therefore considered to be in the public interest.

- Between 2018 and 2025 there were zero ‘downzonings’ in the plan area, meeting the target.
- The number of designated Municipal Historic Resources increased from six to seven, meeting the target to maintain or increase this number. The number of Provincial Historic Resources was maintained at 6, meeting the target.
- There were zero properties from the Heritage Inventory demolished, meeting the target.
- Based on demolitions versus building permit completions, the net gain/loss of dwelling units was above zero in four years and below zero in two years. Over the period 2018-2024, there was an overall net gain of six dwelling units, a very small increase.
- The number of new front driveway / curb cut installations was targeted at less than three per year (the 2013-2017 average was 3.2 per year). This target was not met in three years, where in each year three new front driveways / curb cuts were created. The target was met in four years, where between zero and two new front driveways / curb cuts were created each year.
- Zero development permits were issued for “non-neighbourhood-oriented” commercial uses, meeting the target.
- Zero stand-alone parking facilities were developed, meeting the target.
- Residential development permits in the plan area were mostly for single detached dwellings, additions, accessory buildings, secondary suites, and a few two-unit dwellings. From 2018-2024 there were zero development permits issued for greater than two unit dwellings. This changed in 2025 when a development permit was issued for one of the Sumus developments, at the intersection of 5 Street South and 6 Avenue South. This was for their proposed apartment building with 45 apartments.
- There were zero development permits in the plan area for child care uses, despite high demand for such uses over the review period. This may reflect the tight restrictions on child care uses in current LRARP policies, which makes development of these uses currently more difficult than in other Lethbridge neighbourhoods.

Proposed updates to the LRARP were created by Planning staff and presented to the London Road Neighbourhood Association in November 2025. An online survey on the proposed updates was published from November to December 2025. Details can be found in the [What We Heard Report](#). Following this public engagement, the proposed updates to the LRARP were significantly revised, particularly around areas of concern for residents.

4. Next steps

Recommended updates to the LRARP will be submitted to City Council in the form of a draft bylaw. A public hearing is targeted for Q2 2026. Project updates will be published at:

<https://getinvolvedlethbridge.ca/lrarp-review>.