

# WELCOME

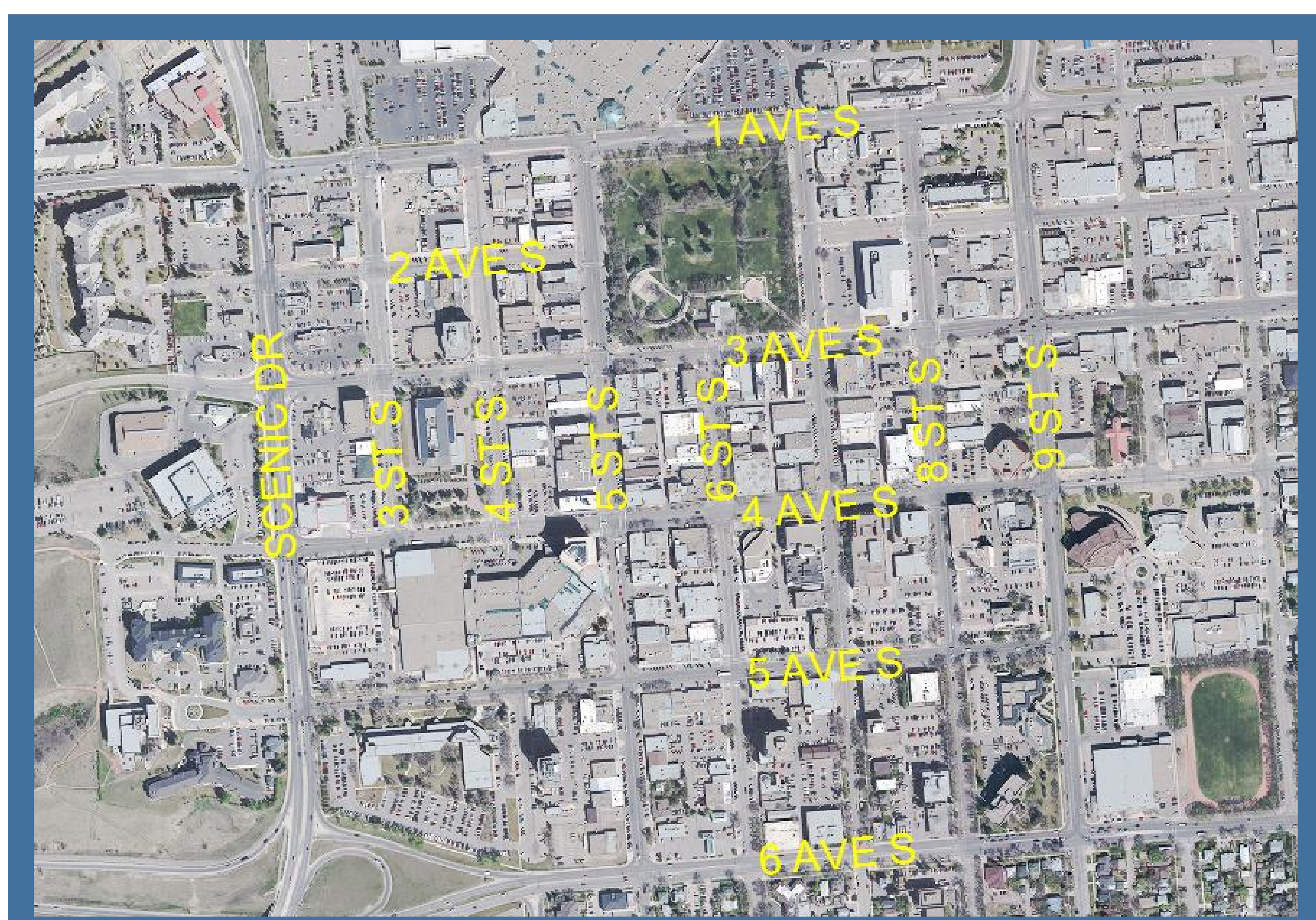
3 Avenue South Reconstruction

# OPEN HOUSE



CITY OF  
*Lethbridge*





- Show us where you live with a green dot. ●
- Show us where you work with a red dot. ●



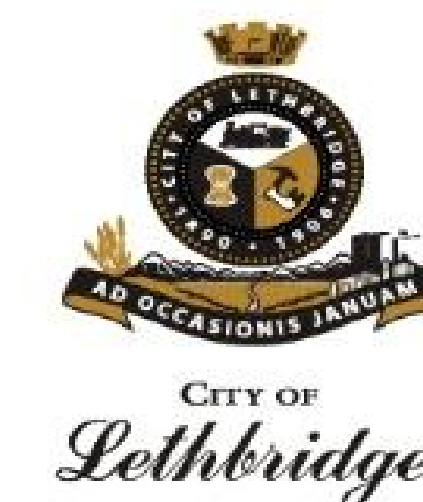
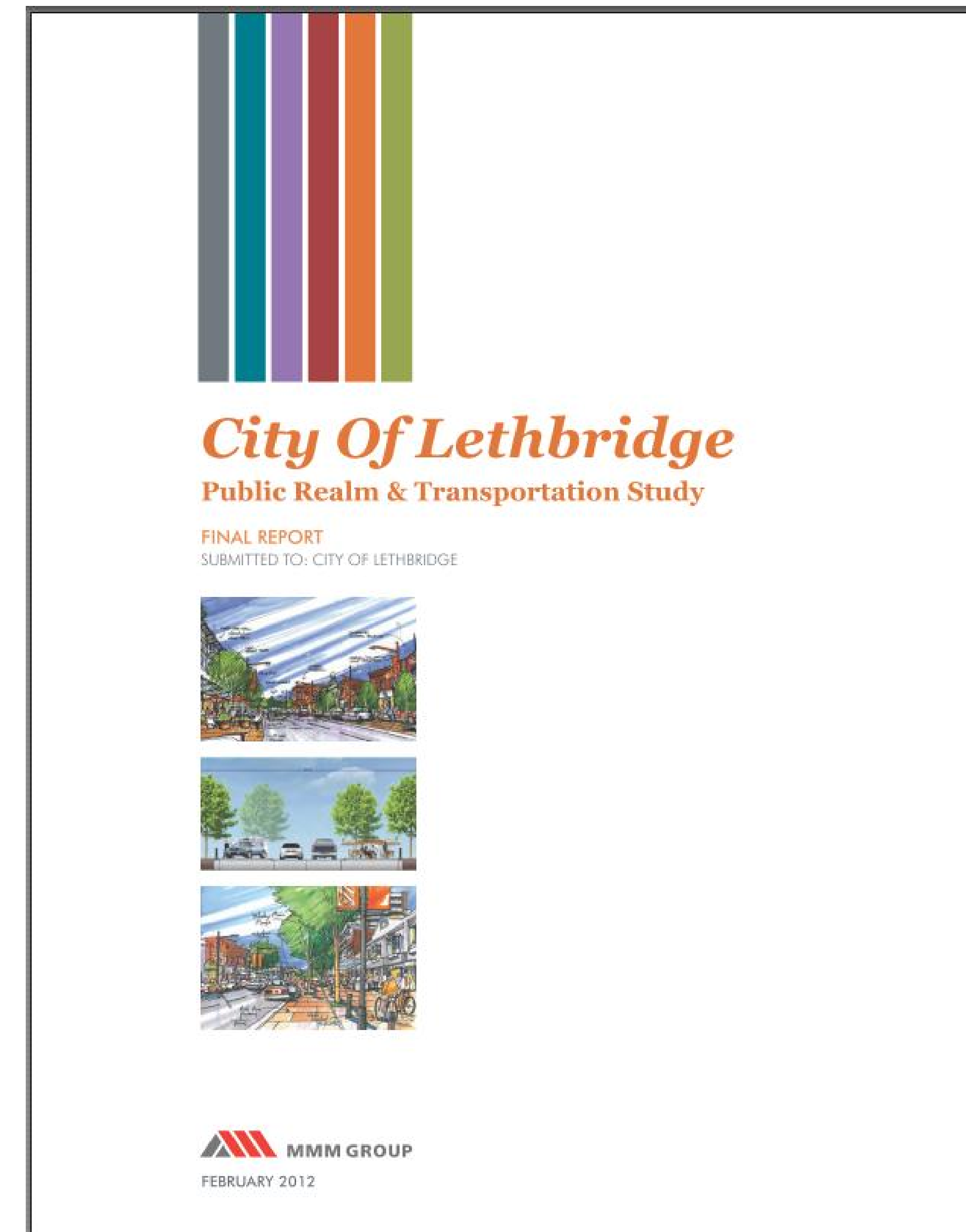
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# Background

## Public Realm and Transportation Study (PRATS), 2011

- PRATS built on the vision, ideas and concepts for Downtown development expressed in the 2007 Heart of Our City Master Plan (HOCMP)
- The study examined the facility requirements for public realm improvements, alternative and accessible transportation modes, freight, vehicles, and parking in the Downtown area
- The study recommended improvements to 3 Avenue S



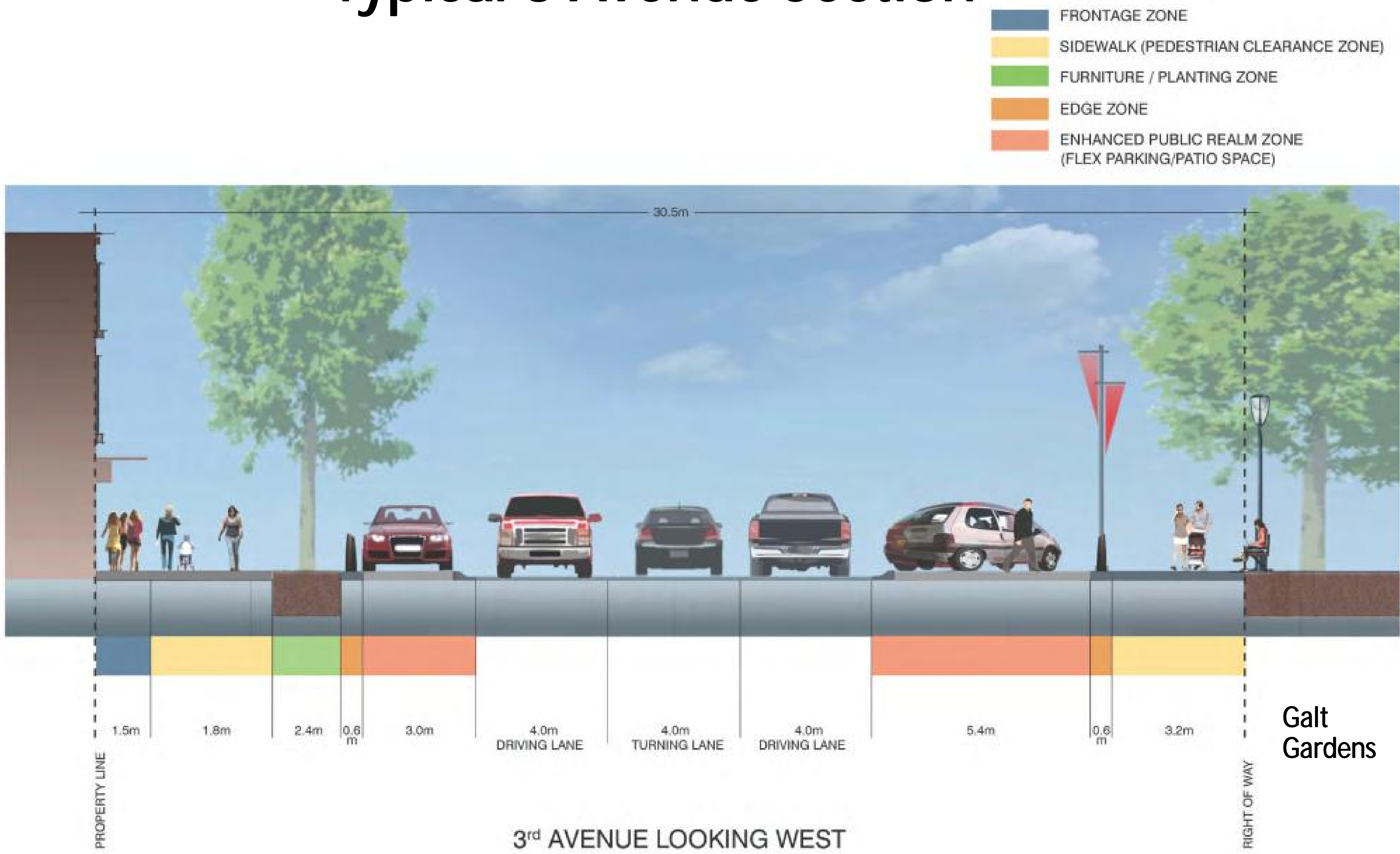


# Public Realm and Transportation Study (PRATS), 2011

## Illustrative Plan



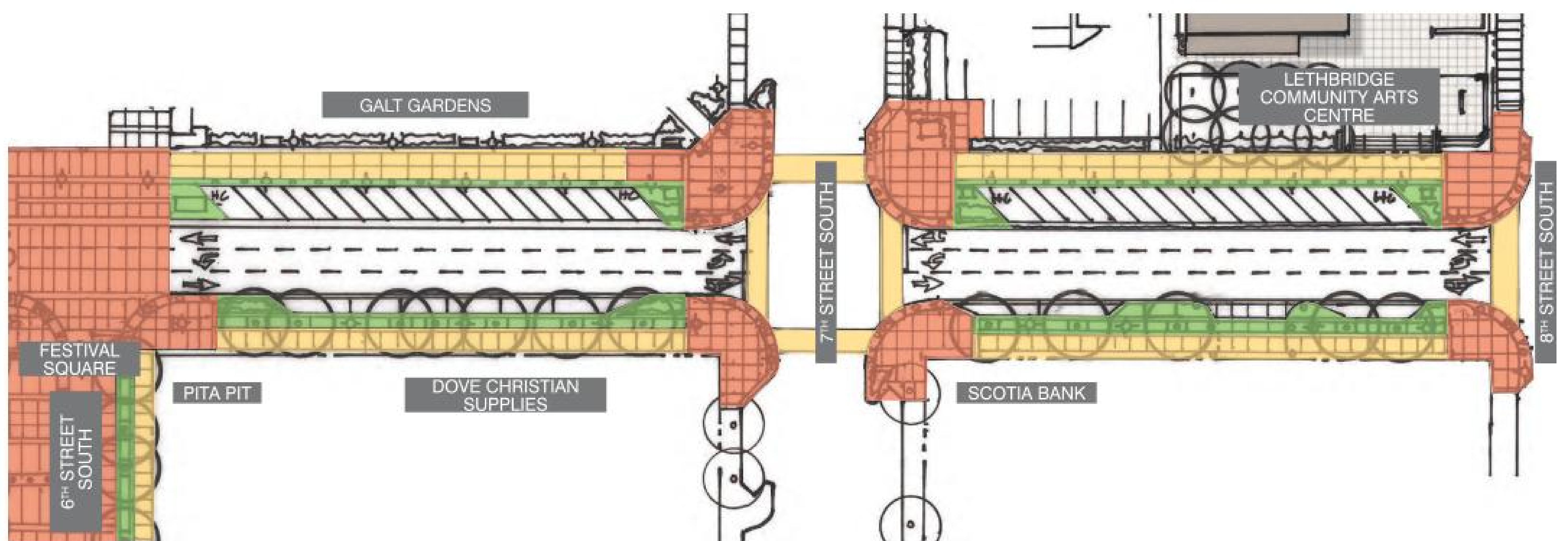
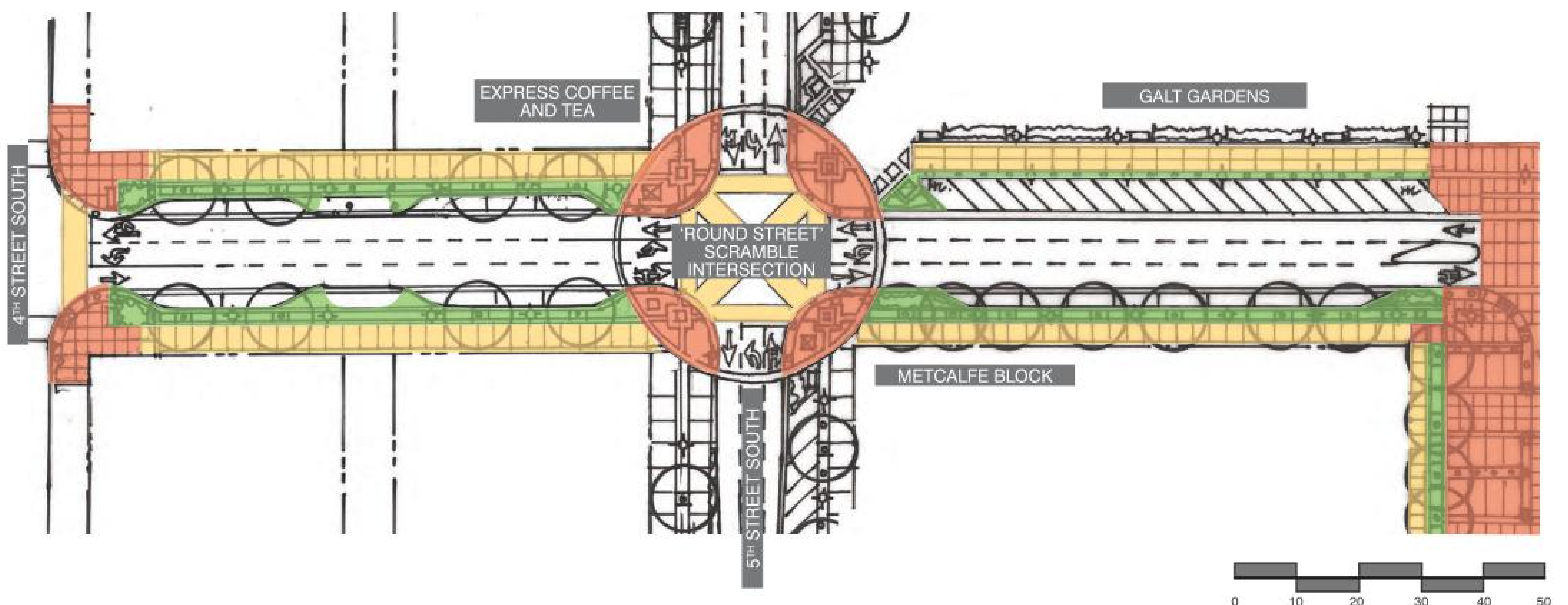
## Typical 3 Avenue Section





# Public Realm and Transportation Study (PRATS), 2011

## Public Realm Zones



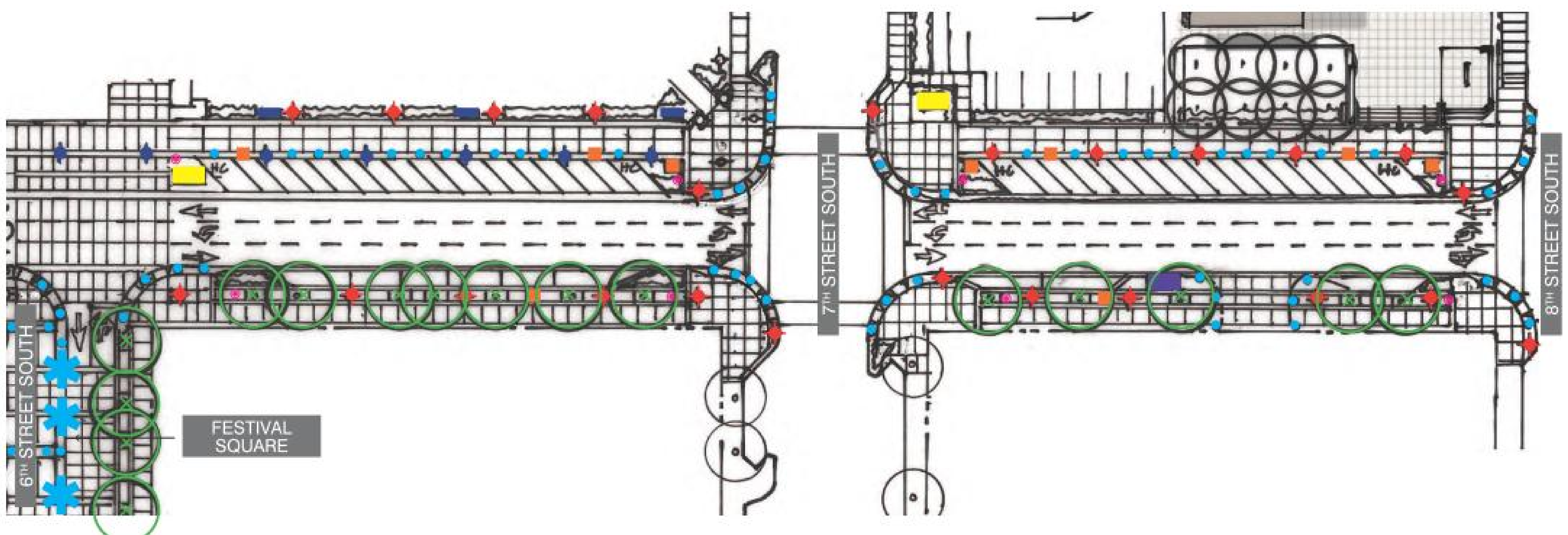
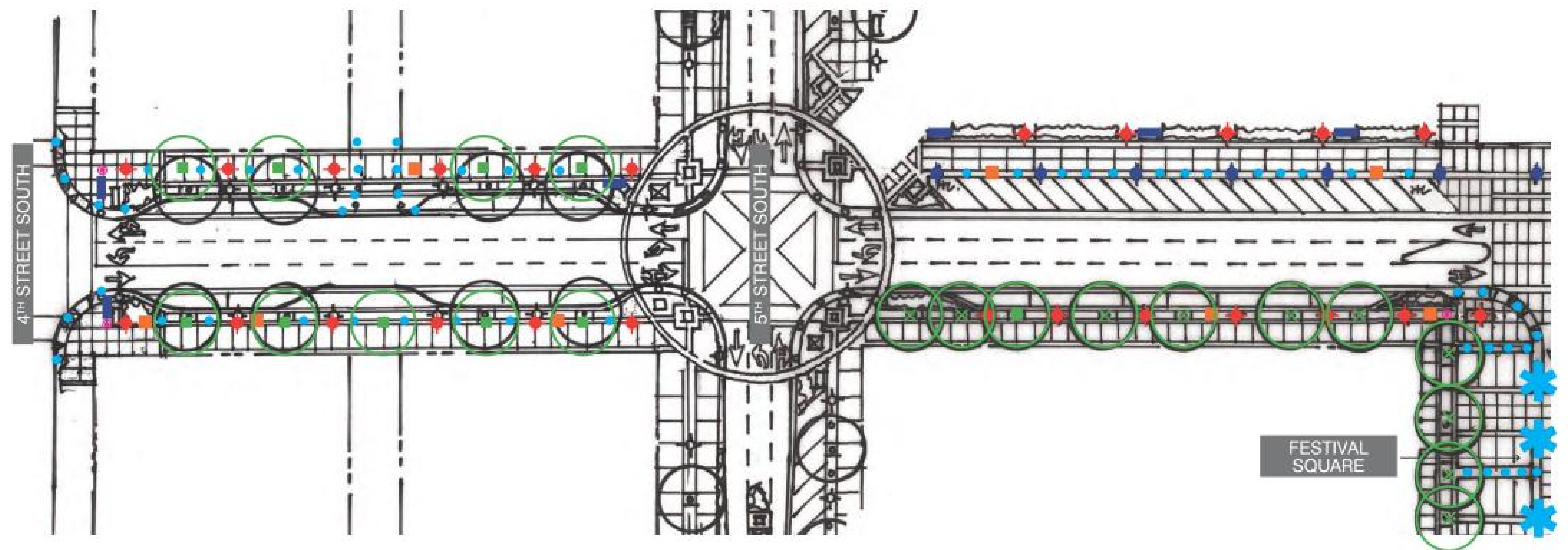
### PUBLIC REALM ZONE LEGEND:

- SIDEWALK (PEDESTRIAN CLEARANCE ZONE)
- FURNITURE / PLANTING ZONE
- ENHANCED PUBLIC REALM ZONE  
(FLEX PARKING / PATIO PLAZA SPACE)



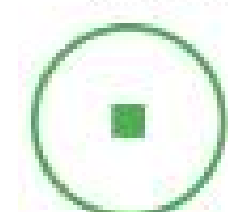








# Public Realm and Transportation Study (PRATS), 2011

## Site Furniture and Urban Design



### LEGEND:

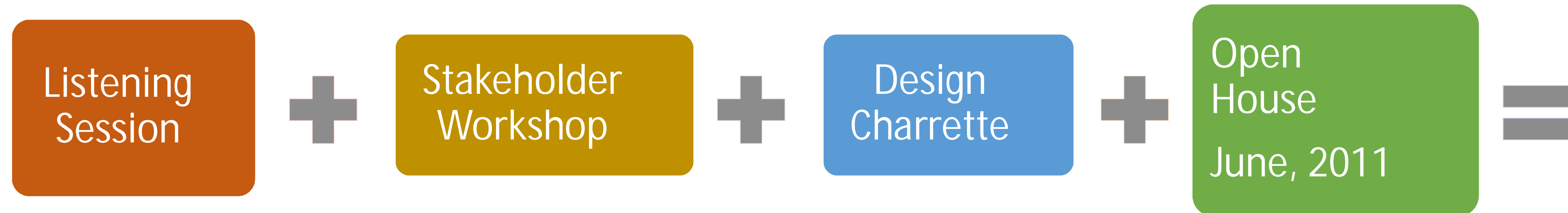
#### SITE FURNITURE

-  TREE GRATE AND STREET TREES
-  EXISTING STREET TREE
-  LIGHT
-  BANNER POLE
-  BOLLARD
-  TRASH RECEPTACLE
-  BENCH
-  SHELTER / BIKE STORAGE
-  WAYFINDING / TICKET DISPENSER

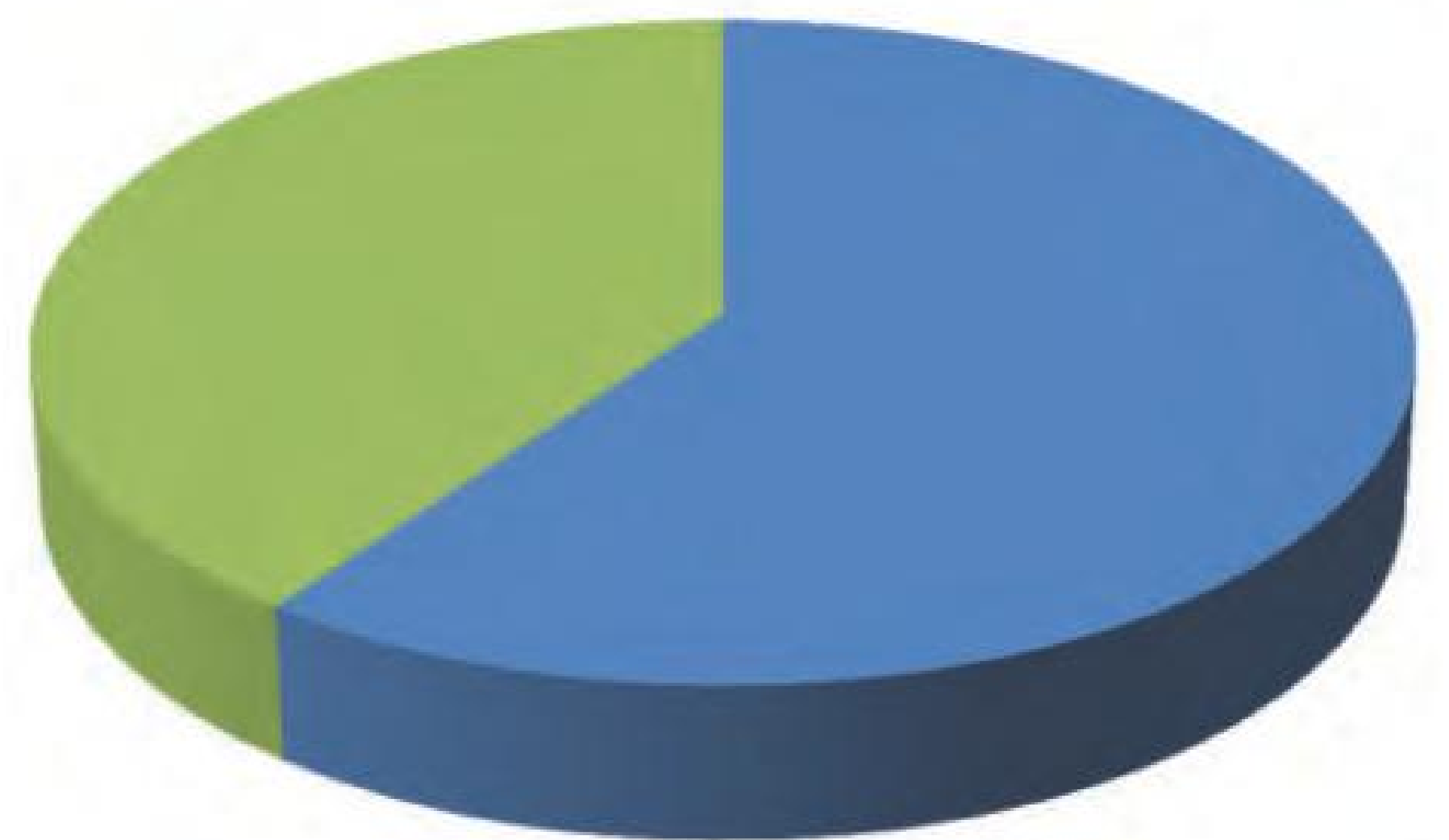
#### URBAN DESIGN

-  ELEMENT OF DISTINCTION

# Past (PRATS) Public Consultation

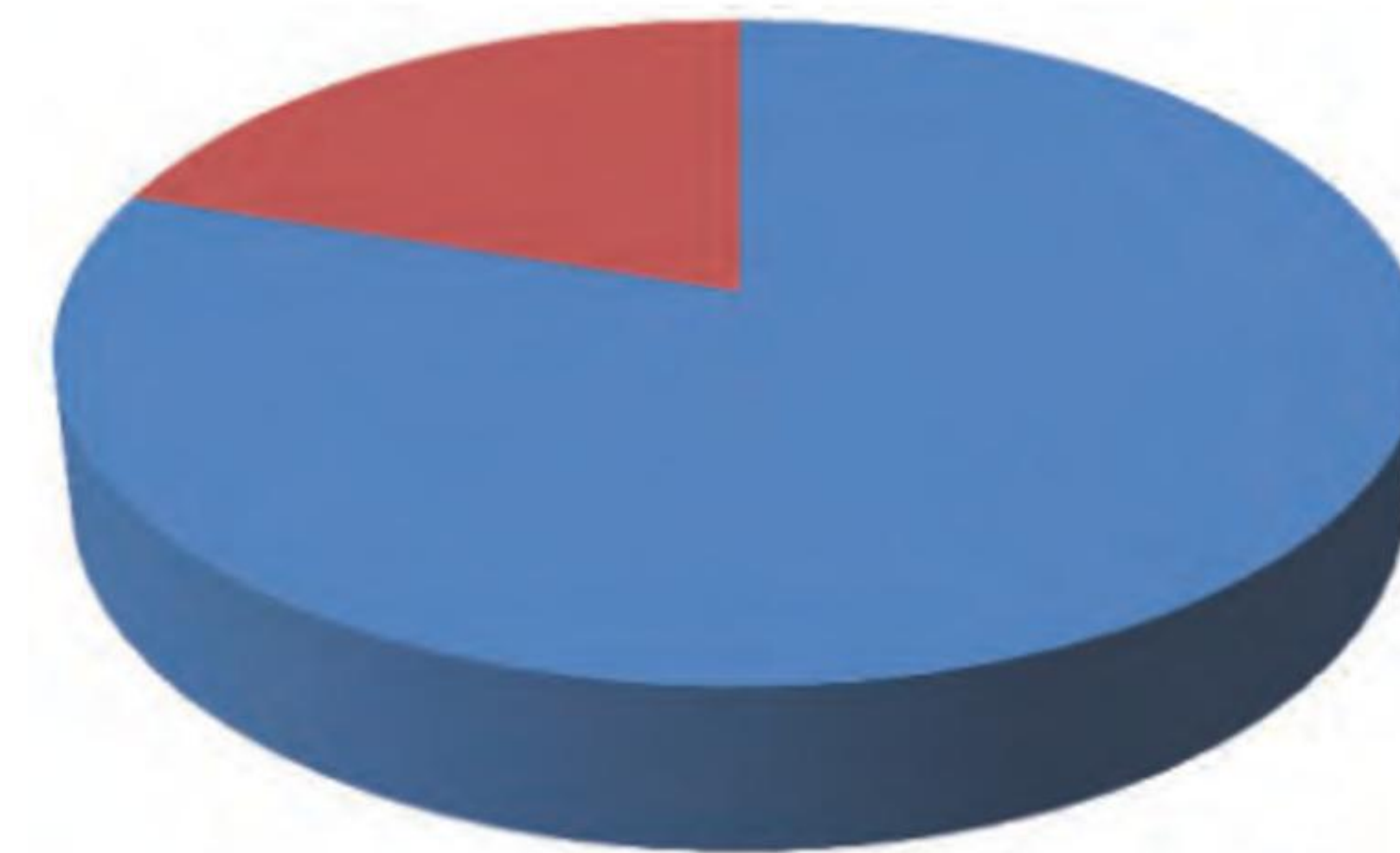


Satisfied with the Design Approach and Concept Plans?



■ 60% Yes ■ 0% No ■ 40% Mostly

Reduction of lanes on 3rd Avenue?



■ 80% In Favour ■ 20% Not in Favour



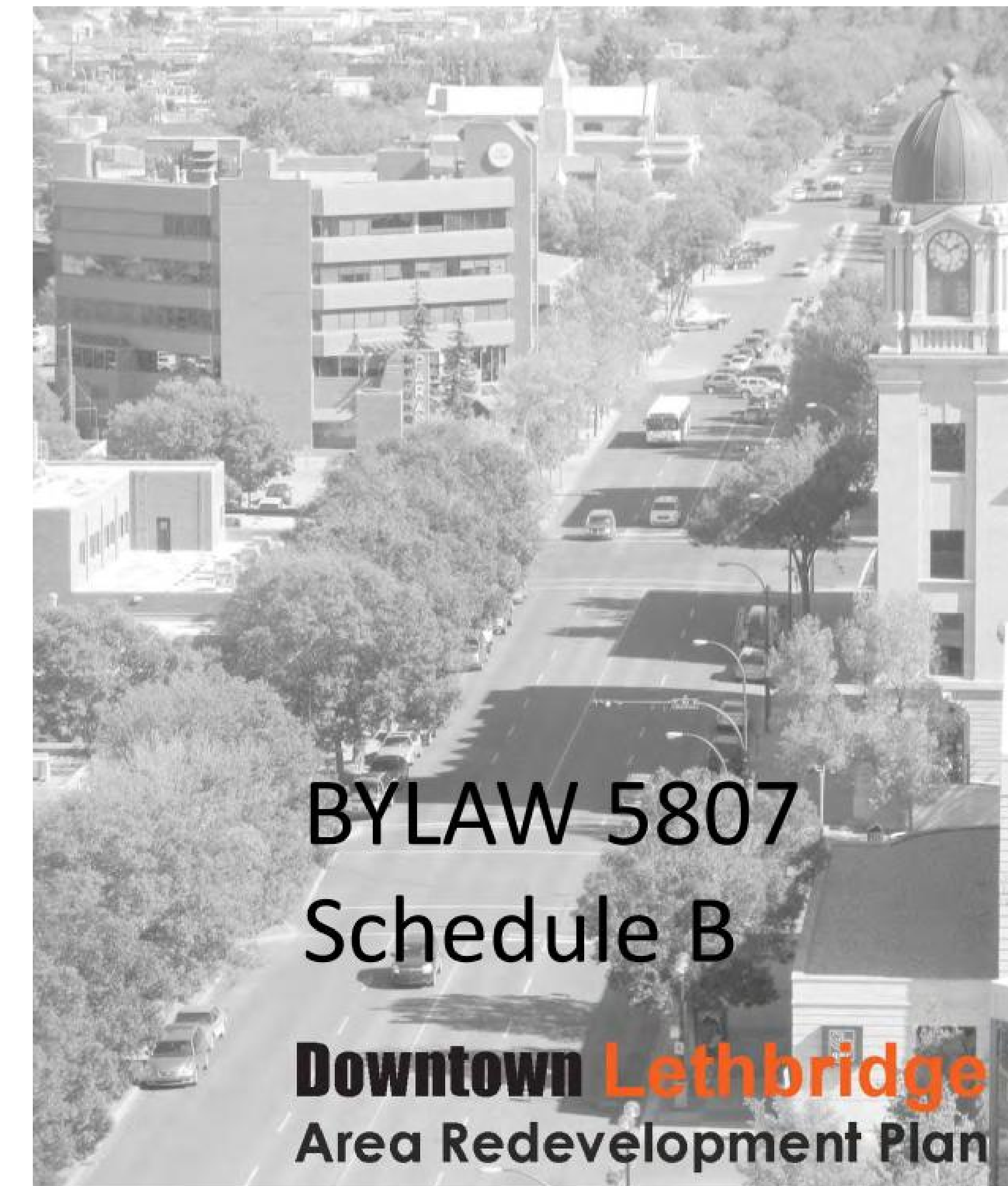
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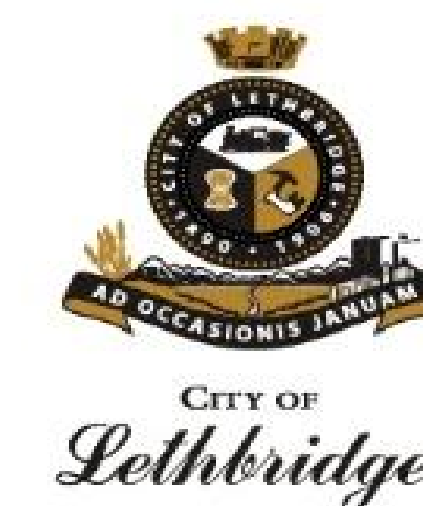
# Background

## Downtown Area Redevelopment Plan / Bylaw 5807 (2013)

- The Downtown Area Redevelopment Plan (Bylaw 5807, the DARP) is a statutory plan authorized by the Municipal Government Act.
- It provides a planning framework and supporting policies that will guide the next 10 years of development in the Downtown
- It is intended to create a vibrant and walkable downtown and a more positive downtown experience for all downtown users.
- It recommended the 3 Avenue S streetscape improvements identified by the PRATS



 City of Lethbridge Planning & Development Services



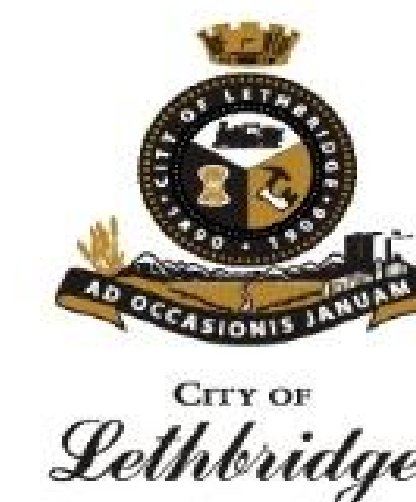
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# Background

## Downtown Area Redevelopment Plan / Bylaw 5807 (2013)

- The DARP recommended that “the urban design of the public realm be of a more contemporary character featuring wide ‘promenade’ sidewalks and a high level of pageantry” and “where it is evident that historic design elements would be more complementary to existing features, those should be used instead of contemporary design elements
- It notes that the PRATS recommendations are being incorporated into the design of 3 Avenue S in several ways including:
  - Three travel lanes with a middle turning bay and rolled curb between travel lanes and parking
  - Parking raised to sidewalk level, allowing flexibility of use for both pedestrian and vehicle use
  - Angled parking on the north side of the street in front of Galt Gardens and the CASA
  - Parallel parking on the south side between 8 St S and 5 St S, and parallel parking on both sides of the street west of 5 Street S
  - Street trees on both sides and pedestrian lighting
  - Wider sidewalks on both sides that will improve both pedestrian movement and the space in front of existing businesses
  - A wider promenade sidewalk on the north, adjacent to Galt Gardens between 5 and 8 Street S





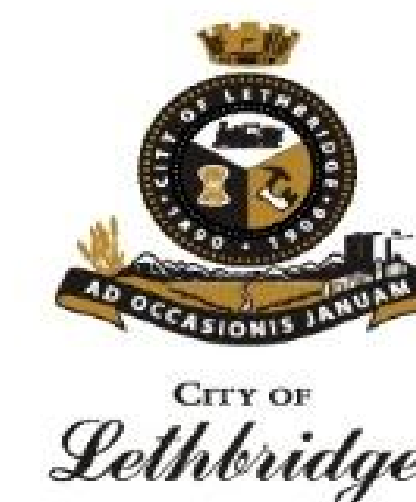
# Project Goals

Successfully design the first streetscaped roadway in Lethbridge

Include green initiatives and sustainable design principles where appropriate

Update any aging underground and surface infrastructure to avoid intrusive and costly repairs for the next 25 years

Maintain an effective communications strategy with stakeholders & the public





# Project Objectives

Build upon the conceptual design from PRATS

- Three travel lanes: one in each direction, and a dual left center turn lane
- Curb extensions, wide sidewalks, raised parking

Rehabilitate underground utilities

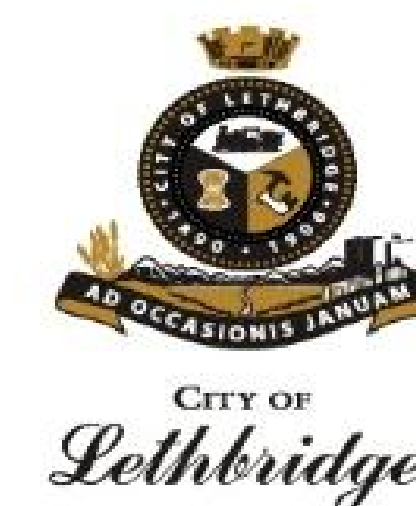
- Storm, sewer, and water mains (some from the early 1900s)
- Building services will be replaced where required

Incorporate streetscape design principles

- Improve the pedestrian experience
- Decorative benches, light poles, etc.
- Sustainable design & landscaping
- Provide space for public art

Safe Solutions

- Access management



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# Access Management



Enables access to land uses while maintaining roadway safety and mobility by controlling access location, design, spacing and operation



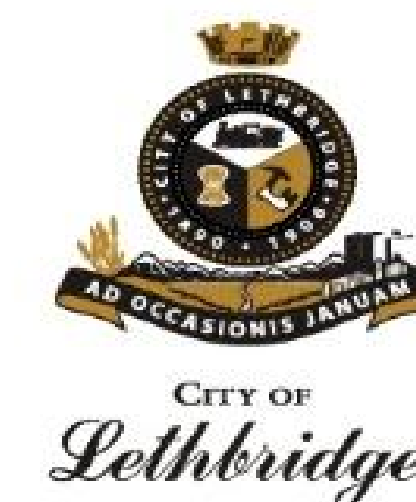
A simpler driving environment results when limiting the number and type of conflicts between vehicles, vehicles and pedestrians, and vehicles and bicyclists.



Access management promotes a more walkable downtown.



Access management can have the positive effect of reducing travel times on roadways



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# Project Significance



Will directly impact Galt Gardens Park, the symbolic “Heart of the Downtown”



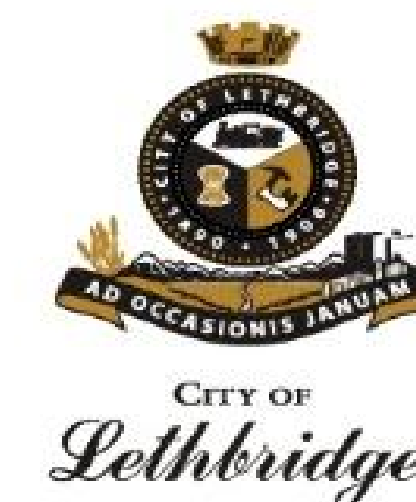
Is adjacent to Casa, the City’s community arts building



Will create a destination Street.



Important link between Scenic Drive and Stafford Drive, and to Mayor Magrath Drive



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# Construction

## Methods, Timing and Phasing

- The following two boards identify some advantages and disadvantages of different methods and timing of construction that need to be considered
- Ultimately, the preferred construction method and sequencing of the work will need to be determined during the detailed design phase with input and feedback from adjacent property owners, business owners and residents.





# Timing of Construction (from PRATS)

Method of Construction	Advantages	Disadvantages
Daytime	<ul style="list-style-type: none"> <li>• lower worker accident rates</li> <li>• lower construction costs</li> <li>• no light imposing on residents in the Downtown area as lighting is not required for the site</li> <li>• availability of material supplies and of key personnel to make onsite decisions during the day</li> <li>• noise issues lower for residents</li> </ul>	<ul style="list-style-type: none"> <li>• greater impact on surrounding businesses</li> <li>• longer duration impact on businesses</li> <li>• limited pedestrian access and movement during the day</li> <li>• increased noise, dust and air pollution during the day from construction equipment</li> <li>• more air pollution during the day for construction workers due to normal public traffic</li> <li>• less secure work environment – increased public movement in and around the construction zone</li> <li>• higher temperatures during summer construction</li> <li>• vehicle detours required</li> <li>• lower number of on-street parking available during construction</li> </ul>
Nighttime	<ul style="list-style-type: none"> <li>• lower impact on surrounding businesses</li> <li>• high accessibility during the day time – a minimum of one lane open per direction of travel</li> <li>• ease of pedestrian access and movement during the day</li> <li>• reduced noise, dust and air pollution during the day from construction equipment</li> <li>• less air pollution during the night for construction workers due to reduced public traffic</li> <li>• lower temperatures during summer construction</li> <li>• more secure work environment – reduced public movement in and around the construction zone</li> <li>• higher number of on-street parking available during construction</li> </ul>	<ul style="list-style-type: none"> <li>• longer duration impact on businesses</li> <li>• higher construction costs</li> <li>• increased public disturbance – the effect of noise, equipment operation, dust, and air pollution, etc. on the surrounding residential area</li> <li>• to adequately illuminate construction zones, lighting shields would likely be required to minimize light trespassing impacts on residents within, or adjacent to, construction areas</li> <li>• greater visibility issues and higher worker accident rates</li> <li>• equipment breakdown with repair being a problem as parts may not be available until the next day</li> <li>• reduced material supplies at night</li> <li>• key personnel to make onsite decisions may not be readily available</li> </ul>
Full Day	<ul style="list-style-type: none"> <li>• shorter duration impact on businesses</li> <li>• ability to distribute work that may be best performed during the night or day to reduce impact on businesses and residents</li> </ul>	<ul style="list-style-type: none"> <li>• limited pedestrian access and movement during the day</li> <li>• more air pollution during the day for construction workers due to increased public traffic during the day</li> <li>• vehicle detours required</li> <li>• lower number of on-street parking available during construction</li> <li>• less secure work environment – increased public movement in and around the construction zone during the day</li> <li>• greater visibility issues and higher worker accident rates</li> <li>• increased public disturbance – the effect of noise, equipment operation, dust, and air pollution etc. on the surrounding residential area</li> </ul>



# Space for Construction (From PRATS)

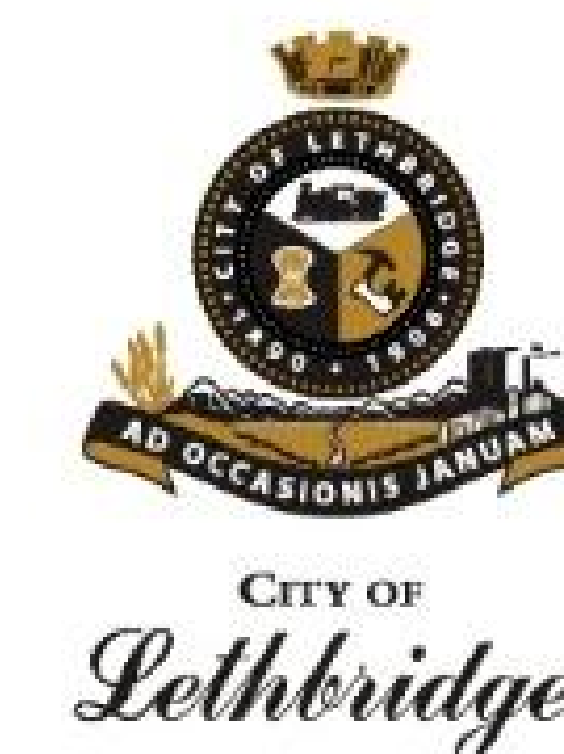
Method of Construction	Advantages	Disadvantages
<b>Block Construction</b>	<ul style="list-style-type: none"> <li>• shorter duration impact on businesses</li> <li>• higher number of on street parking spaces available during construction</li> <li>• shorter distance for pedestrians to access businesses</li> <li>• construction equipment and noise limited to a smaller area</li> </ul>	<ul style="list-style-type: none"> <li>• greater impact on surrounding businesses</li> <li>• limited pedestrian accessibility</li> <li>• vehicle detours required</li> </ul>
<b>One Side at a Time</b>	<ul style="list-style-type: none"> <li>• lower impact on surrounding businesses</li> <li>• construction equipment and noise limited to a smaller area</li> <li>• minor vehicle detours required with movement maintained along entire corridor</li> </ul>	<ul style="list-style-type: none"> <li>• longer duration impact on businesses</li> <li>• limited pedestrian accessibility</li> <li>• removes on-street parking along a portion of the corridor for the duration of construction</li> <li>• less secure work environment – increased public movement in and around the construction zone</li> <li>• higher construction costs</li> </ul>
<b>Full Corridor</b>	<ul style="list-style-type: none"> <li>• shorter duration impact on businesses</li> <li>• lower worker accident rates</li> <li>• more secure work environment - reduced public movement in and around the construction zone</li> <li>• lower construction costs</li> </ul>	<ul style="list-style-type: none"> <li>• greater impact on surrounding businesses</li> <li>• limited pedestrian accessibility</li> <li>• vehicle detours required</li> <li>• increased noise, dust and air pollution from construction equipment</li> <li>• removes on-street parking along the corridor for the duration of construction</li> <li>• increased distance for pedestrians to access businesses</li> </ul>



# Construction

Tell us what's important to you during construction?

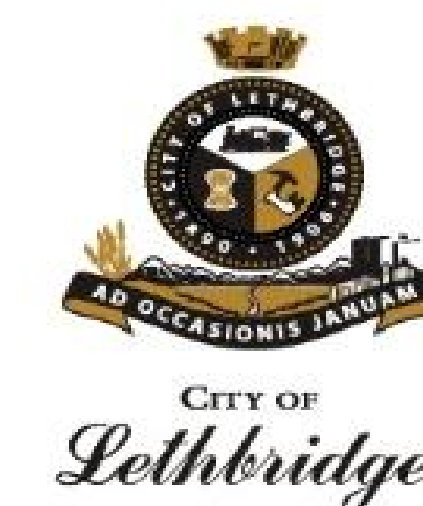
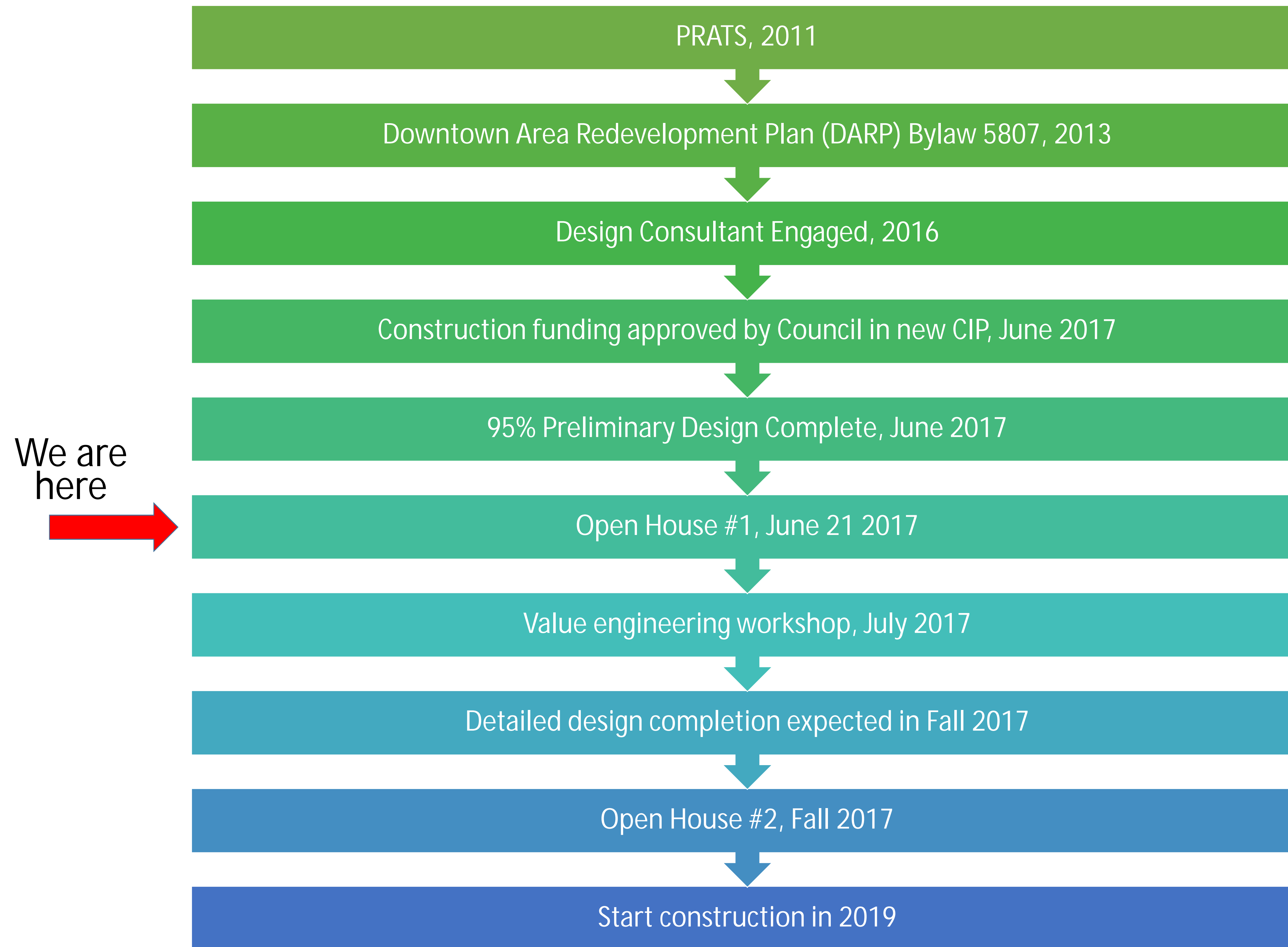
Please also add your comments to your comment sheet or the online comment sheet at [www.lethbridge.ca](http://www.lethbridge.ca).



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# Project Timeline



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