

**CITY OF COLD LAKE
BYLAW #381-LU-10**

A BYLAW TO ADOPT THE LAKESHORE AREA REDEVELOPMENT PLAN

A BYLAW OF THE CITY OF COLD LAKE, IN THE PROVINCE OF ALBERTA, TO ADOPT THE LAKESHORE AREA REDEVELOPMENT PLAN

WHEREAS, pursuant to Section 634 of the *Municipal Government Act*, (hereinafter called the "Act"), Revised Statutes of Alberta, 2000, Chapter M-26, and amendments thereto, a council of a municipality may designate an area of the municipality as a redevelopment area for the purpose of: preserving or improving land and buildings; rehabilitating, removing, constructing or replacing buildings; establishing, improving or relocating roads, public utilities or other services; and/or facilitating any other development in the area;

AND WHEREAS, pursuant to Section 634 of the Act, the council may adopt, by bylaw, an area redevelopment plan and provide for the imposition and collection of a redevelopment levy;

AND WHEREAS, pursuant to Section 635 of the Act, an area redevelopment plan shall describe the objectives of the plan and how they are to be achieved; the proposed land uses; any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities, or any other purposes the council considers necessary; and any other proposals that the council considers necessary;

NOW THEREFORE, the Municipal Council for the City of Cold Lake in the Province of Alberta, duly assembled, hereby enacts as follows:

1. This Bylaw may be cited as the "Lakeshore Area Redevelopment Plan";
2. The *Lakeshore Area Redevelopment Plan*, being Schedule "A", as attached to and forming a part of this Bylaw, is hereby adopted;
3. Bylaw No.95-750 of the Town of Cold Lake is hereby repealed;
4. This Bylaw comes into full force and effect upon the date of third and final reading.

FIRST READING passed in open Council duly assembled in the City of Cold Lake, in the Province of Alberta, this 13th day of April, A.D. 2010, on motion by Councillor Rodden.

**CARRIED
UNANIMOUSLY**

SECOND READING passed in open Council duly assembled in the City of Cold Lake, in the Province of Alberta, this 12th day of July A.D. 2011, on motion by Councillor Buckle.

**CARRIED
UNANIMOUSLY**

THIRD AND FINAL READING passed in open Council duly assembled in the City of Cold Lake, in the Province of Alberta, this 9th day of August, A.D. 2011, on motion by Councillor Buckle.

**CARRIED
UNANIMOUSLY**

Executed this 12 day of August, 2011

CITY OF COLD LAKE

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MAYOR

[Signature]

CHIEF ADMINISTRATIVE OFFICER

Lakeshore Area Redevelopment Plan

Revised July 2011



City of
Cold Lake

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Lakeshore Area Redevelopment Plan

1.0 Introduction

1.1 Background

Cold Lake offers a spectacular natural setting in which to live, work and play. Tourism developed as an important activity early in the City's history, as visitors came to enjoy Cold Lake's natural beauty. In recent years however, the Lakeshore has been in decline, with numerous vacant lots and storefronts. A strategic direction is needed to revitalize the Lakeshore area as an attractive destination for both residents and tourists alike.

1.2 Goal and Objectives

The goal of this plan is to guide development and redevelopment in the Lakeshore area to produce a vibrant "Urban Village" incorporating both commercial and residential uses that capitalize on Cold Lake's beautiful lakeside setting. The Lakeshore is envisioned to offer a unique mix of shops, restaurants, culture and residential choices that will attract residents and visitors to the area in both the daytime and evening, in all seasons.

The following objectives will be key to making the goal a reality:

- Encourage higher-density mixed-use development in the Lakeshore Commercial area to make more efficient use of land and municipal services;
- Encourage a mix of pedestrian-oriented uses that promote day and evening activity;
- Streetscape and Infrastructure improvements to enhance the aesthetic environment and improve pedestrian safety;
- Improved public open spaces;
- Identify and enhance important view corridors to the lake;
- Effective signage control in the Lakeshore Commercial area to reduce visual clutter;
- Aggressive maintenance of public infrastructure and open spaces;
- Promote the Lakeshore area as a year-round venue for special public events;
- Establish a strong sense of place that preserves Cold Lake's small-town feel;
- Ensure provision of parking.

1.3 Relevant Plans and Policies

The following documents provided direction in developing the goal and concepts in this plan:

1.3.1 City of Cold Lake Municipal Development Plan (2007)

The Municipal Development Plan identifies the Lakeshore area as an urban village, and provides policy direction on the following related topics:

Lakeshore Redevelopment and Planning (5.6) *"The City of Cold Lake shall continue to enhance the attractiveness of the lakeshore facilities and continue to improve access to the shoreline and lakefront."*

Providing a Range of Housing Choice (7.2) *"The City of Cold Lake should endeavour to provide a wide range of housing choices to meet varying income and lifestyle housing needs, including large lot housing, small lot housing, duplexes, townhouses and apartments."*

Promoting the Concept of Urban Villages (8.2) *"The City of Cold Lake should promote through its land use policies and Land Use Bylaw the development of (4) mixed use urban villages, including: a) a tourist focused mixed use area around the marina to include commercial uses such as shops, restaurants, hotels, bed and breakfasts, and higher density residential units to take advantage of lake views."*

Marina Development (8.7) *"The City of Cold Lake shall require that all development in the lakeshore area encourage the widest possible range of pedestrian oriented commercial uses"*

Promote Urban Design That Encourages Walkability (12.3) *"The City of Cold Lake should promote urban design that encourages walkability by providing functional and attractive pedestrian linkages between adjacent neighbourhoods and the trail system"*

Maintaining Views and Access to the Lake (12.11) *"The City of Cold Lake should encourage the development of interlinked trails and pathways, especially where views or access to the lake and other environmentally attractive areas exist in Cold Lake"*

1.3.2 City of Cold Lake Land Use Bylaw (2009)

The City's Land Use Bylaw establishes land use districts and associated site design guidelines for all residential and commercial development. Unique to the Lakeshore area is the Lakeshore Commercial (LC) land use district. The LC district aims to promote pedestrian-friendly commercial activities and improve area aesthetics through site-design regulations that respect the lakeshore setting.

1.3.3 Town of Cold Lake Downtown Area Redevelopment Plan (DARP)(1995)

The 1995 Town of Cold Lake DARP was essentially a plan for all commercial land within the independent Town of Cold Lake. Much of the area covered by the DARP is included in this plan, with the exception of the highway commercial area west of 16th Street, which, because of its automobile-focused nature, does not fit with the pedestrian-friendly urban village concept.

Key recommendations in the DARP focused on land use and architectural enhancements to improve development quality and the overall appearance of the commercial area of the town. Many of the recommendations in regards to creating a mixed-use, pedestrian friendly and commercially unique area are still relevant today and are carried forward in this document.

1.3.4 Municipal Government Act, R.S.A. 2000, as amended

The Municipal Government Act sets out the legislative requirements for an Area Redevelopment Plan:

"The legislative purpose of and ARP is for any or all of the following:

- (1) Preserving or improving land and buildings in the area;*
- (2) Rehabilitating buildings in the area;*
- (3) Removing buildings from the area;*
- (4) Constructing or replacing buildings in the area;*
- (5) Establishing, improving or relocating public roadways, public utilities or other services in the area; and*
- (6) Facilitating any other development in the area."*

The act also requires an ARP to describe:

- (1) The objectives of the plan and how they are proposed to be achieved;*
- (2) The proposed land uses for the redevelopment area;*
- (3) If imposed, the reasons for imposing a redevelopment levy; and*
- (4) Any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any purposes the council considers necessary.*

1.4 Plan Area

The Plan covers approximately 66 hectares of land, extending eastward from 16th street towards the lake and north from 10th Avenue (See Map 1: Plan Area). The plan area encompasses the Lakeshore Commercial district, institutional uses and three public parks. The included residential areas contain a variety of housing choices ranging from low-density single-family homes to higher-density townhouses and apartments.

The rationale for selecting the plan boundaries is to establish an area that incorporates a mixture of land uses along with a well-connected pedestrian network and public open spaces in keeping with the urban

village concept identified in the Municipal Development Plan. A key feature of an urban village is that most points should preferably be within a 10-minute walk (approximately 800 metres), therefore this distance was used to aid in defining plan boundaries (See Map 2: Walkability).

1.5 Current Situation

Land in the Lakeshore Commercial district is presently underutilized. Most commercial properties are single-story structures that do not maximize the use of land and municipal services. The bed and breakfast zone on Lakeshore Drive has been undergoing a transition towards general office and commercial uses as opposed to tourist-focused use. Aside from the following developments, land identified as vacant in the 1995 DARP is still vacant today:

- New condominiums on 7th Avenue on the site of a former trucking yard;
- New condominium building between 11th and 12th Streets where a mobile home park was once located;
- New bed and breakfast on Lakeshore drive, opposite the marina.

Improvements to public parks and infrastructure outlined in the 1995 DARP have yet to be made. As a result, infrastructure within the commercial area appears tired and is in need of upgrading to improve both aesthetics and pedestrian safety.

The Lakeshore Area is designated as an urban village in the Municipal Development Plan and already exhibits some of the desired attributes:

- Mixed land uses including residential, commercial, office, public open space, recreation;
- A range of housing choices to accommodate a mix of age and income groups;
- Modified grid street pattern that allows for efficient pedestrian movement and encourages walking and cycling as an alternative to driving;
- An appropriate sized area where most points can be accessed within a 10-minute walk;
- Rear lane access to driveways and garages.

The lakeshore is lacking in the following aspects of an urban village:

- Higher density development to promote efficient use of existing land and infrastructure;
- Public streets and open spaces that provide the main structuring elements of the community;
- Public spaces and community institutions that provide a sense of place and act as landmarks of community identity;
- Buildings that enhance pedestrian comfort in the way that they relate to the public street.

1.6 Gateways

Gateways define important entrance and exit points in the Lakeshore area and serve as important reference points to orient pedestrians and motorists. Important gateways for both pedestrian and vehicle traffic to the Lakeshore area are located at the following locations (See map 3: Gateways):

- 8th Avenue and 16th Street – Main pedestrian and vehicular entrance to the Lakeshore area, and the point where visitors gain the first view of the lake
- 1st Avenue and 16th Street – Traffic from Kinosoo Beach and the M.D. Campground travelling to the Lakeshore Commercial area and Marina

Secondary gateways are located at:

- 9th Avenue and 10th Street
- 8th Street and Lakeshore Drive

Gateways provide an ideal location for wayfinding signs to aid both pedestrians and motorists. A consistent and distinct standard should be established for wayfinding signs in the Lakeshore Area that contributes to the sense of place. Signs should direct pedestrians and motorists to locations such as the marina, Kinosoo beach, library, Lakeshore Commercial area, public parking facilities and campgrounds.

1.7 Pedestrian Circulation

The plan area is well-served by a modified grid street pattern allowing for efficient pedestrian circulation to the lake, commercial area, parks and internal points (See Map 4: Pedestrian Network). Major pedestrian corridors within the plan area are:

- 8th Avenue (Millennium Trail)
- 16th Street between 8th Avenue (Millennium Trail) and 1st Avenue (Kinosoo Beach)
- Lakeshore Drive (Heritage Trail) between Kinosoo Beach and the Lakeshore Commercial area and Marina
- The Marina Boardwalk and Breakwater
- 10th Street between 8th Avenue (Lakeshore Commercial Area) and Kinosoo Beach

An important improvement in the pedestrian network will occur with the extension of the Millennium Trail from 13th Street to 10th Street, as part of the Highway 28 construction project. Prior to this extension, no direct, dedicated pedestrian access to the Lakeshore was available for users of the Millennium Trail or residents of the developing high-density residential areas south of 8th Avenue.

Developing low-to-high density residential areas directly adjacent to the plan area south of 8th Avenue along 16th Street have poor pedestrian connections to the Lakeshore area. Residents of this area must presently walk along the shoulder of 16th Street. A pedestrian trail along 16th Street south of 8th Avenue would provide a direct access to the Millennium Trail and the rest of the Lakeshore pedestrian network.

A long-term goal towards improving pedestrian connectivity should be to work with Cold Lake First Nations (CLFN) to provide for a future extension of the Millennium Trail through First Nations land to Cold Lake Provincial Park to connect with the Park's established trail network. A trail connection would serve a dual purpose of providing direct pedestrian access to the Lakeshore Commercial Area for CLFN residents and provide both City and CLFN residents with a direct pedestrian link to the Provincial Park.

1.8 Transportation

The current roadway network (See Map 5: Streets) permits efficient vehicle access to most points within the plan area. Additionally, the present network is well suited for future provision of public transit at such time as transit service is deemed necessary. Rear laneways are available throughout the plan area.

Important roadways include:

- Major Arterial – 8th Avenue (Highway 28)
- Minor Arterial – 10th Street, 16th Street, 3rd Avenue and 7th Avenue
- Major Collector – Lakeshore Drive, 2nd Avenue
- Minor Collector – 8th Street, 12th Street and 5th Avenue

During the summer months, the marina is a major traffic generator requiring significant parking to accommodate vehicles with boat trailers. This increased vehicle traffic conflicts with the pedestrian nature of the commercial area, however 8th Avenue provides a direct entrance/exit route, limiting the amount of marina-related traffic on other streets.

An important improvement in the transportation network will occur with the completion of the Highway 28 construction project. The redesign of 8th Avenue will allow freer vehicle movement to and from the Lakeshore Area, while eliminating some of the redundant service roads. No further major changes to the current roadway system are anticipated.

1.9 Views

Elevation changes within the plan area provide a number of view corridors that create vistas and visual focal points (see Map 6: Views). View corridors should be preserved and enhanced to maximize appearance by reducing visual clutter and distraction. Important view corridors include:

- 8th Avenue looking east to the Lakeshore Commercial area skyline with a distant vista of the lake;
- 8th Avenue looking east of 10th Street with a terminating view of the Totem Poles and Marina
- 7th Avenue looking east to a terminating view of the breakwater and lake;
- 10th Street at 2nd Avenue looking northwest to Kinosoo Beach and a distant vista of the English Bay residential area;
- Lookout point east of the marina affords a full panoramic view of the lake and the Lakeshore area;
- Panoramic views of the lake, marina and city from the breakwater;
- Views of the marina from the marina building observation deck.

The following are minor view corridors that afford distant views to the lake, but are partially obstructed by vegetation or structures:

- 6 Avenue looking east from 13th Street

- 5 Avenue looking east from 12 Street
- 16th Street looking north to the lake
- 8th Street looking north to the Marina and lake;

2.0 Residential Areas

2.1 Area Character

Residential areas within the plan boundaries encompass a full range of housing choices, ranging from low-density, single-family homes, to high-density apartment/condominiums.

North of 8th Avenue, the residential area is essentially fully developed as low-density housing, with the exception of an apartment building located at 2nd Avenue and 10th Street, and institutional land located between 10th Street and 16th Street that provides space for the senior citizen's lodge and a daycare facility. No change in the established pattern of land use is anticipated in this area.

Along 8th Avenue between 12th and 16th Streets, all land is districted RMX-Residential Mixed Use, permitting a range of residential and commercial uses. Presently, the north side of the road contains a number of automobile-focused businesses and small single family homes. South of 8th Avenue a developing medium-density residential area anchors the west end of the corridor between 16th and 13th Streets. A vacant parcel of land exists at the corner of 12th Street and 8th Avenue, presenting a future development opportunity.

South of 9 Avenue, several sites have been identified for a change of land use. Present commercial properties at 902 and 904 10 Street and 901 9th Avenue have previously been redistricted as R4 – High Density Residential. High-density residential in this location provides a buffer between the Lakeshore Commercial area and the lower density residential areas to the south. Additionally, a former commercial property at 803 10th Avenue is currently districted as R1B – Residential Single Detached Small Lot, to permit the integration of this site into the surrounding neighbourhood.

The remainder of the residential area south of 8th Street along 10th, 11th and 12th Streets are well-established with a mix of high, medium and low density housing. Particular land use designations are shown in Map 9.

2.2 Infrastructure

Overall, public infrastructure within the residential areas identified in the plan is in good condition. Necessary upgrades to underground utilities identified in the 1995 DARP have been completed as part of the Highway 28 project. Public Works does not anticipate any further major upgrades to underground utilities in this area will be necessary for the foreseeable future.

The following infrastructure improvements should be made to improve the overall appearance of the area and provide enhanced pedestrian and vehicular safety (see Map 7: Infrastructure):

- The City should work with the local electrical utility franchise to improve street lighting within the residential area by bringing it up to the same standard as that in newer residential subdivisions. Improved street lighting will improve both pedestrian and vehicular safety. If successful, this initiative could be expanded to other mature areas of the city.
- Corner ramps should be installed at any crosswalks that do not currently have them to aid the movement of persons with limited mobility, strollers, rollerblades, etc.
- Streetscaping improvements to the boulevard along 10th Street to include decorative street lighting, patterned concrete or paving brick to provide a low-maintenance alternative to the current narrow strip of boulevard grass, treeplanting and occasional benches/garbage receptacles. Streetscaping along 10th Street will have maximum visual benefit as this is an important corridor for both pedestrians and motorists. Improvements to 10th Street should also incorporate traffic calming measures to help control vehicle speeds along this long and relatively straight roadway.
- The Heritage Trail along Lakeshore Drive should be enhanced with additional pedestrian benches, garbage receptacles and improved lighting. At present there are only 3 benches along the entire trail where pedestrians can pause to enjoy a view of the lake. Given the designation as the "Heritage Trail", this would be a natural location for placement of markers bearing information about historical events within the Cold Lake region. Lighting should be improved with the placement of medium-height decorative fixtures along the west side of the roadway, as there is insufficient room on the lake/trail side of the street. The use of shorter and more frequent fixtures would help to alleviate the problem of light being blocked by tree growth. Fixtures should include house shields that direct light only towards the road and trail and away from residences.
- Realignment of the confusing and potentially dangerous intersection at 10 Street and 2nd Avenue, to allow 2nd Avenue to meet 10th Street at a right angle. At present, traffic turning left from 2nd Avenue must travel into oncoming traffic to cross the intersection. A redesign of this intersection would enhance vehicle and pedestrian safety by improving sight lines for motorists turning on to 10th Street from 2nd Avenue.
- The portion of 8th Avenue (Highway 28) between 16th Street and 10th Street should receive a decorative style of roadway lighting as part of the highway upgrading project. Installation of decorative fixtures will improve the aesthetic appearance of this important corridor and provide a visual transition from the highway commercial area to the pedestrian-oriented Lakeshore Commercial area.

2.3 Parks and Open Space

Parks and open spaces serve as important neighbourhood and community focal points. Providing high-quality parks and open spaces for both active and passive uses helps to promote healthy and active lifestyles. The residential area of the plan includes two public parks:

- Triangle Park – parkette located on 14th Street and 6A Avenue
- Bibeau Park – neighbourhood park located between 5th Avenue and 6th Avenue at 12th Street

Both of these parks include playground equipment, but otherwise do not provide standard park furniture such as benches or picnic tables. Bibeau Park appears rather stark and barren, which detracts from, rather than enhances, the surrounding neighbourhood.

The following park improvements have been identified:

- Both parks would benefit from increased tree planting and landscaping to enhance their appearance;
- Placement of benches, picnic tables, bicycle racks in both parks to encourage public use of the park;
- Improved pathways and landscaping around play equipment;
- Additional garbage receptacles;
- Sprinklerization of both parks to improve appearance and turf quality;
- Tree planting along the south edge of Triangle Park to screen views across/from the park directly into adjacent private backyards;
- New bollards or a combination of bollards and landscaping along the street side of Triangle Park to prohibit vehicles;
- Development of a paved pedestrian trail with pathway lighting through Bibeau Park to provide a connection with 12th Street to the north and south.

3.0 Commercial Area

3.1 Area Character

The Lakeshore Commercial district serves the dual purpose of providing both neighbourhood convenience retail needs as well as unique shops, restaurants, recreation and entertainment that draw both residents and tourists to the Lakeshore area. Given the present low density of development within the commercial area, land and municipal services are not being used efficiently.

The future vision for the Lakeshore Commercial district sees the expansion of small retail stores offering specialty or niche-market products and services along with an expanded variety of restaurants, coffee bars, and pubs. All of these uses have the potential to attract both local residents and visitors to the Lakeshore and provide for both daytime and evening activity.

The following key objectives have been identified to achieving the vision:

- Encourage a mix of pedestrian-oriented commercial uses that will encourage both day and evening activity;
- Promote the Lakeshore as “the” place for special public events;
- Improve aesthetics through streetscape improvements and aggressive maintenance of public infrastructure;
- Redesign important public spaces to improve functionality and encourage use;

- Promote intensification of land use through encouraging mixed commercial-residential development ;
- Improve pedestrian circulation and wayfinding;
- Encourage a high standard of design for developments.

3.2 Design Characteristics

Given the Lakeshore Commercial district's beautiful setting and prominent location at the end of Highway 28, improving the aesthetics of the built environment is key. Future developments and redevelopments should enhance the sense of place and preserve the small-town feel of the area. Maintaining the Lakeshore area's small-town atmosphere is important for enhancing pedestrian friendliness and respecting the natural setting.

Specific site design regulations are provided in the City of Cold Lake Land Use Bylaw. Although no particular architectural theme has been designated as a pattern for the Lakeshore area, mandatory architectural regulations are included as Appendix B of this document. All developments within the LC – Lakeshore Commercial district must adhere to these architectural regulations. The architectural regulations have been written in such a way as to achieve visually-interesting building forms and facades that are appropriate for the lakefront setting, while still allowing property owners and developers some flexibility in regards to the design of their facades and choice of materials.

In addition to the mandatory architectural requirements, the following policies are aimed at improving aesthetics of the Lakeshore Commercial district by reducing visual clutter:

- Prohibiting obtrusive automobile-oriented freestanding signage;
- Prohibiting rental signage;
- Encouraging the use of pedestrian-scaled sandwich board signage;
- Elimination of outdoor storage yards.

Freestanding and large rental signage characteristic of automobile-focused land uses overwhelms the streetscape and does not fit with the pedestrian nature of the Lakeshore Commercial area. By contrast, the use of pedestrian-scaled sandwich board signs adds to the visual interest of the streetscape without dominating it. Specific signage regulations for the Lakeshore Commercial district are provided in the City's Land Use Bylaw.

Outdoor storage yards are characteristic of light industrial or highway commercial areas and represent an inefficient use of land within the Lakeshore Area. The elimination of outdoor storage yards within the Lakeshore Commercial district will require the City to remove the fenced storage area on the north side of the fire hall. This former storage area can then be incorporated in the redesign of Cenotaph Park.

The City should work with Telus to negotiate the removal of Telus' storage yard located at the intersection of 8th Avenue and 10th Street. Upon removal of the storage yard, the site could be landscaped along with the adjacent fire hall grounds to accommodate a civic plaza. Additionally, the City should negotiate with Telus to make facade improvements to their building, given its prominent location at an important intersection.

3.3 Infrastructure

Improvements to sidewalks and streetscaping are needed to enhance the appearance of the Lakeshore Commercial area. Streetscaping improvements provide a means for the City to take a proactive role in enhancing the appearance of the commercial area and set a high standard of design.

Sidewalk renewal and streetscaping improvements should occur along the following streets (See Map 7: Infrastructure Improvements):

- Lakeshore Drive between 7th Avenue and 8th Street
- 8th Avenue between Lakeshore Drive and 10th Street
- 10th Street between 9th Avenue and 7th Avenue
- 7th Avenue between Lakeshore Drive and 10th Street

Future sidewalk and streetscaping upgrades should adhere to the following guidelines:

- Sidewalks should be of a design incorporating both concrete and decorative paving stone to provide texture and visual interest while maintaining durability;
- Corner bulbs should be provided at selected locations to calm traffic and to improve pedestrian visibility and safety;
- Street trees should be planted to provide shade and soften the built environment;
- Decorative pedestrian-scaled street lighting and street furniture should be chosen for the Lakeshore Commercial area that is unique and helps to establish a distinct sense of place;
- Bicycle racks should be provided to encourage cycling as an alternative to driving;

Sidewalks should be concrete for the primary walking surface, with paving stone or textured concrete utilized for the boulevard portion in between trees and lamp posts. This combination of materials provides visual texture and interest while maintaining a smooth and level walking surface.

Corner bulbs improve pedestrian safety by making pedestrians more visible to oncoming motorists and reducing the width of road that must be crossed. Additionally, a narrowing of the roadway naturally calms traffic. Pedestrian bulbs should be installed on the northeast, southeast and southwest corners of the intersection of 10th Street and 8th Avenue. Currently, this key intersection is dominated by road infrastructure. Existing pedestrian bulbs along Lakeshore Drive need to have trees and plantings pruned as they have become overgrown and screen pedestrians from the view of oncoming motorists.

In addition to the streetscape enhancements listed above, the following infrastructure items should be addressed:

- Lanes within the Lakeshore Commercial area should be paved through a Local Improvements program. Because rear-lot parking is mandatory within the LC district, lanes provide the primary means of access for vehicles;

- Overhead utilities should be buried wherever possible within the Lakeshore Commercial district to reduce visual clutter. All new development should require overhead wires be buried at the developers expense. Where feasible, burying the utilities should occur at the same time as lane paving;
- The area around Building #3 should be landscaped to improve its appearance. Appropriate materials should be chosen that will visually enhance the site without impeding the ongoing operation or maintenance of this facility;
- The present banners attached to the marina-themed light standards sporting images of a sailboat and anchor have become faded and unsightly, and should be replaced;
- Existing light standards, garbage receptacles and benches painted in the marina blue color have become faded and require repainting.

3.3.1 Lakeshore Drive

The portion of Lakeshore Drive between 7th and 8th Avenues should be reconstructed as a single-lane one-way road incorporating angled parking to allow for widening of the sidewalk area. It is anticipated that this work will be completed in conjunction with a project to replace the sanitary sewer in this block.

Currently, the sidewalk in this block is narrow with little room to accommodate increased pedestrian activity or street furniture. While this block is anticipated to be the primary hub of pedestrian activity in the Lakeshore Area, the proximity to the marina requires the continued provision of on-street parking and vehicle access. Several options were presented to Council that struck a balance between the need to increase pedestrian space while still providing vehicle access and parking for the commercial area.

The option chosen by Council was to reconstruct Lakeshore Drive as a one-way northbound allowing for 34 parking stalls set at a 45-degree angle and expanded pedestrian space. Retaining a northbound traffic flow allows inbound traffic off 8th Avenue (Highway 28) to disperse more efficiently. The conceptual plan is presented in Map 8.

3.4 Parks and Public Spaces

Functional and attractive public spaces provide a focal point of a liveable community, allowing for social interaction and promoting active lifestyles. Within the urban village context, public spaces act as a key structuring element of a neighbourhood.

The redesign of Cenotaph Park incorporating the fire hall grounds and the Telus property was a key recommendation of the original 1995 DARP, however no improvements have been made to date. At present trees and other plantings in the park appear rather random and overgrown. A professional landscape plan should be commissioned to transform these properties into an attractive and functional public plaza, taking care to retain mature trees where possible.

At a future point in time, when the fire hall is decommissioned from Fire Service use, the building should be retained and renovated to provide community space. The former garage bays could be used for events such

as farmers markets, community festivals or rented for private functions. Some space in the building could potentially be utilized for the north library branch or community artisan groups.

The redesign of public spaces on this block will create a focal gathering point for special events that will draw people to the Lakeshore area. The roadway (10th Street or 7th Avenue) may also be used to provide additional event space when warranted. No private businesses front onto this portion of 10th Street or 7th Avenue, allowing the roadway to be closed for events without affecting business access. The combined park space and roadway are ideally situated for hosting special events, being within an easy walk to the lakeshore and marina.

3.5 Parking

Parking within the Lakeshore area is accommodated by on-street parking, City-owned parking lots, and private on-site parking. Although the Lakeshore is envisioned as a pedestrian environment, providing an adequate supply of vehicle parking is a reality that must be addressed.

The following policies shall apply to parking within the Lakeshore area:

- All surface parking lots must be landscaped in accordance with the City of Cold Lake Land Use Bylaw.
- On-site parking should be located at the rear of any new development.
- Parking may be provided on-site, payment of cash-in-lieu of parking, or a combination of both.
- When cash-in-lieu is provided, parking must be provided on-site for all employees of a commercial use and any residents who reside on-site.
- The City of Cold Lake shall direct cash-in-lieu of providing on-site parking to a fund for the future development of parking facilities in the Lakeshore Area.

The City should develop a landscaped parking lot on the four lots currently used as marina overflow parking. Stalls in this lot should be sized to accommodate both vehicles with trailers attached and single stalls to accommodate detached boat trailers/single vehicles. This parking lot should be reserved for marina use during the months the marina is in operation, and can be utilized for general public parking throughout the rest of the year. By designating this lot for marina use, additional space in the existing marina parking lot can be freed up for general public use, and should curtail the need for on-street parking of vehicles with trailers attached.

No significant change to the provision of on-street parking within the Lakeshore Commercial area is anticipated.

A full-scale parking study for the Lakeshore Commercial Area was completed in 2010 as part of the Transportation Study commissioned by Infrastructure and Public Works. The study includes an analysis of peak-period parking demand for the Lakeshore Area along with recommendations for improvements to parking facilities.

3.6 Pedestrian Network

The Lakeshore Commercial Area is a hub for pedestrian networks leading in all directions as the departure/termination point for both the Millennium and Heritage Trails in addition to the regular sidewalk network. Although presently well-connected, the pedestrian network could be further enhanced by the following initiatives.

Conversion of the lane located between 8th and 9th Avenues to a landscaped pedestrian corridor as first proposed in the 1995 DARP. This project would provide several advantages:

- Create a dedicated extension of the Millennium Trail from 10th Street directly to the lake;
- Eliminate a potentially dangerous lane exit directly into the intersection of 8th Avenue and 10th Street;
- Provide an improved view corridor for traffic entering the Lakeshore area by eliminating an unattractive laneway and burying overhead utilities.

The use of this lane as a pedestrian corridor provides a natural extension of the Millennium trail to the lakeshore, leading trail users directly to the lookout point east of the marina. The lookout provides a distinctive departure/termination point for the trail and could be enhanced with interpretive signage and a map of the City trail network giving distances to important points along the way. The lookout would also serve as a departure point for a future trail to the Provincial Park.

Closure of this lane to vehicles should not pose a problem for vehicle circulation as all existing businesses along 8th Avenue have direct access to their parking areas from the street. A second driveway access to 913 8th Avenue can be accommodated off 10th Street to compensate for the loss of access from the lane. Lane access to the properties at the corner of 8th Avenue and Lakeshore Drive can be accommodated through the future City parking lots and the existing lane between 8th and 9th Streets.

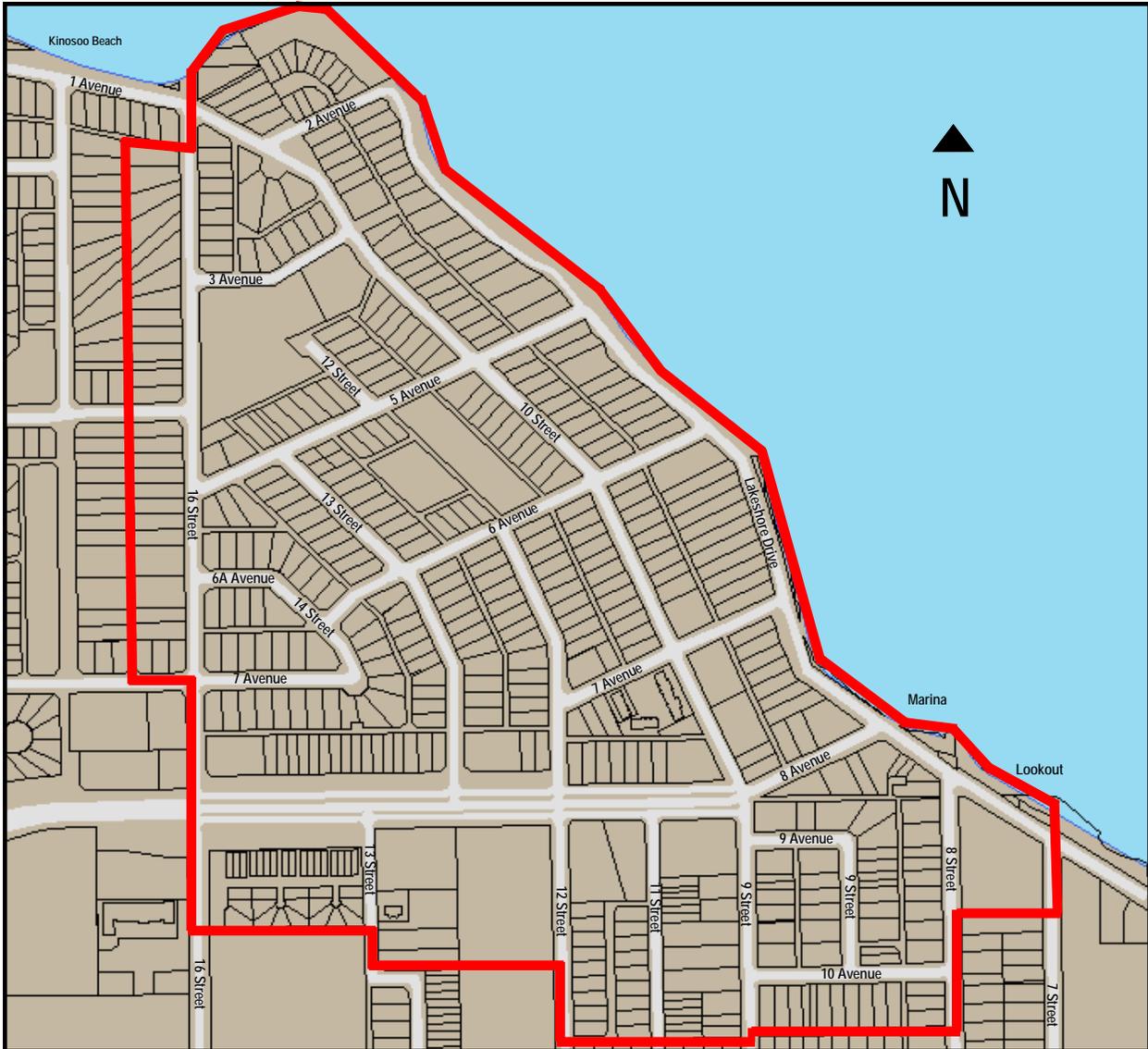
4.0 Implementation

The policies set out in this plan will guide decision-making with respect to land use, development quality, and a reinvestment in public infrastructure to encourage renewed private interest and investment in the Lakeshore area. The LARP is intended to be a policy document that establishes priorities for strategic civic investment in streetscaping, park and pedestrian circulation improvements that will encourage renewed private investment and high-quality private development.

Implementation of the *Lakeshore Area Redevelopment Plan* is a shared responsibility between Council and Administration. Council is responsible for ensuring that future development complies with the purpose and intent of the plan, and initiating programs that will assist in implementing the policies contained in the plan. Council should also consider periodic amendments to the plan in response to changing circumstances and to keep the plan current.

Administration shall be responsible for implementing appropriate planning and policy statements contained within this plan, and performing periodic reviews of the plan's goals and objectives to ensure that they are being met.

Appendix A: Maps

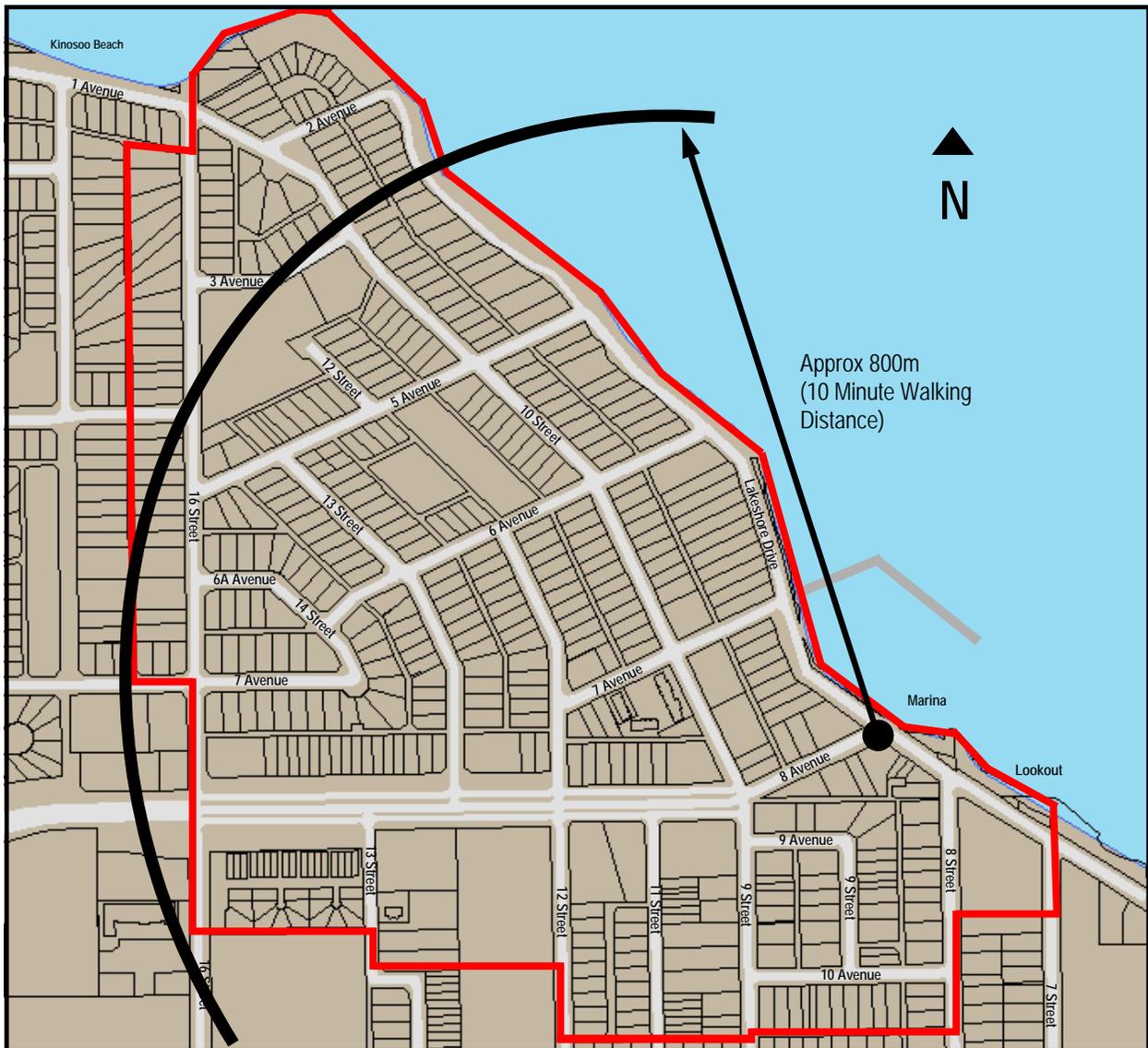


Map 1: Plan Area



Legend

Plan Boundary 



Map 2: Walkability



Legend

Plan Boundary

800m Walking Distance From Lakeshore



Map 3: Gateways



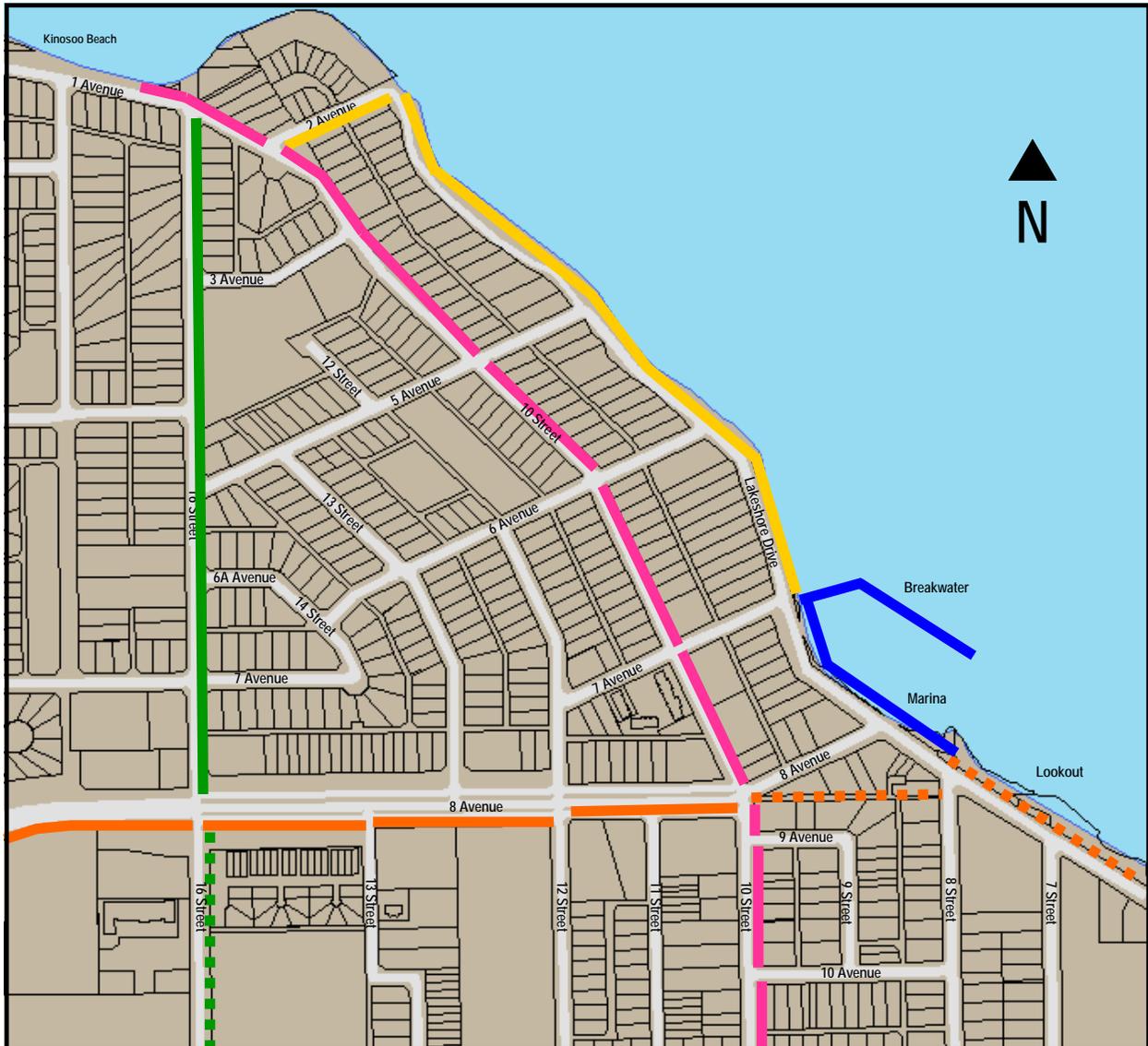
Legend

Major Gateway Location



Secondary Gateway Location





Map 4: Pedestrian Network



Legend	Existing	Proposed
Millennium Trail		
Heritage Trail		
Marina		
10th Street		
16th Street		



Map 5: Street Classification



Legend

- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street



Map 6: Views



Legend

- Major View Corridors 
- Minor View Corridors 
- Panoramic Views 
- Lookout 



Map 7: Infrastructure Improvements



Legend

Streetscape Improvements 

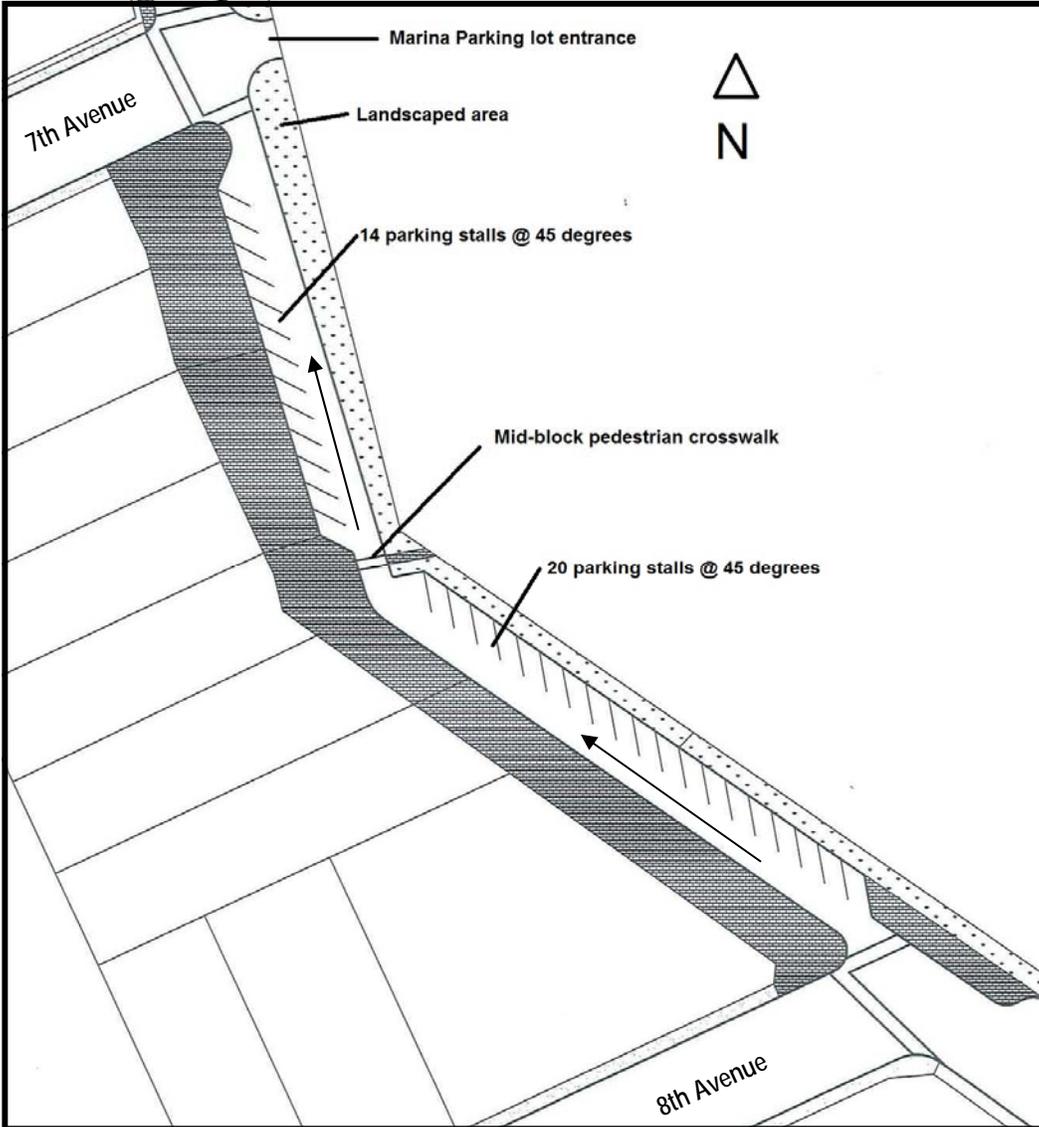
Parking Facility 

Park Improvements 

Lane Paving 

Trail Improvements 

Intersection Improvements 

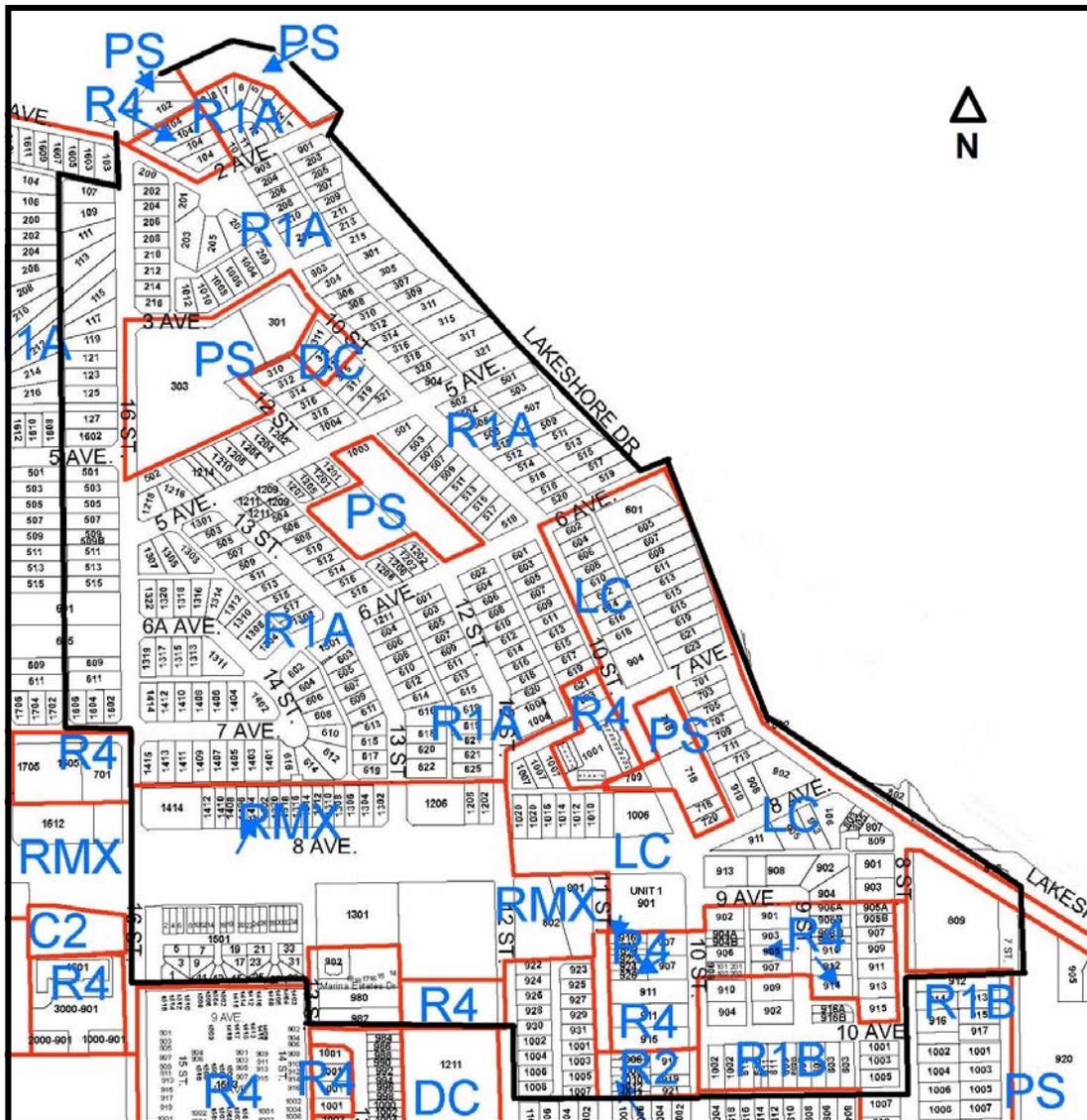


Map 8: Lakeshore Drive



Legend

Traffic Flow 



Map 9: Current Land Use Allocations



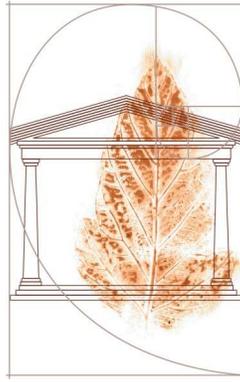
Plan Boundary —————

Land Use District Boundary —————

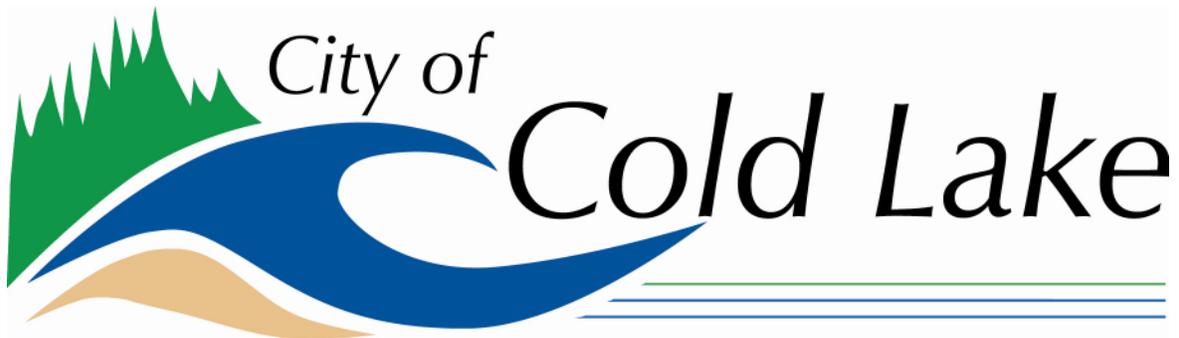
Land Use Districts:

- R1A Single Detached Residential
- R1B Single Detached Residential—Small Lots
- R4 High Density Residential
- RMX Residential Mixed Use
- LC Lakeshore Commercial
- C2 Arterial Commercial
- PS Public Service
- DC Direct Control District

Appendix B: Architectural Regulations

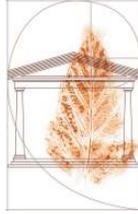


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Lakeshore Commercial District Architectural Design Guidelines

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Executive Summary

We have approached the development of the proposed new Architectural Guidelines for Cold Lake's Lakeshore Commercial District in the spirit of the City Council's mandate to develop mandatory regulations "... with respect to basic building form, articulation, massing, and detailing", which at the same time do not impose specific stylistic requirements. We have researched some precedents from other Canadian waterfront communities and in doing so have discovered some common features that can be easily applied to the guidelines for Cold Lake's waterfront commercial district. In our proposed guidelines we do set out some basic sizing rules for new and renovated buildings, covering a range of scale from the overall building mass down to detail components. These basic rules will still allow individual building designs to contain a variety of characteristics / styles; they set up common dimensions and scales to work within so that an overall harmonious appearance can be achieved for the district.

It is important to note that some of the examples that have been cited in these guidelines are from two distinct types of developments; a) a renovated context of existing building stock in an industrial area, such as Granville Island and; b) a building up of context where little or no history of building types existed previously, such as the Town of Sylvan Lake.

In situations where there is building stock to work with, the feel or atmosphere for the urban design is easier to determine because there is already something to visually work with. While the second set of parameters appears to present opportunity for an "anything is possible" approach to urban design, in some cases there is too much freedom of design, which can lead to a confusing urban context.

In both scenarios noted above, guidelines are most useful in achieving a consistent urban context by presenting a hierarchy of design options in order to create popular pedestrian areas and promote financially successful business districts.

The information contained in this document is confidential and is intended to be reviewed by City of Cold Lake Council and Administration personnel only. Retransmission of this document in any way to outside interests is forbidden without the express written consent of Square Root Architecture Ltd.

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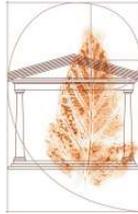
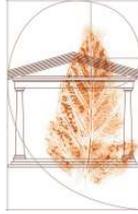


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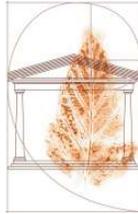
COMPARATIVE OVERVIEW

We have taken a brief internet tour of some Canadian communities that feature water frontage, and have extracted some common elements which we are proposing to incorporate in the Cold Lake Lakeshore Commercial District Design Guidelines (CLLCDDG).

Peggy's Cove, Nova Scotia

Peggy's Cove is 43 kilometres southwest of downtown Halifax and comprises one of the numerous small fishing communities located around the perimeter of the Chedabucto Peninsula. The community is named after the cove of the same name, a name also shared with Peggy's Point, immediately to the east of the cove. Peggy's Cove is one of the busiest tourist attractions in Nova Scotia and is a prime attraction on the Lighthouse Trail scenic drive. The community's famous lighthouse marks the eastern entrance of St. Margaret's Bay and is officially known as the Peggy's Point Lighthouse. The village's population is approximately 50 people.



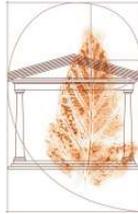


Most of the buildings in this village are simple functional forms, one or two storeys, with gable roofs. This simplicity and repetition of form gives the village a cohesive appearance, even with the variety of colours used on the siding. The variety of colour also provides visual interest and helps to differentiate and identify individual('s) homes.

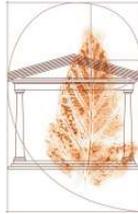
Gimli, Manitoba

Gimli is located approximately 1 hour's drive north of Winnipeg. There is more to Gimli's prairie ocean landscape than first meets the eye. Situated on the 13th largest freshwater lake in the world, Lake Winnipeg, its thriving commercial fishing industry, begun over 120 years ago, earns close to \$4 million annually. A desired "destination point" since the early 1900's, tourism continues to see that Gimli and the surrounding communities continue to grow. The Icelandic Festival of Manitoba, the longest running ethnic festival in the country, attracts more than 30,000 visitors each year. Gimli served as one of the Commonwealth Flight Training centres during WWII. The large sandy beaches are very popular in summer. The population of the town is approximately 5,700 people.





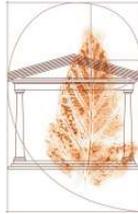
The original traditional buildings in Gimli are also fairly straightforward in appearance and construction. The simple rectangular forms and gable roofs are still common, some buildings were built with modest false fronts to enhance their presence. The lighthouse is also present as a singular identifiable form.



Sylvan Lake, Alberta

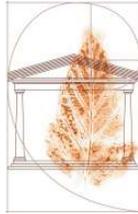
The town of **Sylvan Lake** is located 25 km west of the city of Red Deer. It is situated on the southeast edge of Sylvan Lake, a 15 kilometres (9 mi) long freshwater lake. The lake is a popular destination for tourists from around Alberta, with over 1.5 million visitors each year. Popular tourist activities include sunbathing, swimming, water-skiing, and visiting the local Wild Rapids Waterslides. Sylvan Lake was originally settled by French speaking immigrants from Quebec and the United States. The early twentieth century saw groups of Estonian and then Finnish settlers moving to homesteads to the south and west of the fledgling settlement at Sylvan Lake. With their arrival came the early business community, a general store, a blacksmith, a hardware store, post office, barber, restaurants and more. The town's current population is slightly over 11,000 people.





Most of the current commercial buildings in the downtown and water front area of Sylvan Lake can be characterized as “non-descript utilitarian”. In recent years there has been a concerted effort to introduce more character, so one will find developments that hearken back to an earlier typology, very similar to that found at Peggy’s Cove, for instance.





Sidney, B.C.

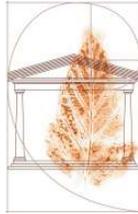
The Town of Sidney is located on the Saanich Peninsula, on Vancouver Island, approximately 20 Kilometers north of Victoria, the Capital City of British Columbia. Sidney was incorporated as a village in 1952, has enjoyed steady growth, and is now a town with a population in excess of 11,000 people. It can be reached by air or sea from the mainland and is the primary business anchor for the Peninsula.



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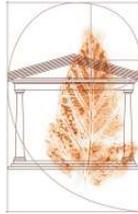
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There are some examples of older, traditional shed type buildings in Sidney, and there are also plenty of the non-descript commercial variety. What makes for a successful business district is the compactness of the downtown, and the fact that all the buildings start at the sidewalk and provide for close interaction of pedestrians and shop owners. Attractively detailed buildings are an asset in this environment, however it is important to note that the important factor is the provision for pedestrians and curb-side parking.



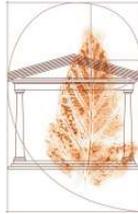


Granville Island

The city of Vancouver was once called Granville until it was renamed in 1886, but the former name was kept and given to Granville Street, which spanned the small inlet known as False Creek. In 1915, with the port of Vancouver growing, the newly formed Vancouver Harbour Commission approved a reclamation project in False Creek for an industrial area. A 35 acres (14.2 ha) island, connected to the mainland by a combined road and rail bridge at its south end, was to be built. The very first tenant, B.C. Equipment Ltd., set the standard by building a wood-framed machine shop, clad on all sides in corrugated tin, at the Island's west end. (Today the same structure houses part of the Granville Island Public Market.) By 1923 virtually every lot on the Island was occupied, mostly by similar corrugated-tin factories. In the postwar period, demand for heavy industrial output declined. The island was in serious decline as fire struck factory after factory. Rather than rebuild, owners either relocated or left the industry all together. Trucks replaced barges and trains as the main means of transportation, and the Island's cramped, inner-city location no longer looked attractive to industry. Slowly, the vacant lots began to outnumber the occupied ones. In the 1970s, the site was redeveloped by the federal government. It transformed the site into a 'people-friendly' place with various uses, from parkland to housing to public exhibition space. Today, the site is still owned and managed by the government through the Canada Mortgage and Housing Corporation agency. The redevelopment originally cost the government \$19 million and the site now generates an estimated \$35 million per year in taxes. There are two zones remaining from the Island's industrial heyday: a machine shop and concrete plant.



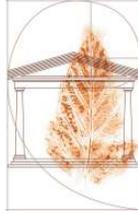
The forms of some of the original industrial sheds are still apparent today.



Selective interventions of new materials and identification elements provide detail and visual interest. The base buildings are spruced up with paint. In this environment the industrial look and feel are not intimidating as the scale of the buildings and streetscape are pedestrian oriented.



Landscaping also has a significant effect in softening the industrial feeling of the area.



LOCAL OVERVIEW – Existing Conditions

Our review of the existing conditions in the Cold Lake Waterfront Commercial District has revealed that there are existing conditions that already can be seen as successful in terms of contributing to a rich urban pedestrian environment. There are also conditions that need improvement to a variety of degrees.

Prior to defining architectural guidelines that may be seen to work in an urban setting, it is important to understand why these particular design instructions work, and what other contributing factors may be required in order to achieve harmonious settings.

Proximity to Street & Sidewalk

A building set close to or on the property line provides opportunity for pedestrian access directly into the building. When coupled with curb-side parking (parallel or angled) this factor allows for an active urban scene, motorists and pedestrians can have close access to shops, and the building walls, canopies, and details contribute to a sense of containment of the public space.

Contributing factors in the public realm are width of sidewalk, street furniture, lighting fixtures and planting.

Building Mass, Perception, and Human Scale

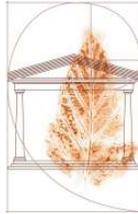
A 12 storey building set close to the sidewalk creates a much different effect than a two storey building. Studies have proven that buildings over 5 storeys in height do not register as comfortably with pedestrians as 3 or 4 storey buildings.

Street width is a contributing factor in this. It has been found that the most comfortable urban spaces are contained by walls (buildings) approximately the same height to 1.5x the width of the space. Thus a street 60' wide (including sidewalks) could be bordered by buildings 4 or 5 storeys in height and still retain a comfortable human scale for pedestrians.

Façade Openings & Details

Openings in the walls set close to the sidewalk allow for interaction between the occupants (and goods) inside the building and the pedestrians passing by. Openings include doors, picture windows, operable windows, archways, colonnades, porches.

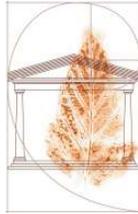
Ornamentation and detailing on the building facades and/or the doors, windows, and fixtures provide character and interest to the built environment. Such items help to define the character of an urban neighborhood and become part of a district's identity.



Buildings fronting public sidewalks should offer opportunities for interaction at the sidewalk, thus a wider sidewalk is desirable, such as found in front of Clark's General Store.



Some existing commercial buildings currently occupied are set up for good levels of interaction with pedestrians, as they are built right to the sidewalk and have windows and doors opening to the sidewalk.

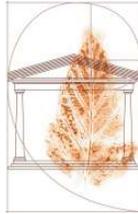


This building is obviously set up for outdoor use and interaction at the patio, however the side elevation would be better if there were windows at the ground floor so pedestrians could view in and patrons could see out.



This building is nicely presented at the sidewalk, has nice proportions and good scale suitable to its location on this street.

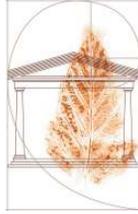
Below - there are numerous examples where the building is located properly with respect to the sidewalk, and the arrangement of windows and doors are satisfactory, however other conditions need improvement in order achieve successful levels of interaction for pedestrians. Examples of improvements could include window awnings, building lighting, improved landscaping and paving, planters, character and appropriately scaled signage.



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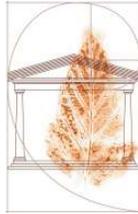
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This street frontage has an interesting collection of forms and details that are equally appealing in summer and winter.



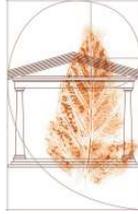
A wider sidewalk with decorative lighting and some street planting would enhance this block, however it is generally very appealing and inviting. The larger setback allows some privacy for outdoor sitting areas and balconies, there is still good potential for interaction between these zones and pedestrians.



A building form that provides a semi-enclosed public space creates a comfortable area, in this case with the two edges of the building making a small courtyard. The water frontage is obviously a huge asset in this as well.



Property owners should be encouraged to maintain their sites in a clean condition, and avoid the storage of debris in plain sight. Containers are better left in storage lots than at street-side.



RECOMMENDED DESIGN GUIDELINES

Building Location on Site

Our analysis reveals that buildings set near the property line have the best potential to create a successful urban environment. However siting is also dependent upon precedent local patterns, such as the block of Lakeshore Drive between 6th Ave and 7th Ave where buildings are set back from the property line, the existing setback should be respected when new buildings are developed. Redevelopment of the block of 10th Street between 6th Ave and 7th Ave should also respect the existing residential setbacks. The same rule would apply to the properties on 8th Street just south of Lakeshore Dr.

The residential setback on Lakeshore Dr can transition to be closer to the property line beginning at the corner of 7th Ave where Clark's General Store sets up a different pattern. Two other existing buildings on this block south of 7th Ave are already set at or near the sidewalk, any new buildings placed on the vacant lots in this block should be built within 5' of the property line.

Buildings on properties along 8th Avenue (Hwy 28) from the waterfront up to 12th Street should be placed at or near the property line, as should buildings on 7th Ave east of 12th St.

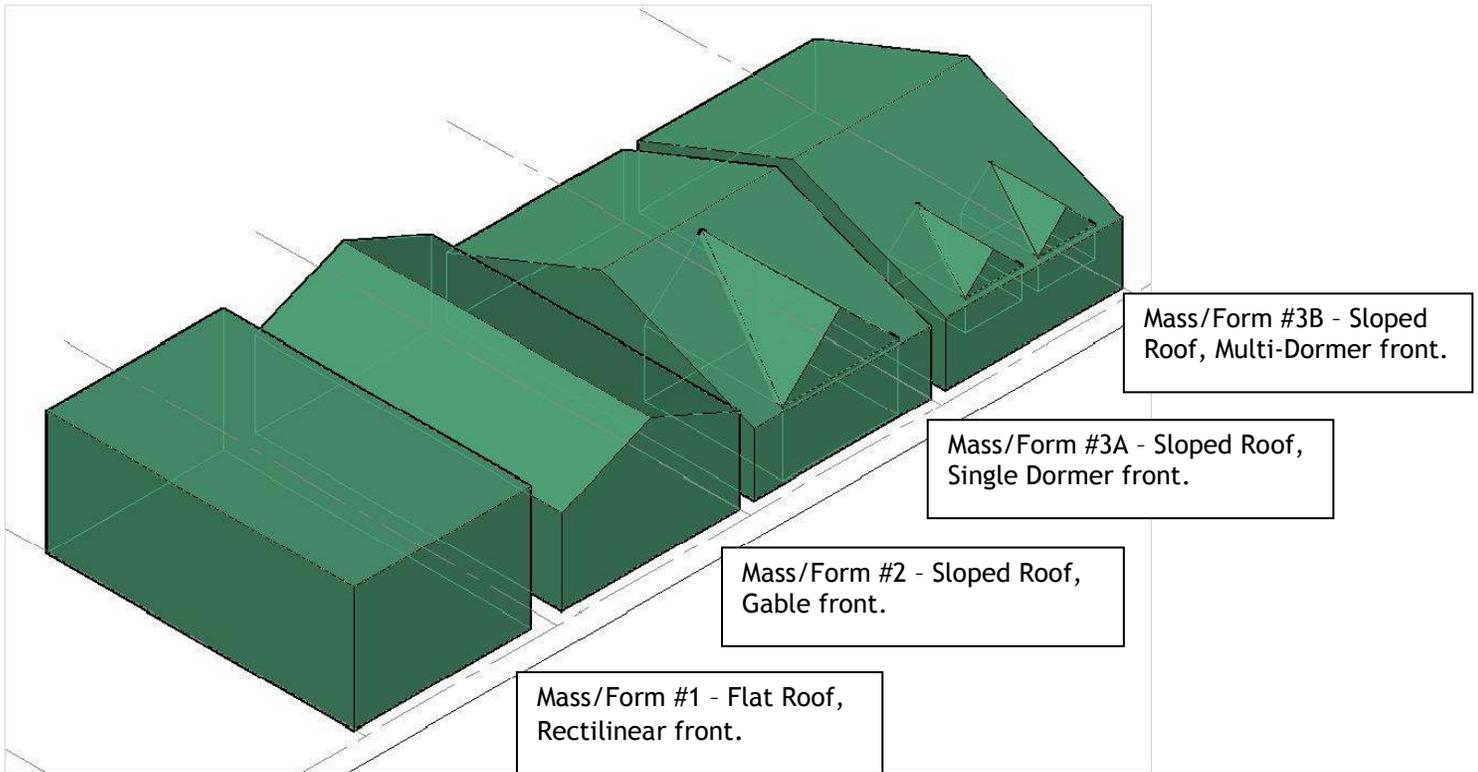
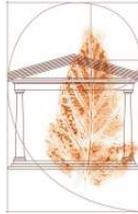
Where buildings are called to be placed near the property line, a setback of 3' to 5' should be established, in order to provide a wider sidewalk zone which promotes pedestrian comfort.

Building Form

Our reviews of other waterfront communities have revealed that fairly simple rectilinear shapes with gable fronts are common and suitable forms to use for these guidelines, in the majority of commercial and mixed commercial-residential applications. The overall building form need not be complex in order to create a successful urban environment, so long as other guidelines such as human scale, detailing, and openings are followed. Civic and or public buildings such as a library, museum, performing arts hall, or fire station would likely incorporate forms that would stand out and be more monumental in scale.

Massing

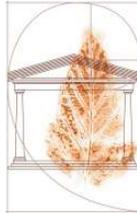
Massing is related to site coverage, lot width and street frontage, as well as human scale as noted previously. According to the current Zoning Bylaws for Cold Lake, the lot widths in the Lakefront Commercial District are set at 50'. The Bylaw also notes the requirement for the property owner to provide a 4' wide pedestrian passage along one side of the lot, which effectively creates buildings a maximum of 46' wide. A height restriction of 32' (10m) is also in effect.



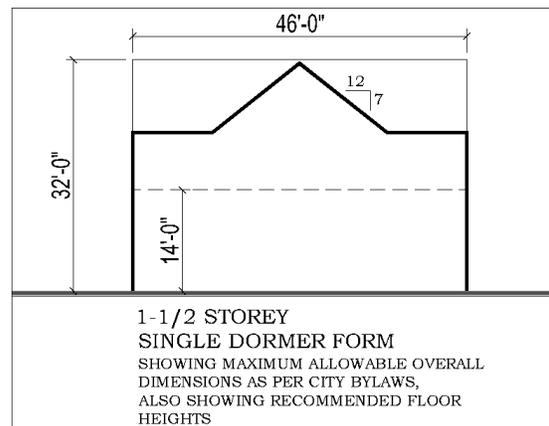
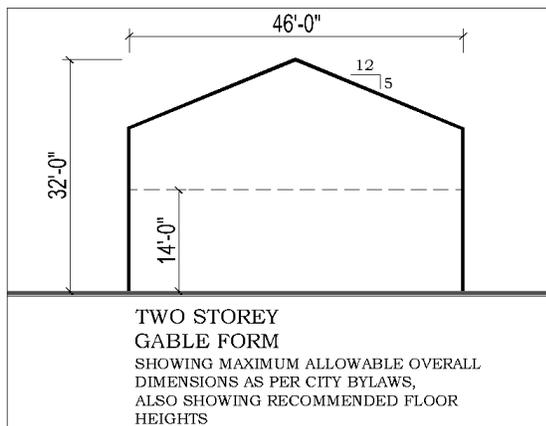
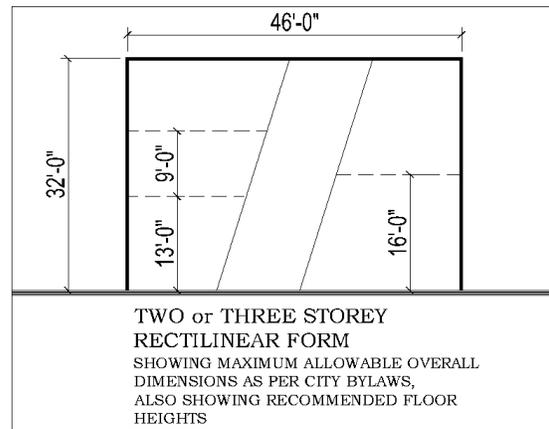
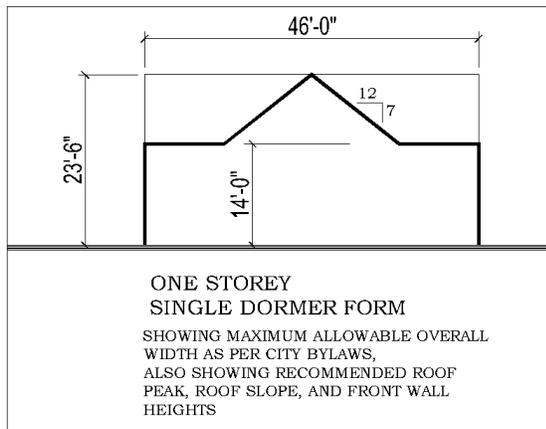
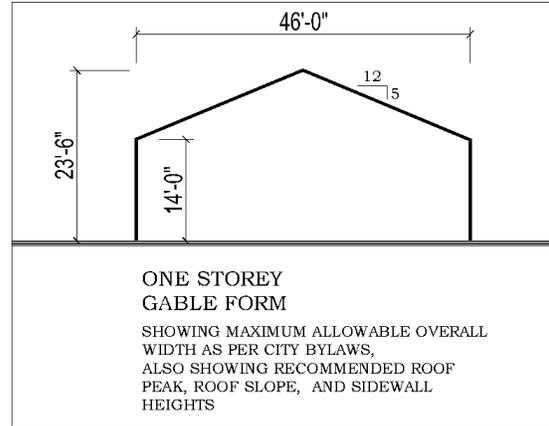
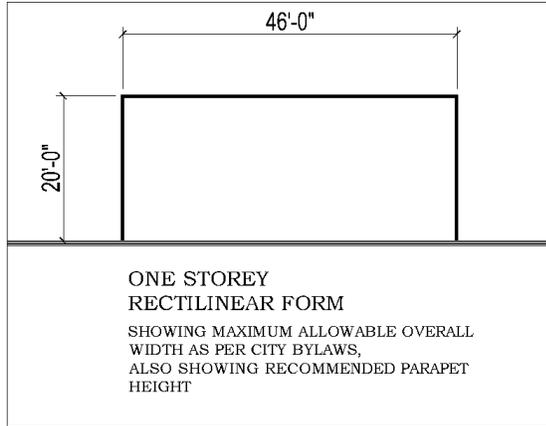
Recommended Form & Mass Variations

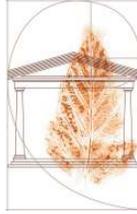
Building Form and Mass are inter-related; the height and width of the building mass is controlled via bylaw, and when taking into consideration precedents found in other waterfront communities there are three basic Mass & Form combinations which would comply with the proposed Guidelines:

1. Simple Rectilinear Form; maximum height of 32', maximum width of 46', depth depends upon lot coverage/density calculation; this form would allow for both single and two storey buildings.
2. Gable Front Form; maximum height of 32' to the peak, maximum width of 46', depth depends upon lot coverage/density calculation; this form would allow for both single and two storey buildings.
3. Dormer Front Form; the main roof of the building roof slopes back from the street, single or multiple dormers at front of building, maximum heights to roof peak(s) is 32', maximum width of 46', depth depends upon lot coverage/density calculation; this form would allow for both single and possibly 1-1/2 storey buildings.



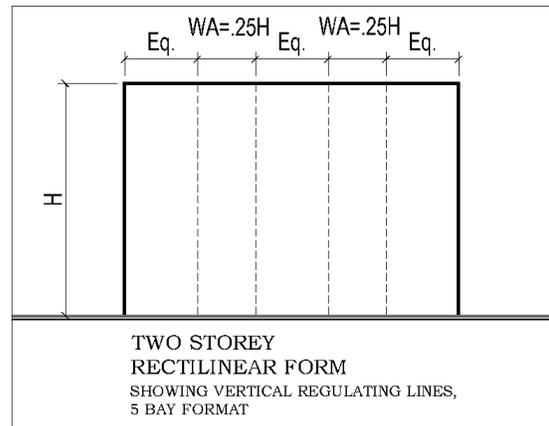
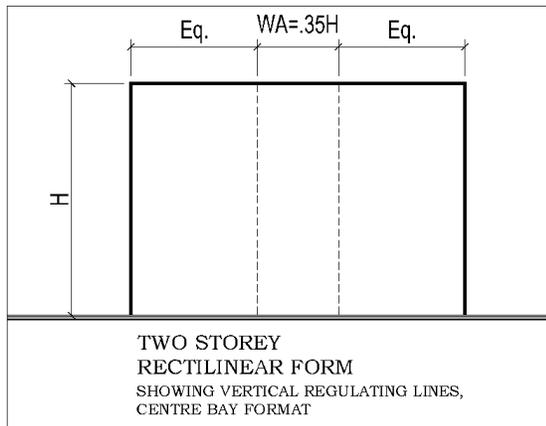
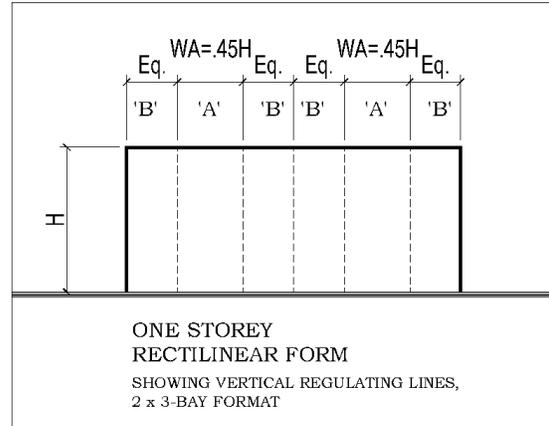
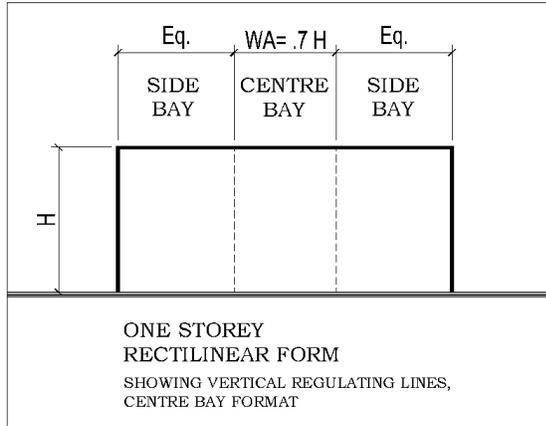
Recommended Form & Mass Dimensions



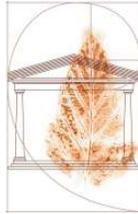


Form & Mass Vertical Regulating Lines

Subdivision of the overall mass and forms is the next step in composing the building facades. Vertical regulating lines are based on scale and proportion, and are required to create pleasing and balanced compositions.

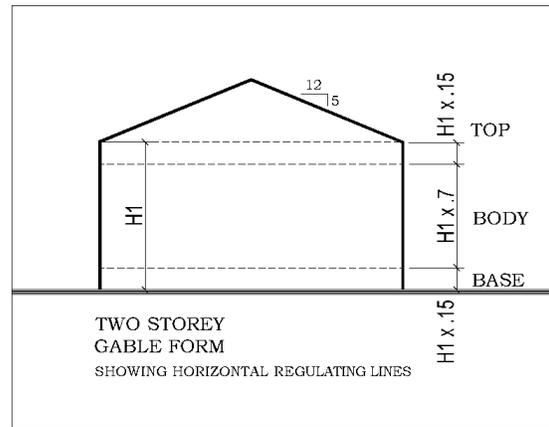
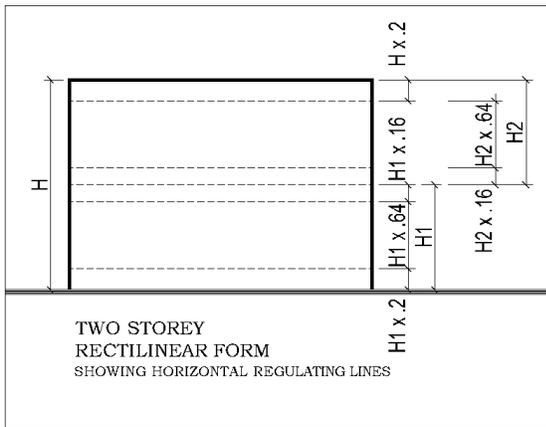
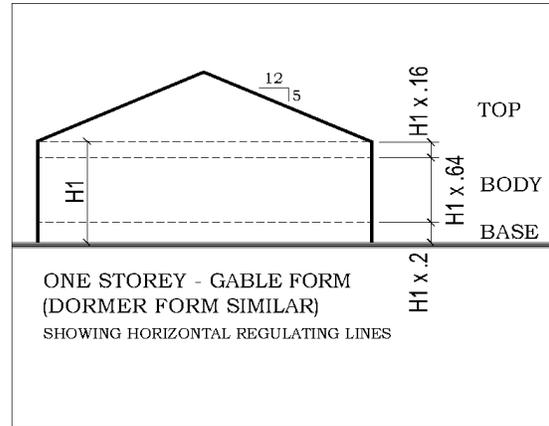
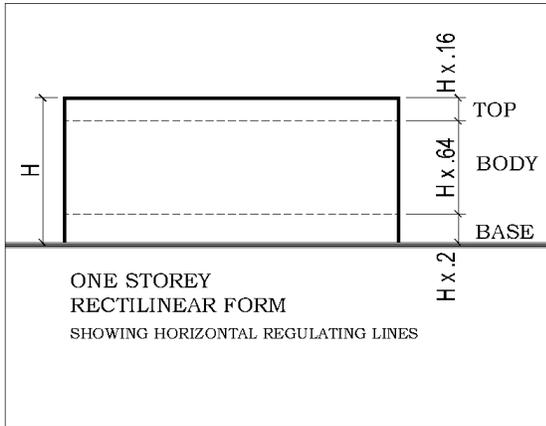


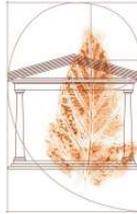
The models shown above can also be applied to Gable and Dormer Mass/Forms.



Horizontal Regulating Lines

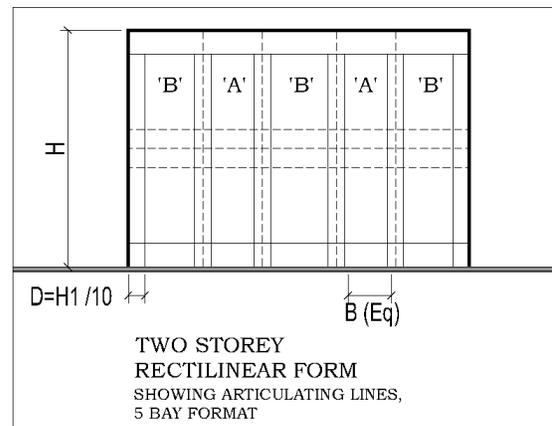
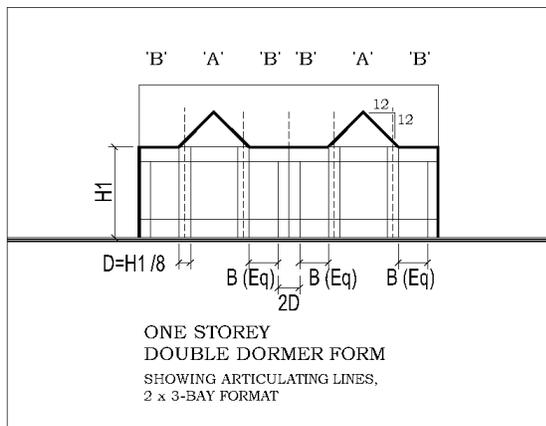
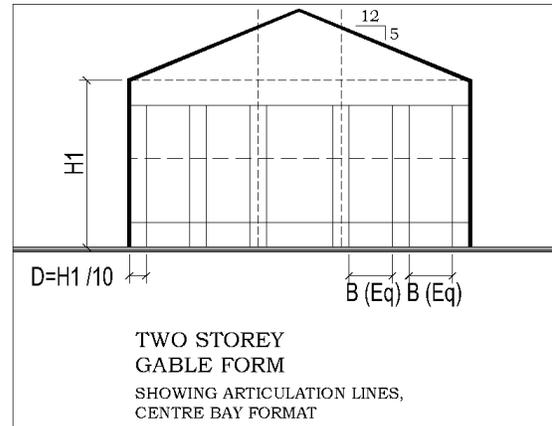
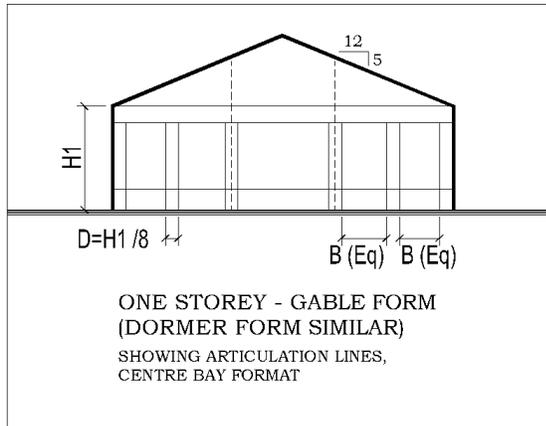
Buildings require three general components horizontally; a Base, a Body and a Top. These are also based on scale and proportion.

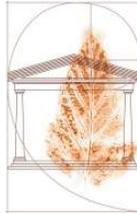




Articulation & Detailing

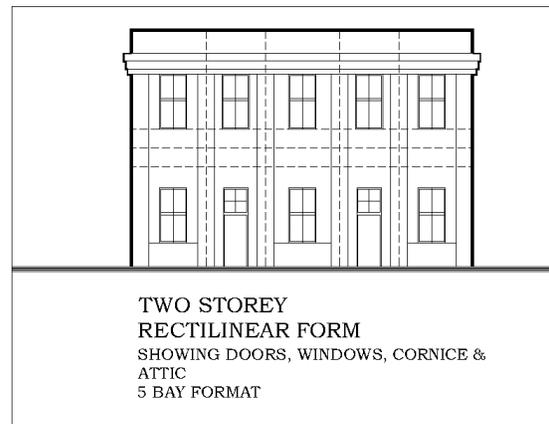
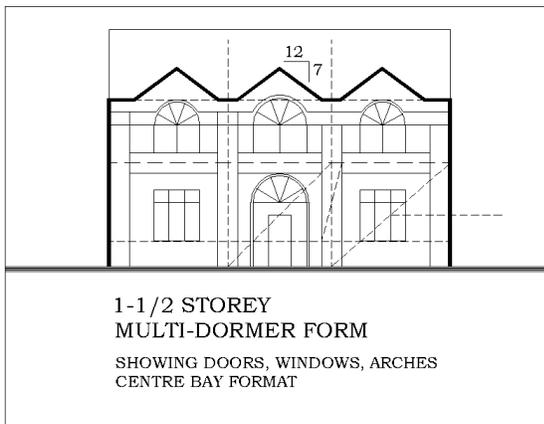
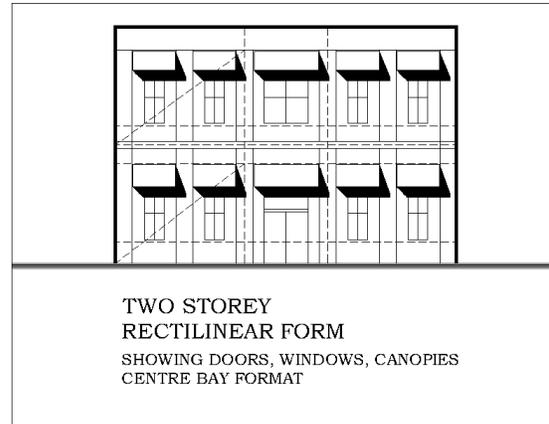
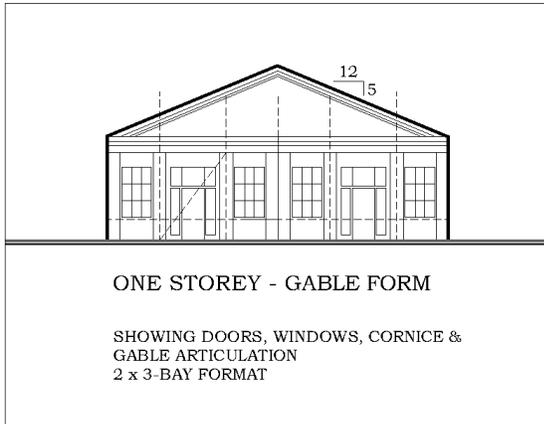
Large scale Architectural Elements such as columns, pilasters, and panels of materials, can now be sized and placed on the facades. The process is gradually adding layers of detail to the building design.



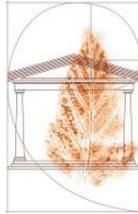


Openings

As noted previously, openings in the walls set close to the sidewalk allow for interaction between the occupants (and goods) inside the building and pedestrians. Openings should be sized in proportion to the overall façade, and placed in relation to neighboring buildings and articulation.



The examples shown above are samples of what can be achieved utilizing the proposed guidelines. The guidelines have been structured to allow flexibility in design of buildings for the Lakefront Commercial District, while at the same time maintaining a level of control in order to achieve an overall appearance that is relatively cohesive.



Materials

Different materials provide different character and therefore different impressions. For example, metal siding applied to a building will have a more industrial appearance than brick or wood siding, which lends a warmer, comparatively friendly impression.

Types of materials:

Brick; Brick has been used as a building material, both structurally and aesthetically for thousands of years. It can be applied in different patterns and comes in a wide range of colors and textures. It can give the impression of permanence to civic buildings such as banks or libraries, but also warmth to small commercial buildings such as shops and restaurants.

Concrete block should be limited as a structural material, as it is not very attractive and needs to be limited to areas that are either not visible, or covered by another material.

Wood Siding; Wood is culled from nature and therefore lends a more “natural” appearance. Depending on the finish and stain, and the building design, the resulting application can range from more rustic example such as those seen in Banff or Canmore, to more traditional appearances such as examples seen in San Francisco. Recent building technology advances has yielded siding composed of cement-fibre material, usually available pre-finished, and rated as non-combustible cladding. This group of materials has also tested for good longevity and ease of maintenance.

Aluminum siding; typically aluminum siding has a more commercial appearance, but has been scaled to look like wood. It is very durable, but needs to be applied in a carefully proportioned way, so as to not look too cold or dominant.

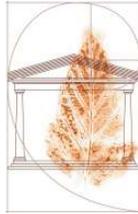
Cultured Stone; Cultured stone comes in a variety of shapes, sizes, and colours. The purpose of its design is to give the appearance of natural stone, and due to its light weight has less structural impact. If not carefully applied in a design, it can look too “alpine” in character. Also, if the mortar joint dimensions are too large, the application will clearly look ‘fake’.

Glass; Glass should be used as glazing in windows, and for special signs, or stained-glass detailing. The use of large curtain walls with spandrel panels are better suited to large commercial buildings or office towers.

Stucco; Stucco is widely used in North America in both commercial and residential applications. If not applied in the correct proportions, it can give a building a “massive” and overwhelming appearance. While it is cost effective to cover large areas with, such wide application should be limited to “Super Square” shopping centers, where the buildings generally share this character.

Stucco can be carefully combined on one to four storey structures, with a heavier material such as brick, or stone serving as a base.

Stucco should be avoided in applications where it is made to look like a structural element, and as window trim as these tend to look cheap, are not durable, and require maintenance.



Details attempting to replicate traditional styles but using inferior materials (in this case Styrofoam covered with a light stucco coating) will result in repeated maintenance and repairs. The expense of permanent traditional materials is worth the investment as it results in lower maintenance.

Application of materials:

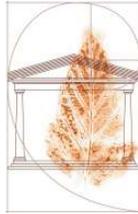
Single application of a material;

Single application of a material should be properly scaled to the size of the building. For example, a one to four storey building looks better if it is clad in a material of smaller scale such as brick or wood siding as people relate to the size. They also relate to the warmer texture than that of steel or glass. On one to four storey buildings clad in metal siding, large panels, and glass for example, tend to alienate people, and therefore do not draw people to an area. Examples like this tend to be seen in industrial parks, where buildings are built more for function than atmosphere. Similarly, while the application of stucco is suitable for residential scale structures, applied to over-scaled commercial buildings with large columns, cornices, and roof structure, also appear as overwhelmingly commercial.

Mixing materials;

Mixing materials should be done in a way that does not look odd, overpowering, or confusing. For example, a brick base on a building with wood siding above it is visually more comfortable than a concrete block façade with metal panels above. People can relate to the scale of the first example, while being overwhelmed by the second example.

Mixing materials can look more confusing if a range of colors are also mixed in. Sharp contrast generally looks more commercial, as if competing for branding dominance, where a more subtle contrast is more visually comfortable and gives a more cohesive impression of a district, such as one might find in towns in Europe, versus a North American commercial “Power Centre”.



Case Studies

Obviously the scale and design of a building sets the tone for the building material selection. Placement of windows, entrances, roof overhangs, pitches, and application of awnings, landscaping, and lighting, all play an important part.

Mis-application of rules can lead to unfortunate examples that do not meet the objectives of having the guidelines in the first place. For example, pushing a building up against a sidewalk with large panel windows, and no entrance, and over-scaled building elements, dominates the streetscape, and is visually alienating. This building belongs in a “Power Centre”. The urban context for this example contains many historic precedents, which were unfortunately watered down.



Out of scale with no entrance along Main Street.

A better example is ...

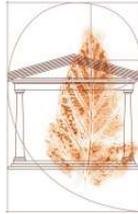


Variety of building heights, scaled properly, consistent material application

City of Cold Lake - Lakeshore Commercial District - Design Guidelines

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Architecture, Traditional Planning, Landscape Architecture, Environmental Design



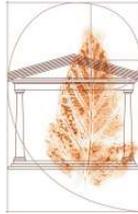
In general, a building exterior should reflect what is going on *inside* the building. It is psychologically confusing to expect one experience that is presented on the outside, and be presented with another on the inside. For example, when a building is designed to look like a series of street-front shops, one would expect to find the appropriate number of rooms off each shop-front. When one does not, and walks into, for example, one large lobby, the exterior message is lost to the interior.



A street front design for a building which suggests five or six entrances and accompanying spaces behind each façade, rather than one inter-connecting common lobby.

On the other hand, with the symmetrical placement of a Chapters entrance, while over-sized in scale, it is clearly understood that the building has a central entrance with a large space beyond.





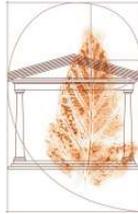
Compare with actual streets: buildings designed to pedestrian scale, a mixture of materials, details such as awnings and benches, porches, and cornices.



Elegant structure, good mix of brick, wood, and glass.



Simple structure with canvas awning and lighting add texture and definition.



Very plain structure, with pleasant signage.



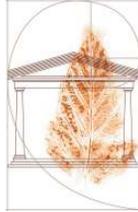
Out of Scale metal awning looks heavy and utilitarian.



Both brick and siding can be utilized to create pleasant exteriors.



Providing openings out to the street allows for interaction with pedestrians.



Summary

For the Cold Lake Waterfront Commercial District, there are currently two recognizable zones. The block of Lakeshore Drive between 6th Avenue and 7th Avenue is distinctly residential looking as the buildings all fit generally within a Victorian style. Therefore we recommend that any further developments along this block, as well as the same block on 10th Street, utilize siding as the primary exterior finish material.

The remaining blocks in the District are of less cohesive identity, the buildings can be generally described as ‘commercial’ in character, but there are no common architectural styles. The design of new developments should pay close attention to the recommended guidelines for massing, scale, proportion and openings, in order to begin establishing a character for the district. Materials should be brick and stone used singly or in combination with wood or composite sidings and/or stucco. Brick and/or stone is to be used at the base levels. The use of metal sidings should be discouraged.

Studies have shown that design dictates behavior. Following guidelines and suggestions for carefully and thoughtfully designed buildings within designated areas can create an atmosphere of harmony, visual interest, and integration, and at the same time avoiding a “theme park” appearance that tourist destinations are often characterized by. Application of design guidelines will result in an authentic urban experience.

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Appendix C: Consultation Record

Consultation Record

An open house was held on February 17, 2010 at the Marina Building to seek public input on the proposed Lakeshore Area Development Plan. A total of 86 persons attended the event, with 25 feedback forms subsequently received. The feedback survey asked respondents the following questions:

1. On a scale of 1(Poorest) to 5 (Best) please indicate your assessment of the format and structure of the open house.
Average Response: 3.4
2. On a scale of 1(Poorest) to 5 (Best) please indicate your assessment of the information provided.
Average Response: 3.5
3. On a scale of 1(Poorest) to 5 (Best) please indicate your assessment of your opportunity to participate and ask questions of staff.
Average Response: 3.9

The feedback survey also asked respondents if they were willing to participate in a design charrette to provide further input into the Lakeshore plan. *7 respondents indicated a Yes answer to this question.*

The final question asked respondents to provide any further written comments they may have. A summary of the comments is provided below:

Several respondents indicated concerns about parking and conflict between marina and general public parking, and suggested providing angled parking.

Several respondents indicated that more pedestrian space should be provided along Lakeshore Drive.

Several responses were received indicating that the Marina requires upgrading.

Several respondents indicated that more development including shops and restaurants is needed along the Lakeshore.

Several respondents indicated that infrastructure upgrading is required in the area.

Several respondents indicated that it was difficult to hear given the busy venue.