

LETHBRIDGE

HERITAGE SURVEY 2

March 2017



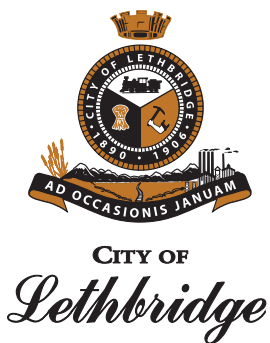
DONALD LUXTON
AND ASSOCIATES INC 



Acknowledgements

We would like to acknowledge the invaluable input and feedback provided by committee members from the HPAC: Jean Johnston; Rob Dombowsky; and Elizabeth Songer; and the following individuals from the City of Lethbridge: Andrew Malcolm, Community Planner; Perry Stein, Community Planner; and Chelsea King, GIS Technologist.

We would further like to sincerely thank the City of Lethbridge and the Alberta Historical Resources Foundation for their financial support.



100K+
LETHBRIDGE

DONALD LUXTON
AND ASSOCIATES INC 



Table of Contents

- 1.0 INTRODUCTION.....1
- 1.1 Process..... 2
- 1.2 Visual Distribution of Heritage Survey Sites..... 3
- 1.3 Future Considerations..... 4
- 2.0 NEIGHBOURHOOD PROFILES.....5
- Agnes Davidson 6
- Downtown..... 8
- Fleetwood 10
- Glendale 12
- Lakeview 14
- London Road 16
- Senator Buchanan..... 18
- Staffordville 20
- Upper Eastside..... 22
- Victoria Park..... 24
- Westminster 26
- 3.0 BIBLIOGRAPHY..... 28
- APPENDIX A: MASTER HERITAGE SURVEY SITE LIST
- APPENDIX B: VISUAL DISTRIBUTION OF HERITAGE SURVEY SITES BY
 NEIGHBOURHOOD

1.0 Introduction

1.0 INTRODUCTION

As part of the City's *Environment & Historic Resources Strategy*, the **City of Lethbridge**, with the **Historic Places Advisory Committee** (HPAC), and heritage consultant **Donald Luxton & Associates**, have undertaken a **Heritage Survey** to formally identify and help protect key historic resources in 11 neighbourhoods throughout the city, as well as the University of Lethbridge campus. In total, **154** sites have been added to the City's Heritage Survey.

In addition, the intention of this project was to develop a framework to strategically add *new* representative sites to the City's existing Heritage Survey and map the full list of surveyed sites in order to quantify historic site distribution in Lethbridge's established neighbourhoods. The information generated from this project will feed into the City's *South Saskatchewan Regional Plan Compliance Initiative* and the future planning of the city.

The 11 neighbourhoods in which the Heritage Survey took place, and the amount of sites added per neighbourhood include:

Agnes Davidson:	26 sites
Downtown:	1 site
Fleetwood:	14 sites
Glendale:	25 sites
Lakeview¹:	19 sites
London Road:	1 site
Senator Buchanan:	19 sites
Staffordville:	8 sites
Upper Eastside:	3 sites
Victoria Park:	19 sites
Westminster:	19 sites
TOTAL:	154 sites

¹West of Henderson Lake Boulevard

1.1 Process

The 11 neighbourhoods surveyed currently have over 4200 sites on the existing Heritage Survey. The goal of this project was to add new sites to the Heritage Survey from these 11 neighbourhoods and the University. The process for site selection involved three site visits to develop the initial list of sites in April to May 2016; a preliminary list of 350 sites were analyzed in the field. From this list, 154 sites were selected for further research and field analysis, and eventual inclusion onto the Heritage Survey. The following criteria was established for selection of the sites:

- Representative sampling between neighbourhoods
- Entire streets not previously surveyed
- Is the original style legible?
- Form scale & massing intact
- Original windows at least on main floor
- Detailing largely original
- Cladding original or removable (e.g. vinyl)
- Are changes reversible?
- Unique example/material
- Rare example in city
- Representative of a style
- Representative of a time period

The preliminary list of Heritage Survey sites were presented to the City Community Planner and the HPAC.

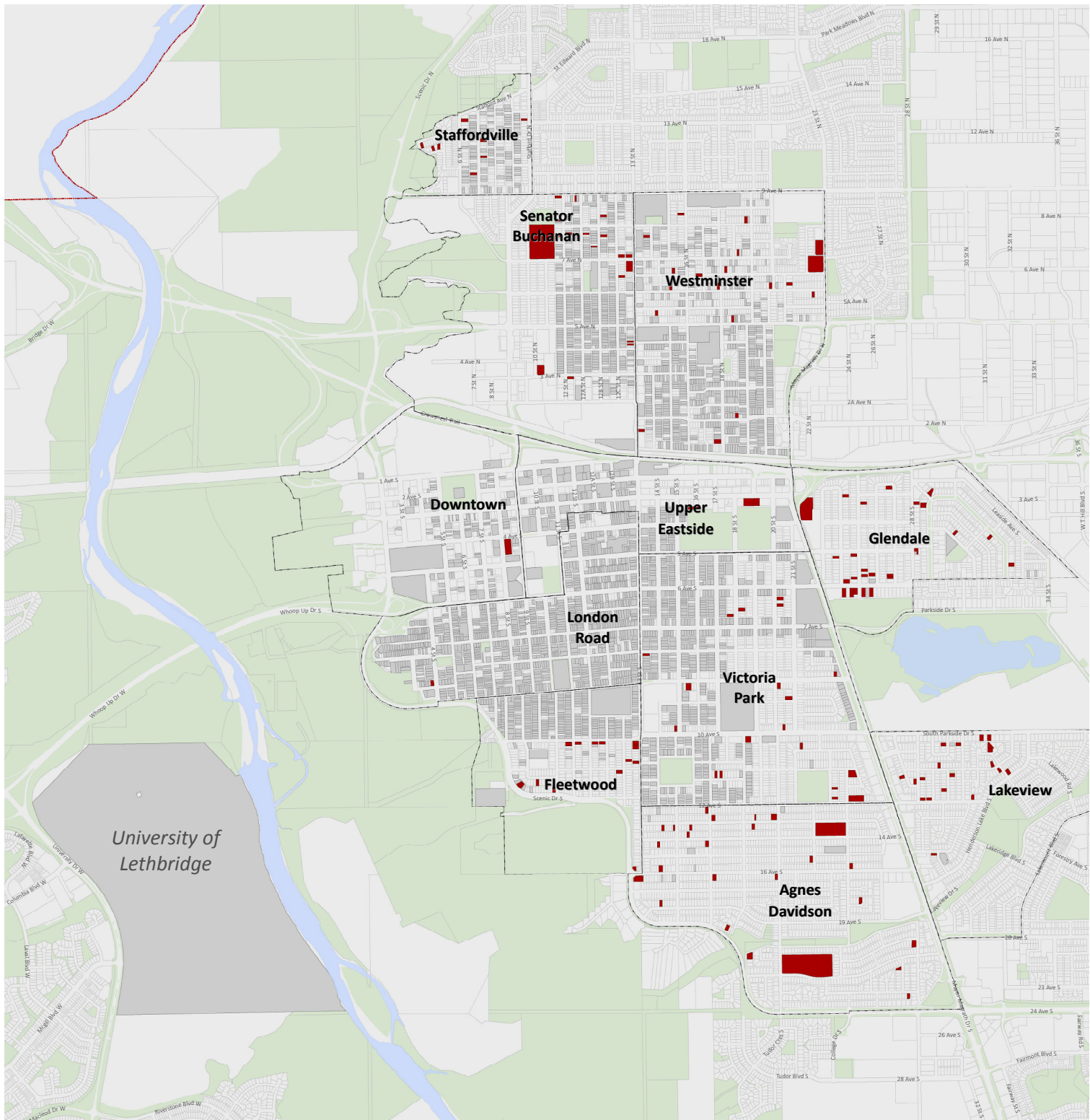
Through September and October 2016, three additional field visits were conducted to record and photograph the 154 sites. Research was undertaken on each site, and Provincial Heritage Survey Site Forms were prepared outlining architectural and historic information as well as black and white archival-quality photographs of major facades and features.

The sites were presented to the public at the *Environment & Historic Resources Strategy* open house on January 17, 2017.

STAGE	ACTIVITY	TIMING
1	Project Start-up	March 1, 2016
2	Fieldwork to develop list of sites	April-May
	Fieldwork to analyze selected sites	September-November
	Draft list of sites submitted to City	September
3	In-Depth Historical Research	September-December
4	Writing of Survey Forms	November-December Draft Report for 150 sites submitted Dec. 22, 2016
5	Community Consultation - Open House	January 17, 2017
6	Final Report	Spring 2017



1.2 Visual Distribution of Heritage Survey Sites



2016 Heritage Survey Sites highlighted in red. Previous Heritage Survey Sites highlighted dark gray.

Note: The above map does not visually represent the full breadth of previously surveyed sites in the city. Only sites within the 11 neighbourhoods of this project are represented, plus the University of Lethbridge. Some of the older Site Forms produced through the Alberta Heritage Survey Program, which began in the 1970s, may have incomplete and/or inaccurate geographical data, including its legal and/or civic address. Also, properties may have been subdivided, consolidated, or frontages altered (especially in the case of corner lots) in the past several decades resulting in the omission of extant, previously surveyed properties from appearing on the map.

1.3 Future Considerations

RECOMMENDATION	ACTION BY	FUNDING
Continue with subsequent phases of the Lethbridge Heritage Management Program including a Heritage Inventory program to add sites from the Places of Interest List (POIL) generated from this Heritage Site Survey.	Heritage Consultant with support from HPAC and Heritage Staff	<i>Alberta Historical Resources Foundation – Research Grant</i> Heritage Inventory funding - 50/50 cost sharing available (\$25,000 maximum)
Update Heritage Management Plan (current plan was developed in 2007).	Heritage Consultant with support from HPAC and Heritage Staff	<i>Alberta Historical Resources Foundation – Research Grant</i> Heritage Management Plan funding - 50/50 cost sharing available (\$25,000 maximum)
Explore development of Heritage Districts or Conservation Areas in neighbourhoods or streets within neighbourhoods. <i>Areas and/or streets can be identified as part of an update to the Heritage Management Plan.</i>	Heritage Consultant with support from HPAC and Heritage Staff	<i>Alberta Historical Resources Foundation – Research Grant</i> Heritage Management Plan funding - 50/50 cost sharing available (\$25,000 maximum)
Develop support, resources (websites or printed material) and policies for conservation of specific resources designated as Municipal or Provincial Historic Resources. <i>Can be developed as part of an update to the Heritage Management Plan.</i>	Heritage Consultant with support from HPAC and Heritage Staff	<i>Alberta Historical Resources Foundation – Research Grant</i> Heritage Management Plan funding - 50/50 cost sharing available (\$25,000 maximum)
Explore development of municipal-based incentive program to complement the Provincial grant program. <i>Can be developed as part of an update to the Heritage Management Plan.</i>	Heritage Consultant with support from HPAC and Heritage Staff	<i>Alberta Historical Resources Foundation – Research Grant</i> Heritage Management Plan funding - 50/50 cost sharing available (\$25,000 maximum)
Develop Design Guidelines for new buildings/houses in conservation areas or heritage districts that help to preserve character of an historic area.	Heritage Staff and Heritage Consultant	<i>Alberta Historical Resources Foundation – Research Grant</i> 50/50 cost sharing available (\$25,000 maximum)
Develop policies to promote preservation of clusters of historic buildings along main corridors in city.	Heritage Staff and Heritage Consultant	<i>Alberta Historical Resources Foundation – Research Grant</i> 50/50 cost sharing available (\$25,000 maximum)
Continue process to expand networks between communities that have established heritage management programs to work towards more regionally based cultural tourism and granting initiatives (Medicine Hat, Raymond, Crowsnest Pass, Vulcan County).	Heritage Staff and HPAC	<i>Alberta Historical Resources Foundation - Heritage Awareness</i> funding through the Alberta Historical Resources Foundation (up to \$5,000 per project)
Explore development of Heritage Assessments, Conservation Plans and Maintenance Plans for all City-owned heritage buildings.	Heritage Staff and Heritage Consultant	<i>Alberta Historical Resources Foundation - Historic Resource Conservation Grants</i> 50/50 cost sharing available (\$25,000 maximum)
Explore developing continuing education in heritage for the public/POIL owners.	Heritage Staff and Heritage Consultant	<i>Alberta Historical Resources Foundation - Heritage Awareness</i> funding through the Alberta Historical Resources Foundation (up to \$5,000 per project)



2.0 Neighbourhood Profiles



AGNES DAVIDSON

Agnes Davidson is a residential district whose housing stock primarily consists of modern dwellings from the 1950s to the 1970s. The neighbourhood also possesses educational, religious, community, and commercial facilities, as well as Fire Hall No. 3 which opened in 1964.

Prior to the development of Agnes Davidson, the land on which the neighbourhood is situated on was first granted to the North Western Coal & Navigation Company in 1889. Eventually acquired by its successor firm, the Alberta Railway & Coal Company, the latter company had the two square mile tract of land, between 10th and 24th Avenues, and 13th and 43rd

Streets S, subdivided shortly after the turn of the century. This subdivision was bisected by the Canadian Pacific Railway's Crowsnest branch, which had been laid down in 1898, but abandoned in 1910, following the completion of the high level bridge. The right-of-way of this former rail line became Mayor Magrath Drive S. The subdivision contained 238 large acreages, allowing owners to establish small farms, or further subdivide the properties for residential development. Some early owners and speculators did subdivide their large lots into smaller residential parcels in the 1900s and 1910s, generally in the vicinity of 13th Street S. Although initial residential development occurred along 12th and 16th Avenues, the



Image 2.1
View of Agnes Davidson along Scenic Drive S in 1973, looking south toward Lethbridge College and Six Mile Coulee.
Galt Archives 19931064361





Image 2.2

View of the Safeway and Zellers shopping complex along Mayor Magrath Drive S in 1969 with the neighbourhood of Agnes Davidson in the background.

Galt Archives 199110767054

historic road allowance of 20th Avenue, as well as 20th Street S, pre-Second World War development in Agnes Davidson was moderate. The neighbourhood has several extant homes built prior to 1940, notably 1424 and 1601 - 16 Avenue S; and 1311 - 13 Avenue S. The neighbourhood was the site of the short-lived Huff Refinery, constructed in 1936, and later sold to Pacific Oil and Refinery of Alberta in 1943. The refinery shut down around 1945 with the structures razed in the early 1950s.

As the Post-war boom made its way into this neighbourhood, local contracting companies began purchasing the large acreages between 12th and 20th Avenues and subdividing them in order to construct new homes. Pahulje, Bohne, Oland, Art Batty, Phaff, and Forry Construction Companies took this task upon themselves and constructed hundreds of homes in the Agnes Davidson neighbourhood. The City of Lethbridge was responsible for replotting the area south of 20th Avenue, providing the parcels for Agnes Davidson School, the Greenstrip, and the allowance for Scenic Drive.

Commercial activities dominate the portion of the neighbourhood fronting Mayor Magrath Drive. One of the largest and earliest commercial developments in Agnes Davidson was a “Marina-style” Safeway and stripmall, constructed on the former Huff Refinery grounds, south of

ORIGIN OF NAME

Born in Idaho, Agnes Davidson's family moved to Alberta, eventually settling in Lethbridge in 1917. Like her father, Agnes pursued a career in teaching with the Lethbridge School District, spending several decades with the organization. She passed away in 1975.

16th Avenue in 1960. This complex was enlarged with the addition of a Zellers store in 1968. The neighbourhood is also home to the McKillop United Church, Seventh-Day Adventist ‘Church of Chimes’, and the Church of Christ, all three congregations having initially established themselves in the Agnes Davidson neighbourhood.



DOWNTOWN

The Downtown neighbourhood, located west of Stafford Drive S and north of 6th Avenue S, was the epicentre of Lethbridge's early development, emerging as the city's business and administrative core and central transportation hub. The area is known for its early commercial building stock, as well as its public and government institutions.

The North Western Coal & Navigation Company's (NWC&NC) pursuit of local coal deposits along the Old Man (Belly) River drove the establishment of Lethbridge. Founded in 1882, the company's first drift mines were established on the river flats to the west of Downtown, where the tent community of Coalbanks sprung up (now Indian Battle Park). Progress

was hampered by the inability to effectively export the coal, as well as a scarcity of building materials. The arrival of the NWC&NC railroad from Dunmore in 1885 provided much needed market access allowing the company to expand its operations and plan a proper townsite, resulting in Lethbridge's first economic boom. As a result of the completion of the railway in 1886, the Federal government granted land to the NWC&NC along the length of the railroad, including land at the terminus of the line, overlooking Coalbanks on the east ridge above the Old Man River valley. The company immediately subdivided the land adjacent to Coalbanks, becoming the original townsite of Lethbridge. Development was swift with dwellings, hotels, stores, places of worship, and

a school constructed, primarily in the vicinity of 'The Square' (presently Galt Gardens), the large block of greenspace staked in the new townsite.

At the turn of the 20th century, the Downtown experienced another wave of growth as the Canadian Pacific Railway (CPR) made Lethbridge their divisional point for the Crowsnest Line. This resulted in the expansion of the Alberta Railway & Irrigation Company's (AR&IC; formerly the Alberta Railway & Coal Company and NWC&NC) rail yards to accommodate the CPR's roundhouse and new Union Station. Construction of the high level CPR bridge also occurred at this time to provide a more efficient link to the Crowsnest line, and resulted in the abandonment of the former line to MacLeod south of the city. A streetcar service, the



Image 2.3
Bustling downtown in 1964.
Galt Archives 19780096000



Lethbridge Municipal Railway, constructed a streetcar network throughout the city with tracks along 5th Street and 3rd Avenue, and encircling Galt Gardens. Downtown was also the location of deliberately created precincts, as a result of municipal policy at the time, resulting in a Chinese enclave, as well as a red light district.

The Post-war boom of the 1940s and 1950s prompted a change in the fabric of Downtown as many of the earlier houses and commercial blocks were torn down for new stores and business ventures. At the same time, large institutions such as City Hall and its administration, Lethbridge Ironworks, and the municipal hospital all eventually moved out of Downtown to other neighbourhoods. Large developments such as the Provincial Building, Courthouse, and Lethbridge

Centre were constructed, consuming entire blocks. By the 1970s, preparations began to one of the most monumental changes to Downtown, the removal of the CPR marshalling yards. An initiative of the CPR subsidiary, Marathon Realty, the removal of the yards from Downtown was also supported by the City. The relocation of the yards to Kipp, Alberta, permitted the construction of the new Highway 3 along the north demarcation of Downtown beginning in the early 1980s. The redevelopment of the newly vacated property, known as "CentreSite", resulted in the construction of Park Place Shopping Centre in 1987-88, renewing Downtown as a destination for consumers.



Image 2.4

Downtown, Galt Gardens, and the former Canadian Pacific Railway marshalling yards in 1973. Galt Archives 19931064335

Today, Downtown continues to evolve and serve as a commercial hub for the city, as well as a cultural one defined by its historic streetscapes, and organizations based in the neighbourhood such as the main branch of the Public Library, Casa, Southern Alberta Art Gallery, and the Galt Museum & Archives. In recent years, the western edge of Downtown has seen a number of large retirement and assisted living complexes constructed.



FLEETWOOD

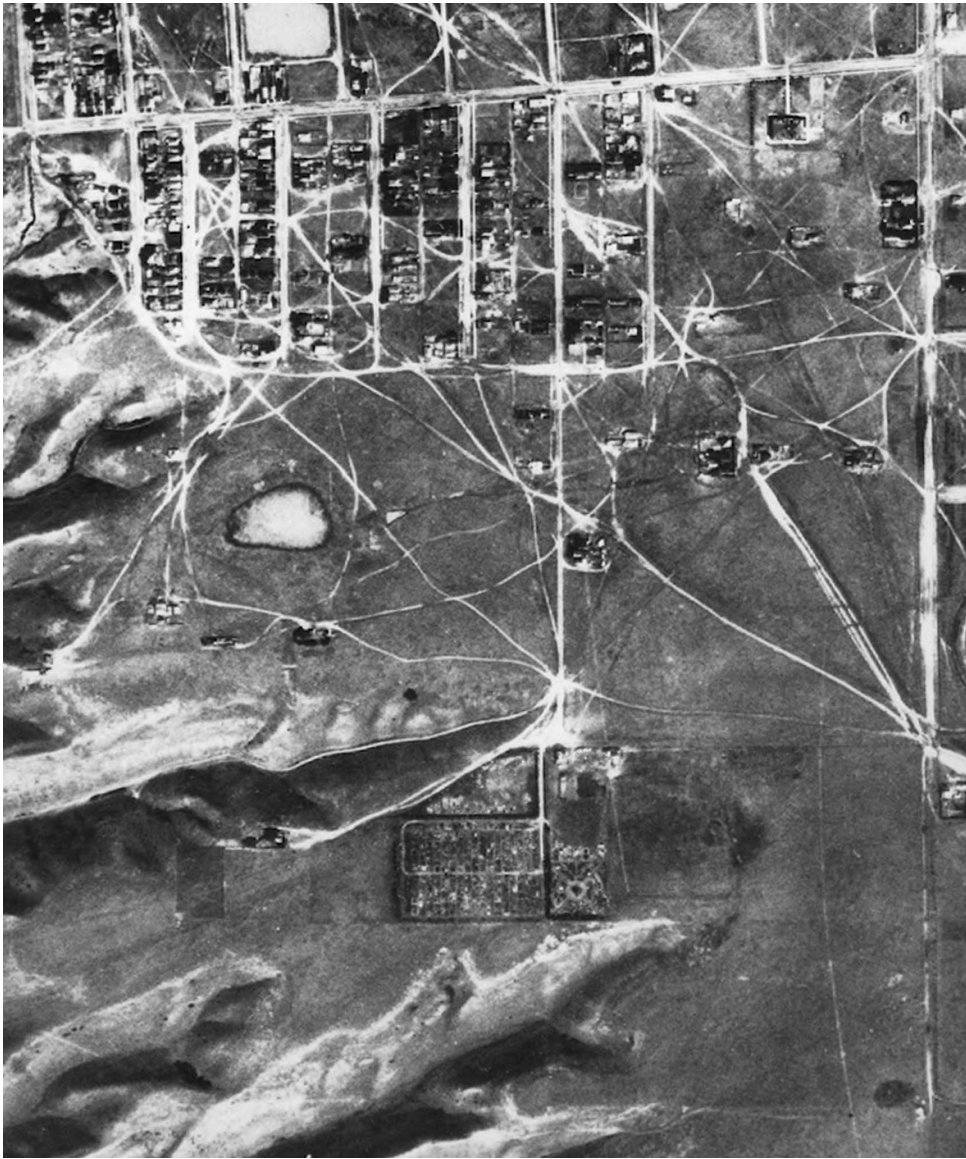


Image 2.5
1926 aerial image of what would become the Fleetwood neighbourhood. 9th Avenue S is at the top, with 13th Street S on the right. The partially drained Duff Lake is still visible (centre-left).
Spatial and Numeric Data Services, University of Calgary 82 H 9 1926, CA199-58

Fleetwood is an almost exclusively residential community, located just south of Downtown and London Road between the main Canadian Pacific Railway line and 24th Avenue S, and west of 43rd Street. The neighbourhood contains a variety of intact dwellings primarily built during the decades of 1900-1920s and 1940-1950s, two purpose-built commercial locations, flanking 11th Street along 9th Avenue, and three schools (including a Montessori campus). The current Fleetwood-Bawden School was the former location of the original Fleetwood School - an impressive educational edifice constructed in 1910 and designed by the Whiddington brothers from Lethbridge. The building served as a dominating landmark of the community until its demolition in 1971.

The community of Fleetwood is noteworthy for being one of the only historic neighbourhoods in the city to not have had been formerly subdivided for residential purposes by the North Western Coal & Navigation Company (NWC&NC), or its successors. While the NWC&NC were originally granted the land on which Fleetwood resides in the 19th century, the neighbourhood's initial inception is due to the subdivision under the auspices of other private owners, as well as the City in the 1950s. Two historic subdivisions constitute Fleetwood's northern mass: that of the pioneering Duff family's 1907 subdivision, north of 10th Avenue, originally known as the 'Duff Addition', and Calgary residents Dr. Peter C. Bruner and Arthur R. Vince subdivision between 10th and 12th Avenues, also registered in 1907, and referred to as the 'Alexandra Addition'. While pre-1940s development was



substantial in the 'Duff Addition', construction in the 'Alexandra Addition' remained sparse. As the city experienced its Post-war boom starting in the 1940s, both subdivisions began to densify with new residential construction.

In 1946, the City of Lethbridge was presented with a proposal from Edmonton architect and town planner, Cecil S. Burgess, to devise a scenic bypass on the western extent of the city. It took a decade before the road allowance for Scenic Drive S was surveyed by the City. In conjunction with this new route, the City replotted the section of the original 'Alexandra Addition' west of 11th Street in 1956, providing land for the future St. Patrick's School. This area became known as 'Mountain View' for a short time. The same year, the City also subdivided a row of properties along the west side of 13th Street, south of 12th Avenue, forming the appendage-like addition to the modern Fleetwood neighbourhood. Scenic Drive, on which construction began in 1958, achieved one of its desired outcomes of providing satisfactory terminuses of the western extents of the avenues in the neighbourhood.

The southwestern section of the neighbourhood contains Mountain View Cemetery, which extends west from Scenic Drive, overlooking the Old Man River valley. The Anglican Church originally established what would become Mountain View Cemetery, the city's largest graveyard, in 1901. A private cemetery was also started in the vicinity, as well as a Jewish cemetery, both shortly after the Anglican cemetery. The City eventually acquired all three cemeteries, consolidating them into one. Mountain View Cemetery, at 72 acres, comprises a significant portion of the community of Fleetwood.



Image 2.6

1969 view of Fleetwood along Scenic Drive S overlooking the adjacent coulees and Old Man River valley.

Galt Archives 199110769593

ORIGIN OF NAME

John H. Fleetwood (1859-1933), born in England, immigrated to Canada in 1885, coming to Lethbridge in 1889 to work for the Alberta Railway & Coal Company. He was an active public servant, having been elected as an alderman, and later working for the City and the Lethbridge School District.



GLENDALE

The neighbourhood of Glendale is Lethbridge’s first Post-war, modern suburb. Glendale is composed of two distinct subdivisions, and while the earliest extant dwellings date back to the mid-1940s, the neighbourhood had been envisioned as a residential community as far back as the 1890s.

Glendale is situated between three historic rail lines, two of which are still operating under the Canadian Pacific Railway (CPR). To the east is the former Alberta Railway & Coal Company (AR&CC) railway, constructed from Lethbridge to Coutts in 1890; to the north is the former North Western Coal & Navigation Company (NWC&NC) railway, constructed from Dunmore; and to the west is the old right-of-way of the CPR Crowsnest branch, completed in 1898 and abandoned in 1910, and on which Mayor Magrath Drive now exists.

Between 1886 and 1888, the NWC&NC acquired the land comprising the modern community of Glendale from the Federal government, and immediately subdivided the section of land between 21st and 28th Street, north of 6th Avenue S. This area was later referred to as ‘Arico’ or ‘Arico Park’ (assumingly an acronym of Alberta Railway & Irrigation Company), though the plan was never registered, and thus no lots were ever sold. Eventually the CPR acquired this block of land and also envisioned to develop it as a residential community, but the outbreak of the First World War presumably halted these plans. East of 28th Street, the NWC&NC sold their land south of the rail tracks, and west of 34th Street, to H. Harris who had a portion of the land initially subdivided in 1890, becoming known as the ‘Scott Addition’. Charles F.P. Conybeare eventually acquired most

of Harris’ properties in this area, and continued to subdivide the remaining quarter-section from 1909 to 1911, referring to it as the ‘Leaside’ subdivision, although ‘Scott Addition’ continued to be the moniker of this area until the 1940s. This eastern section of Glendale did experience a small amount of early development likely due to the Frache Brothers, who established their floral business in the vicinity, constructing a home and the Henderson Park Greenhouses at the southeast corner of 6th Avenue and 28A Street S in 1910. The business moved to North Lethbridge in 1955. Several other individuals and families constructed homes north of, and in proximity to the greenhouses.



Image 2.7
The west half of Glendale, originally known as Parkdale when subdivided by Veteran Affairs, as it appeared in the 1950s.
Galt Archives 19760236122

With the end of the Second World War in Europe in sight, Veteran



Affairs Canada began accumulating properties in the area east of 28th Street as part of the Veterans' Land Act (VLA), replotting the area as 'Parkdale' in 1945, and establishing the extant layout of the roads and street names. The new lots were at minimum half an acre in size, an attempt to enable the new property owners to utilize the land to supplement their income. The contract for construction of the first 30 homes in Parkdale was awarded to Bennett and White Construction Co. in July 1945, though many individual property owners would construct their own dwelling on their respective lots as well. As the new subdivision became established, it became locally referred to as 'Dieppe'. Parkdale also appealed to a number of industries and commercial entities, which established themselves along the CPR's Stirling Subdivision rail line. Some of these companies included Chinook Soft Drinks (later known as Chinook Bottling and Pepsi Bottling); MacDonaldis Consolidated; Crane Supply; and Mountain Minerals.



Image 2.8

Glendale, as it appeared in 1948, with development on the new suburban neighbourhood in its early stages.

Galt Archives 19730225009

By 1949, Michael Harris and Leonard M. Bruchet, proprietors of Lethbridge Properties Co., began the development of the land between Mayor Magrath Drive and 28th Street S, which they designated as 'Glendale'. Strips of blocks, beginning with the area south of 5th Avenue, were subdivided beginning in 1949, with the last section, north of 3rd Avenue, subdivided in 1953. Harris and Bruchet established a minimum cost of construction restriction on their Glendale lots: \$8,000 for dwellings fronting the streets, and \$12,000 for dwellings along 6th Avenue S. Art Batty Construction Co. built many homes in the new Glendale subdivision, and in 1956 they also

constructed Shoppers World, a million-dollar commercial development in the 400 block of Mayor Magrath Drive. A Holiday Inn was completed on this commercial property in 1972 (now the Sandman Hotel). Several multi-unit residences were also constructed in Glendale, including the Rabell, Brewton, Belmont, and Diamond Apartments, of which only the latter two are still extant.

Glendale is also home to two large sporting facilities, Henderson Ice Centre, constructed in 1971 following the conflagration of the former Lethbridge Arena, and Henderson (Spitz) Stadium, where baseball has been played since 1924.

While Glendale west of 28th Street S, saw a minimum amount of development since it was first built-out in the 1950s, the Parkdale subdivision saw development continue for several decades as property owners began to subdivide their large lots. Glendale, as a whole, continues to be an exceptionally intact Mid-century suburban community.



LAKEVIEW

Lakeview¹ is one of Lethbridge’s earliest Post-war modern suburbs, situated just south of Henderson Lake, and east of Mayor Magrath Drive S. Initial development began in 1953, spearheaded by private interests, with the City eventually undertaking its own replotting schemes in order to supplement the burgeoning community. Lakeview is a reflection of the prevailing planning ideologies of the day, as a result of the concurrent rise of the automobile culture. It represents a departure from the traditional gridiron street pattern seen previously throughout the city, and is Lethbridge’s inaugural venture into employing the use of curvilinear streets.

Prior to the development of Lakeview, the land on which it resides was first patented to the North Western Coal & Navigation Company in 1889. Eventually, title to the land was

transferred to Alberta Railway & Coal Company, whom had this two square mile tract of land, laying between 10th and 24th Avenue, and 13th and 43rd Street S, subdivided shortly after the turn of the century. This subdivision was bisected by the Canadian Pacific Railway’s Crowsnest branch, which had been laid down in 1898, but abandoned in 1910 following the completion of the high level bridge. The right-of-way of this former railroad became Mayor Magrath Drive S. The large subdivision contained 238 lots, primarily ranging in size from 4.6 to 4.9 acres, allowing owners to establish small farms, or further subdivide for residential development.

Leslie E. Wade of Calgary, manager of both Glencoe Contractors and Glencoe Real Estate & Insurance, began making inroads into the Lethbridge real estate market in the early 1950s. He established a Lethbridge office of his real estate company in 1951, and eventually began acquiring acreages at the southeast corner of 10th Avenue (South Parkside Drive) and Mayor Magrath Drive, which he was able to resubdivide in 1953 as the first phase of the modern neighbourhood of Lakeview (north of 12th Avenue, between Mayor Magrath Drive and 29A/30th Street). The new subdivision was referred to as ‘Glencoe’ for a short time until Wade partnered with local contractor Ludvik Pahulje to form Wade-Pahulje Construction, constructing a number of homes in the area, and marketing it as the ‘Lakeview’ subdivision. In 1956, Wade plotted an addition to the original Lakeview subdivision, north of 12th Avenue and east of 29A Street S. While the 1945 Parkdale subdivision in the east-



Image 2.9
Lakeview in 1954 showing the first handful of dwellings constructed along 27th, 28th, and 28A Streets S.
Galt Archives 19911076027

¹Scope of project confined the Heritage Survey and Profile of Lakeview to the portion west of Henderson Lake Boulevard only.



half of Glendale first introduced a modified grid plan to Lethbridge, this 1956 Lakeview addition provided the first instance of a curvilinear road allowance, later to be known as Henderson Lake Boulevard, as well as several cul-de-sacs, planning features not previously utilized in the city. By 1957, over 200 dwellings had been constructed in Lakeview. Several prominent contractors built a number of homes in Lakeview, including Soren M. Fengstad; Art L. Batty; and Engineered Homes, but it was the quantity of houses that Ludvik Pahulje constructed that earned the neighbourhood the nickname of 'Pahulje's Coulees'.

The City of Lethbridge, looking to expand the neighbourhood as a result of demand, took the initiative to replot an area south of 12th Avenue S in 1959, extending Henderson Lake Boulevard southwest to Mayor Magrath Drive. This addition, for a time, became known as 'South Lakeview'.

The modern neighbourhood provided several large lots fronting onto Mayor Magrath Drive, allowing for a number of commercial investments, predominantly auto services and hotel establishments such as the Chinook Motel, Park Plaza Motor Hotel (Travelodge), Holiday Motel, and Ramada Hotel, contributing to 'Motel Strip' along Mayor Magrath Drive.

With the exception of the former Lakeview Mennonite Brethren Church, the segment of Lakeview lying west of Henderson Lake Boulevard continues to retain its exclusive commercial and residential sections, with the latter preserving essentially all of its original housing stock built from the initial establishment of the community.



Image 2.10
1962 image of Lakeview showing the section west of Henderson Lake Boulevard S almost entirely built-out by this time.
Galt Archives 199910804057



LONDON ROAD

London Road is a primarily residential neighbourhood bordering Lethbridge's historic downtown commercial core. Some of the city's earliest homes are found along its streets, and the neighbourhood also has several historic commercial blocks, most notably the Lethbridge Conservatory of Music building (Spudnuts), the Conybeare Residence (Regal Grocery), and two long-term religious congregations: St. Augustine's Anglican Church (1937), and Christ Trinity Lutheran Church (1947).

The neighbourhood is composed of two historic subdivisions, one being the initial 1880s townsite platted by the North Western Coal & Navigation Company (NWC&NC), later known as the Alberta Railway & Coal Company (AR&CC). The NWC&NC was a venture of the Galt family to exploit the coal seams along the Oldman (Belly) River in what would become the city of Lethbridge. Originally relying on paddlewheelers to transport coal to Medicine Hat, the NWC&NC eventually constructed a rail line from Dunmore



Image 2.11
View of the western demarcation of London Road formed by the arc of Scenic Drive S along the ridge of the Old Man River valley in 1969.
Galt Archives 199110769591



to Coalbanks (Lethbridge). Upon completion of the railway, the company was granted land by the Federal government, which they immediately began to subdivide as the townsite for Lethbridge. London Road received its name from the original moniker of 7th Avenue, as stipulated on the early townsite subdivision. The south half of the neighbourhood, a large tract of land between 5th Street and 13th Street, and south of 7th Avenue, was purchased by the pioneering Duff family in the late 19th century, one of many properties amassed by John Duff (1822-1898), who was also a local rancher. In 1907, his widow, Janet (née MacKay, 1835-1920) subdivided the land as an addition to the city of Lethbridge. This act is notable as one of the earliest, if not the first, large-scale subdivision of private land not owned by the AR&CC or affiliated Galt company, situated south of the railroad in the city.

Over the next several decades, London Road began to be built out. While remaining a residential enclave of the city, the neighbourhood was previously the site of the Athletic Grounds (now Kiwanis Park), as well as the car barns for the Lethbridge Municipal Railway, which were located at the west end of 8th Avenue at 6th Street. London Road was also one of several proposed locations for the Lethbridge Collegiate Institute in 1928 (between 6th and 6A Avenue, west of 13th Street), but it was ultimately constructed in Upper Eastside along 5th Avenue S.

In spite of infills and the construction of large multi-unit residences in the past few decades, London Road continues to retain an immense amount of its historic fabric and original streetscapes, and serves as a showcase some of the best examples of early 20th century residential architecture alongside the evolving forms of home design and landscaping aesthetics in the city.

ORIGIN OF NAME

The name 'London' was applied to what is now 7th Avenue S in the early Lethbridge townsite subdivision following the arrival of the North Western Coal & Navigation Company's railroad from Dunmore.



Image 2.12

View of a portion of London Road, west of 10th Street S, in 1973.
Galt Archives 19931064353



SENATOR BUCHANAN

Senator Buchanan is an incredibly diverse neighbourhood in terms of its built environment. The community is largely dominated by residential and commercial uses, but also contains several schools, places of worship, recreational and industrial activities. Located immediately north of the historic Lethbridge townsite on the opposite side of the Canadian Pacific Railway (CPR), residential settlement of the neighbourhood did not begin in earnest until after the turn of the century. Much like the adjacent Westminster neighbourhood, Senator Buchanan has a thorough range of dwellings dating from every decade of the 20th century.

Before the neighbourhood began to be subdivided for residential purposes, the future community of Senator Buchanan was the site of several early industrial and commercial ventures. In addition to two of the earliest Galt coalmines, shafts No. 2 and No. 3, the neighbourhood also

hosted a short-lived woolen mill and a brick and terracotta venture in the early 20th century, and also the long-lived Columbia (Catelli) Macaroni factory and an International Harvester implements warehouse. The CPR constructed their freight sheds on the west side of 13th Street N, south of 2A Avenue in 1906 as part of their capital investment into the city after selecting Lethbridge as their divisional point for the Crowsnest Line. One of the earliest non-commercial undertakings in the neighbourhood following the completion of the North Western Coal & Navigation Company's railway into the Lethbridge area was the establishment of St. Patrick's Cemetery in circa 1886.

Unlike the neighbouring North Ward (east of 13th Street N), the first subdivision of the neighbourhood did not occur until 1907 when the Alberta Railway & Irrigation Company (AR&IC) platted the area between 12th and 13th Streets N, and 9th

Avenue and the company's main rail line on the south. West of 12th Street N at the time was the spur line that served the mining operations at No. 6 (Hardieville) and No. 3. Several years later, in 1912, the AR&IC had a portion of their land holdings west of the spur line (west of 10th Street N) subdivided as well. This latter subdivision coincided with the opening of the Coutts (9th) Street Bridge over the main rail line, a joint venture between the City and the CPR, though the subdivision never developed beyond a few industrial and commercial sites, even with its improved access, until after the Second World War. For a time, the area south of 9th Avenue at 9th Street N was known as 'Circus Flats' as the land



Image 2.13
The Galt No. 3 mine as it appeared in 1910. The surface works of the mine were located in the northwest portion of the Senator Buchanan neighbourhood.
Community Heritage and Family History Special Collection, Calgary Public Library PC_1365





Image 2.14

View of the west side of 13th Street N in 1955 at the intersection of 4th Avenue N.
Galt Archives 19891049087

provided a good venue for travelling circuses and midways to set up on. Anchored by the early industrial and commercial sites, institutions such as St. Basil's School that opened in 1914, and the commercial corridor of 13th Street N, which was served by the Lethbridge Municipal Railway's Blue Line, Senator Buchanan initially had a fair amount of growth in the first half of the century, though residential development remained exclusively to the east of the No. 6 spur line. 13th Street N was, and continues to be the community's main street, having served the commercial and entertainment needs of Senator Buchanan's residents for over a century. Like their neighbours in Staffordville, some homeowners elected to move their actual dwellings to Hardieville, closer to the No. 6 mine following the closure of No. 3. The largely undeveloped area west of 12th Street allowed for the City to replot the area in the 1950s, including the rail spur right-of-way, to incite and meet the demands of the housing industry at the time.

The Post-war boom and the following decades brought immense expansion and change to the neighbourhood. The commercial and industrial areas in south and southwestern sections of Senator Buchanan became the site for a variety of building supply companies and local contractor yards for such firms as Holte & Nordlund; Oland; Bird, Balbi; Sundquist; and Southern Alberta Construction Companies. Using his reestablishment credit, Second World War veteran

and Lethbridgian resident James A. Jarvie founded Superior Masonry Products, purchasing the land on which the former No. 3 mine was situated in 1945. This industry continues in the neighbourhood, the company now owned by Lafarge. The City has also been a permanent fixture in Senator Buchanan, first having acquired the old Woolen Mill as their City Stores Department, and now maintaining their present Public Operations site near the same location. One of the largest developments in Senator Buchanan was that of the Centre Village Mall, a \$3,500,000 complex developed by CPR subsidiary Marathon Realty on the site of the former freight sheds in 1970.

ORIGIN OF NAME

William A. Buchanan (1876-1954) was born in Ontario where he also began his long career in the newspaper industry. He came to Lethbridge in 1905, purchasing the local Herald newspaper. He also had many other business interests, and served as a Member of the Legislative Assembly, then as a Member of Parliament, and finally was appointed as a Senator in 1925.



STAFFORDVILLE

Staffordville, like Hardieville further north, was once an independent village that was established due to its proximity to one of Alberta Railway & Coal Company's (AR&CC) early coal mines. The No. 3 mine, located just south of 9th Avenue N and just east of Scenic Drive provided the impetus for the creation of the Stafford community. Originally a working class neighbourhood of predominantly continental European immigrants, it continues to be a residential community with a blend of historic and modern homes.

The AR&CC established the No. 3 coal mine in 1890 with coal production beginning in Spring 1892. While the predecessor to the AR&CC, the North Western Coal & Navigation Company (NWC&NC), was initially granted the land on which Staffordville is situated upon, they sold portions of the land promptly after acquiring it. In conjunction with the commencement of the No. 3 mine, the AR&CC began subdivided some of its land in North Lethbridge near the

new mine - the closest residential block being staked at the northeast corner of 11th Street and 9th Avenue N in 1890. One of the owners of the former NWC&NC's land near the No. 3 mine, James F. Pierce, a rancher from Montana, made the decision to subdivide his land north of 9th Avenue, and between 6th and 8th Streets N in 1891. As the nearest subdivision to the mine, Pierce's subdivision proved to be enticing to the employees and labourers. The new settlement was originally referred to simply as 'Number 3', after the numerical designation of the mine. As the young community continued to grow with the expansion of the mine in the last decade of the 19th century, residents began planning incorporation as a Village, which eventually occurred in 1900. The village took on the name of Stafford, honouring the first manager of the NWC&NC, William Stafford.

Further growth in the early 20th century compelled neighbouring landowners, James Vair and Walter F. Wilson, to



Image 2.15
Aerial image of Staffordville, centre, as it appeared in 1939.
Spatial and Numeric Data Services, University of Calgary 82 H 17 1939, A6378-70





Image 2.16

Properties fronting along 9th Avenue N between 6th and 9th Streets N in the 1950s.
Galt Archives 199710803073

subdivide their segment of land north of 9th Avenue between 8th and 10th (Stafford Drive) Streets N in 1905, providing additional lots for newcomers to the village. By the early 1910s, pressure was mounting for the City of Lethbridge to annex the Village of Stafford. While at first reluctant, the City eventually brought the community under its jurisdiction in 1913. Just over a decade later, the primary source of employment for those of Staffordville, the No. 3 mine, was closed. The No. 6 mine, located adjacent to Hardieville, allowed residents of the neighbourhood to continue employment at the mines, though some made the choice to move their homes to the newer northern community.

In response to the Post-war boom, the City of Lethbridge, in agreement with property owners of Staffordville, instituted a replotting scheme in the neighbourhood in the 1950s, dividing the large lots of the original subdivisions into smaller parcels in order to persuade further residential development. The most significant expansion of the community since its initial inception came in the early 1970s when Engineered Homes Ltd. subdivided land they had obtained west of 6th Street N, and constructed a number of homes and duplexes, entitling the development as 'Ventura Village'. A portion of this development, 16 properties at the western terminus

of 12th Avenue N, was expropriated by the City for the planned extension of Scenic Drive. Between 2010 and 2011, the dwellings were removed as part of the municipality's Environmental Deconstruction Initiative.

9th Avenue N is notable as the most diverse streetscape of Staffordville, displaying evidence of the neighbourhoods early development and growth. Besides having what is possibly the oldest home in the community, the Perry Residence at 1267 9th Avenue N, the presence of the former Hungarian Hall

(now the Japanese United Church), Staffordville Baptist Mission (now the Holy Dormition Russian Orthodox Church), and Berte Grocery, and the present Deustches Haus, reflect the historic and evolving communal, commercial, and religious aspects of the community.

ORIGIN OF NAME

Portions of the community were once under the jurisdiction of the former Village of Stafford, which itself was named after William Stafford (1842-1907). Stafford was hired by the Galt family to open and manage a coal mine southern Alberta. He would be responsible for the establishment of the first coal mine at Coalbanks, the future townsite of Lethbridge, in 1882.



UPPER EASTSIDE

Upper Eastside is a long-established residential and commercial district, representing some of Lethbridge's earliest development. At present, it serves as an educational, governmental, and commercial focal point of the city. The neighbourhood lies entirely within the early townsite subdivision from the 1880s, with a small portion, east of Stafford Drive and north of 1st Avenue S, located within the historic Canadian Pacific Railway marshalling yards.

The earliest settlement of Upper Eastside began with the North-West Mounted Police who purchased a large parcel in the new townsite from the Alberta Railway & Coal Company in 1886 to construct their barracks. Known as 'Barracks Square', this property for a time became the headquarters for the police force's 'K' Division, before the City purchased the land in 1939 and constructed their first purpose-built City Hall several years later. The Royal Canadian Mounted Police

still maintain a detachment on their original property. Two significant religious edifices were constructed immediately north of Barrack's Square in the 1910s: St. Patrick's Roman Catholic Church and Wesley Methodist Church, though the former took nearly four decades to complete, opening in 1952. Since the 1940s, Barrack's Square has evolved into a governmental and community hub, following the construction City Hall, the Provincial Court House, Fritz Sick and Genevieve E. Yates Memorial Centres, the Civic Ice Centre, and a YMCA. The Administration Building of Lethbridge County is also located across the avenue from City Hall.

Beyond Barrack's Square, early development of Upper Eastside saw a number of lumberyards and warehouses established in the neighbourhood, due to the proximity of the CPR yards. Ellison Milling & Elevator Company constructed



Image 2.17
1963 image of Upper Eastside showing the amassment of Public and Separate schools between 5th and 3rd Avenues S.
Galt Archives 19911076634



their mill in 1907, followed shortly by the Taylor Milling & Elevator Company, both located on the northeast corner of 13th Street and 2nd Avenue S. Dwellings were constructed intermingled among the various commercial enterprises of the neighbourhood, though as commercial expansion progressed throughout the 20th century, residential areas became isolated to two pockets, both north of 5th Avenue S, one east of 13th Street, and the other east of 20th Street. One of the only remaining dwellings north of 3rd Avenue, though no longer used as a residence, is located at 1006 - 2nd Avenue S.

As the marshalling yards, freight sheds, and rail spur lines that had served many of warehouses in the neighbourhood were uprooted in the latter half of the 20th century, the commercial enterprises of Upper Eastside continued to thrive due to their presence along the primary east-west corridor through the city. The perpetuation of businesses activities was ensured with the redevelopment of Highway 3 in the 1980s.

The neighbourhood has also evolved to be an epicentre of

primary and secondary education, with several Public and Separate schools all located adjacent to one another, focused on an area around the original Lethbridge Collegiate Institute (LCI) along 5th Avenue S. The first LCI was constructed in 1928, and was converted and renamed in 1950 to Hamilton Junior High, and later Victoria Park High, and now presently serves as the headquarters for Lethbridge School District. LCI opened their new campus in 1950, immediately east of their original location. St. Patrick's High School of the Lethbridge Separate School Board was built in the neighbourhood in 1927, beside St. Patrick's Church. This school operated until the late 1950s. St. Joseph's High School was opened in 1950, and upon the construction of the neighbouring St. Francis High School in 1958, intended for boys only, St. Joseph's was converted to a girls only school until the two schools were united as the Catholic Central High School. St. Mary's School, an elementary school adjoining St. Joseph's, was built in 1952.

Upper Eastside continues to be defined by its early residential, Mid-century and modern commercial and educational building stock, and along with Downtown, continues to serve as the nucleus of the city's community and cultural life.



Image 2.18

View of the commercial corridors of 2nd and 3rd Avenues S with the residential section of Upper Eastside to the south (left).

Galt Archives 19931064367



VICTORIA PARK

Victoria Park is a primarily residential district with its housing stock consisting of a mixture of both century and Mid-century dwellings. The neighbourhood is also comprised of a diverse built environment, with a range of other uses including health care facilities, commercial establishments, places of worship, schools, and other community amenities. Consisting

of the amalgamation of sections of two predominate historic subdivisions, Victoria Park's composition has evolved through the resubdivision of its former superblocks (all located south of 7th Avenue S), reflecting early and Post-war approaches to community planning.

The land on which Victoria Park exists was originally granted to the North Western Coal & Navigation Company (NWC&NC) in the late 19th century. Following the completion of their railway from Dunmore to Coalbanks, the company began subdividing the original Lethbridge townsite, a portion of which now constitutes Victoria Park's northern section (north of 10th Avenue S). The tract of between 10th and 12th Avenues was subdivided by the NWC&NC's successor, the Alberta Railway & Coal Company, into large acreages in the early 1900s. Victoria Park is bounded on the east by Mayor Magrath Drive, which up until 1910, was the Canadian Pacific Railway's original Crowsnest branch.

Development of Victoria Park was moderate prior to the 1940s, with most early residential construction concentrated in proximity to 13th Street, and a few homes scattered along 7th Avenue. Even with the nominal amount of residents, the neighbourhood was a hive of activity, having been the location of the City's Agricultural Grounds from 1896 to 1910, and later the Children's Shelter/Isolation Hospital (1922), and St. Michael's Hospital, established in 1929 by the Sisters of St. Martha of Antigonish. While speculators and even the City, the latter who subdivided the former Agricultural Grounds into a greenspace (Queen Victoria Park, now known as Gyro Park), attempted to spur development in the area, it was not until the Post-war era when the neighbourhood began to expand and build-up. A flurry of construction engulfed Victoria Park from the 1940s into the 1960s, which saw the construction of hundreds of homes; two public schools; and the emergence of 'Motel Strip'



Image 2.19
1926 aerial image of what would become the Victoria Park neighbourhood, bordered by 5th Avenue S (top), 13th Street S (left), and 12th Avenue S (bottom).
Spatial and Numeric Data Services, University of Calgary 82 H 9 1926, CA199-59





Image 2.20

The northeast portion of Victoria Park in the late 1940s showing new residential construction underway. The El Rancho Motel is visible at top-left.

Galt Archives 19730224003

along Mayor Magrath Drive, anchored by early hostleries such as the El Rancho, Lodge, Star-Lite, Crest, Flagstone, and Golden West Motels. At the heart of the neighbourhood is the Lethbridge Municipal (Chinook Regional) Hospital, which began construction in 1952, finishing in 1955. The housing demand in the Mid-century compelled the City, private landowners, and developers to start replotting the historic lots of Victoria Park to accommodate larger frontages and new road networks. Entire blocks were reshaped and developed, with some of the larger housing projects branded as 'Silverdale' and 'Glenwood'. Many of Lethbridge's developers and contractors of the era contributed to the construction of Victoria Park, including Art Batty, Forry, Dorigatti, Balbi, and Kenwood Construction Companies. Post-war development swept eastward - the areas east of 21 Street S having been the last to intensify, with most houses being constructed between the mid-1950s until the early 1960s.

Victoria Park is also notable for its collection and wide range of places of worship. Christian congregations that established themselves in the neighbourhood include First

Baptist Church; Immanuel Lutheran Church; Lutheran Church of the Good Shepard; Church of the Nazarene; Assumption Roman Catholic Church; and the Church of Jesus Christ of Latter-day Saints Third Ward Chapel. In addition, Victoria Park is also home to the extant former St. Aloysius Convent and Beth Israel Synagogue, as well as the current Lethbridge Islamic Centre, located in the former Seventh Day Adventist Church.

ORIGIN OF NAME

Following the removal of the Agricultural Grounds in the neighbourhood, the City of Lethbridge subdivided the property and included a central greenspace which was called 'Queen Victoria Park' in 1910. The name Victoria Park would eventually be applied to the entirety of the extant neighbourhood.



WESTMINSTER

As one of the city's earliest communities, Westminster has a unique and dynamic history. The landscape of the neighbourhood consists of several hundred pre-World War Two dwellings, and a plentiful number of community organizations and facilities, places of worship, schools, and commercial establishments.

The earliest purported European settler in what is now Westminster was that of Nathan and Rachael Wallwork who purchased a tract of land from the North Western Coal & Navigation Company (NWC&NC) in 1886 between what is now 5th Avenue N and the Canadian Pacific Railway (CPR), and 13th and 17th Streets N. The Wallworks constructed the first home in Westminster (and possibly North Lethbridge), and operated their dairy business on the land. The NWC&NC had also sold adjacent strips to the east of the Wallworks to other Lethbridge pioneers. These properties, constituting the south-half of the modern neighbourhood of Westminster, were subdivided by their respective owners by 1890. The owners of three additional properties east of the Wallworks were: Charles McKillop; John D. Higinbotham and Alexander R. Colvin; and Charles M. Turner. North of 5th Avenue N, the Alberta Railway & Coal Company (AR&CC), successor to

the NWC&NC, subdivided a portion of their land south of 7th Avenue, between 13th and 19th Street N in 1890. The Alberta Railway & Irrigation Company (AR&IC), successor to the AR&CC, subdivided the remaining land south of 9th Avenue N, between 13th and 23rd Streets in 1907.

Westminster, originally referred to as 'North Ward', began to receive an influx of population immediately after the 19th century subdivisions. This prompted the Lethbridge School District to construct North Ward School in 1891. Increasing enrollment in the area necessitated the construction of Westminster School, followed by Bailey Street and Galbraith Schools all prior to the First World War.

While a number of residences initially fronted onto 13th Street N, the corridor eventually established itself quickly as a commercial main street to serve those in North Lethbridge, and was complemented by the Blue Line of the City's Municipal Railway for 35 years. Besides a number of commercial blocks, including the large extant York Hotel, 13th Street N became home to a number of churches and clubs. The streetscape within the neighbourhood ends with Adams Park, established by the City in 1910, on its northern



Image 2.21

View of Westminster looking to the southwest. The old municipal airport hanger is visible at the bottom-left.
Galt Archives 19871040000



DONALD LUXTON
AND ASSOCIATES INC



extremity. Large and early commercial enterprises that established themselves elsewhere in Westminster included that of the Frache Brothers Greenhouses, located at 2015 - 6A Avenue N; the John Gilmore Bakery at 1610 - 2A Avenue N; International Harvester Company in the 1500 block of 1st Avenue N; Lethbridge Pattern & Planning Mill at 336 - 15th Street N; as well as a number of lumber yards. Unlike early adjacent neighbourhoods, Westminster never developed a commercial and/or industrial section in proximity to the CPR line. For a short time, between 1908 and 1912, Royal Collieries Ltd. maintained a spur line along the eastern flank of community, running directly north to their mining operations. The neighbourhood is also notable as having been part of one of the city's early airfields, predating the establishment of Kenyon Field (Lethbridge Airport). Originally established in 1928, the airstrips were primarily located in what is now the Anderson Industrial Park, though the sole hanger serving the airport was constructed at the southwest corner of Mayor Magrath Drive and 5th Avenue N.

The post-Second World War boom and proceeding decades brought a flurry of construction activity to the community. New commercial blocks were constructed, an outdoor pool was built in 1948, and many new dwellings were erected.

One of the most significant housing projects of the era was that of the Rideau Court development, constructed in 1959 under the auspices of Lethbridge Housing Developments Ltd., providing 156 low-cost residences on a sprawling 13-acre site.

Westminster still contains an impressive amount of its historic fabric, including over 400 dwellings dating from before the Second World War, but it also encompasses and exhibits an evolving, eclectic mix of structures from all decades of the past century.

ORIGIN OF NAME

The name 'Westminster' was applied to what is now 13th Street in the early Lethbridge townsite subdivision following the arrival of the North Western Coal & Navigation Company's railroad from Dunmore.



Image 2.22

The northeast portion of Westminster in 1973 showing the former Frache Brothers Greenhouses and Rideau Court apartments (top-left).

Galt Archives 19931064329

3.0 BIBLIOGRAPHY

- Allison, Garry. *My Side of Town: Welcome to 13th Street North*. Lethbridge, AB: Lethbridge Historical Society (2005).
- Johnston, Alexander. *Lethbridge: A Centennial History*. Lethbridge, AB: Lethbridge Historical Society (1991).
- Johnston, Alexander. *Lethbridge Place Names and Points of Interest*. Lethbridge, AB: Lethbridge Historical Society (1987).
- Johnston, Alex, Keith Gladwyn and L. Gregory Ellis. *Lethbridge: Its Coal Industry*. Lethbridge, AB: Lethbridge Historical Society (1989).

Websites

- Ancestry.ca. <http://home.ancestry.ca/>
- Atlas of Alberta Railways. <http://railways.library.ualberta.ca/>
- NewspaperARCHIVE. <https://newspaperarchive.com/>
- Peel's Prairie Provinces. <http://peel.library.ualberta.ca/index.html>
- Spatial Information System. <https://alta.registries.gov.ab.ca>



Appendix A

MASTER HERITAGE SURVEY SITE LIST

APPENDIX A

City of Lethbridge - 2016 Heritage Survey

#	SITE NAME		CIVIC ADDRESS			COMMUNITY		CURRENT LEGAL			ATS				GPS			UTM		DATE OF CONSTRUCTION	HERITAGE SURVEY #		
	Number	Street Name	Type	Area	Written	Plan	Block	Lot	LSD	Qtr	Sec	Twp	Rge	West	Latitude	Longitude	Zone	Easting	Northing				
AG01	Plomp Residence	1406	13	AVE	S	1406.13 AVES	Agnes Davidson	838Y	52	16.17	12	NW	29	8	21	4	49.6789	-112.8225	12N	368525	5504522	1954	106996
AG02	Residence	1518	13	AVE	S	1518.13 AVES	Agnes Davidson	8879GM	2	5	12	NW	29	8	21	4	49.6789	-112.8202	12N	368689	5504518	1952	106997
AG03	Mitchell Residence	1814	13	AVE	S	1814.13 AVES	Agnes Davidson	352GS	2	3	11	NW	29	8	21	4	49.6789	-112.8151	12N	369058	5504507	1955	106998
AG04	Duplex	1817	13	AVE	S	1817.13 AVES	Agnes Davidson	0710248	1	10.11	11	NW	29	8	21	4	49.6793	-112.8148	12N	369077	5504556	1955	106999
AG05	Batty Residence	1919	13	AVE	S	1919.13 AVES	Agnes Davidson	4833GT	5	7	11	NW	29	8	21	4	49.6793	-112.8134	12N	369180	5504556	1955	107000
AG06	Residence	1320	14	AVE	S	1320.14 AVES	Agnes Davidson	7553AJ	112	16.17	12	NW	29	8	21	4	49.6780	-112.8229	12N	368493	5504422	1952	107001
AG07	Residence	1513	14	AVE	S	1513.14 AVES	Agnes Davidson	8879GM	2	19	12	NW	29	8	21	4	49.6784	-112.8204	12N	368671	5504465	1954	107002
AG08	Our Lady of the Assumption School	2219	14	AVE	S	2219.14 AVES	Agnes Davidson	4138GY	6	-	10	NE	29	8	21	4	49.6786	-112.8080	12N	369569	5504468	1956	107003
AG09	Residence	1319	16	AVE	S	1319.16 AVES	Agnes Davidson	7553AJ	113	40.42	12	NW	29	8	21	4	49.6766	-112.8228	12N	368495	5504273	1946	107004
AG10	Residence	1403	18	AVE	S	1403.18 AVES	Agnes Davidson	3698HS	2A	32	5	SW	29	8	21	4	49.6748	-112.8228	12N	368493	5504066	1960	107005
AG11	Wildfield Residence	2415	18	AVE	S	2415.18 AVES	Agnes Davidson	4893HL	5	23	8	SE	29	8	21	4	49.6748	-112.8064	12N	369676	5504035	1962	107006
AG12	Wide Residence	1806	20A	AVE	S	1806.20A AVES	Agnes Davidson	6881A	6	1	3	SW	29	8	21	4	49.6720	-112.8155	12N	369007	5503740	1969	107007
AG13	Church of Christ	2720	21	AVE	S	2720.21 AVES	Agnes Davidson	0511928	4	31	1	SE	29	8	21	4	49.6724	-112.8021	12N	369978	5503764	1962	107008
AG14	Residence	2710	23	AVE	S	2710.23 AVES	Agnes Davidson	1864JK	9	12	1	SE	29	8	21	4	49.6697	-112.8025	12N	369938	5503465	1968	107009
AG15	Foss Residence	1306	15	ST	S	1306.15 STS	Agnes Davidson	838Y	52	25.26	12	NW	29	8	21	4	49.6789	-112.8216	12N	368589	5504518	1963	107010
AG16	Residence	1204	17	ST	S	1204.17 STS	Agnes Davidson	8879GM	1	11	12	NW	29	8	21	4	49.6798	-112.8189	12N	368785	5504612	1957	107011
AG17	Residence	1217	17	ST	S	1217.17 STS	Agnes Davidson	6585GL	1	22	11	NW	29	8	21	4	49.6794	-112.8183	12N	368827	5504572	1953	107012
AG18	Bonnydale Food Store	1402	17	ST	S	1402.17 STS	Agnes Davidson	820AE	1	22.24	12	NW	29	8	21	4	49.6779	-112.8189	12N	368783	5504407	1954	107013
AG19	Duplex	1601	17	ST	S	1601.17 STS	Agnes Davidson	8410HO	4	1	6	SW	29	8	21	4	49.6761	-112.8184	12N	368814	5504210	1964	107014
AG20	Slizer Residence	1606	20	ST	S	1606.20 STS	Agnes Davidson	1266HN	120	12	6	SW	29	8	21	4	49.6761	-112.8132	12N	369183	5504201	1960	107015
AG21	Agnes Davidson Elementary School	2103	20	ST	S	2103.20 STS	Agnes Davidson	1106JK	6	B	2	SE	29	8	21	4	49.6716	-112.8121	12N	369251	5503894	1962	107016
AG22	McMillan Residence	1506	22	ST	S	1506.22 STS	Agnes Davidson	5592HI	4	12	10	NE	29	8	21	4	49.6771	-112.8104	12N	369394	5504298	1958	107017
AG23	Varazi Residence	1517	24	ST	S	1517.24 STS	Agnes Davidson	5717HS	9	22	9	NE	29	8	21	4	49.6766	-112.8071	12N	369631	5504245	1963	107018
AG24	Residence	2208	27	ST	S	2208.27 STS	Agnes Davidson	151JK	12	12	1	SE	29	8	21	4	49.6711	-112.8033	12N	369890	5503622	1967	107019
AG25	Westgate Apartments	1315	SCENIC	DR	S	1315 SCENIC DR S	Agnes Davidson	6218JK	1	53	8	SE	30	8	21	4	49.6761	-112.8247	12N	368358	5504218	1970	107020
AG26	Sansfield Residence	1715	SCENIC	DR	S	1715 SCENIC DR S	Agnes Davidson	3698HS	5	17	6	SW	29	8	21	4	49.6734	-112.8174	12N	368879	5503908	1967	107021
DT01	Alberta Government Telephones Toll Building	808	4	AVE	S	808.4 AVES	Downtown	4353S	42	24.35	10	NE	31	8	21	4	49.6941	-112.8349	12N	367666	5506237	1955	107022
FW01	Residence	810	11	AVE	S	810.11 AVES	Fleetwood	6120HF	6	7	15	NE	30	8	21	4	49.6814	-112.8328	12N	367789	5504821	1958	107023
FW02	Westgate Townhouses	1237	16	AVE	S	1237.16 AVES	Fleetwood	82106F9	1	27	9	NE	30	8	21	4	49.6767	-112.8246	12N	368362	5504280	1971	107024
FW03	Block Residence	1116	10	ST	S	1116.10 STS	Fleetwood	6120HF	6	14	15	NE	30	8	21	4	49.6810	-112.8314	12N	367887	5504770	1958	107025
FW04	Duplex	1002	11	ST	S	1002.11 STS	Fleetwood	2478R	5	1.3	15	NE	30	8	21	4	49.6834	-112.8300	12N	367991	5505038	1950	107026
FW05	Residence	1003	11	ST	S	1003.11 STS	Fleetwood	2478R	4	39.40	16	NE	30	8	21	4	49.6834	-112.8294	12N	368935	5505040	1948	107027
FW06	Duplex	1001	12	ST	S	1001.12 STS	Fleetwood	2478R	3	39.40	16	NE	30	8	21	4	49.6834	-112.8280	12N	368139	5505037	1948	107028
FW07	Residence	1002	12A	ST	S	1002.12A STS	Fleetwood	2478R	3	1.2	16	NE	30	8	21	4	49.6834	-112.8273	12N	368188	5505035	1949	107029
FW08	Residence	1031	12B	ST	S	1031.12B STS	Fleetwood	2478R	1	25.26	16	NE	30	8	21	4	49.6825	-112.8253	12N	368331	5504923	1949	107030
FW09	Residence	1104	12B	ST	S	1104.12B STS	Fleetwood	2478R	17	1.3	16	NE	30	8	21	4	49.6819	-112.8259	12N	368283	5504862	1949	107031
FW10	Residence	1002	13	ST	S	1002.13 STS	Fleetwood	2478R	1	1.3	16	NE	30	8	21	4	49.6834	-112.8246	12N	368383	5505029	1941	107032
FW11	Residence	1010	13	ST	S	1010.13 STS	Fleetwood	2478R	1	4.6	16	NE	30	8	21	4	49.6832	-112.8246	12N	368384	5505003	1949	107033
FW12	Residence	1034	13	ST	S	1034.13 STS	Fleetwood	2478R	1	16.18	16	NE	30	8	21	4	49.6824	-112.8246	12N	368382	5504911	1950	107034
FW13	Godonton Residence	1117	Scenic	DR	S	1117 SCENIC DR S	Fleetwood	6120HF	6	27	15	NE	30	8	21	4	49.6813	-112.8342	12N	367684	5504813	1959	107035
FW14	Snyder Residence	1121	Scenic	DR	S	1121 SCENIC DR S	Fleetwood	6120HF	6	26	15	NE	30	8	21	4	49.6812	-112.8341	12N	367694	5504801	1960	107036
GD01	Residence	2416	5	AVE	S	2416.5 AVES	Glendale	8593GB	6	12	9	NE	32	8	21	4	49.6932	-112.8064	12N	369720	5506089	1950	107037
GD02	Robinson Residence	2402	6	AVE	S	2402.6 AVES	Glendale	8593GB	1	5	9	NE	32	8	21	4	49.6913	-112.8073	12N	369653	5505879	1951	107038
GD03	Whimster Residence	2403	6	AVE	S	2403.6 AVES	Glendale	8593GB	6	1	9	NE	32	8	21	4	49.6919	-112.8071	12N	369670	5505939	1950	107039

APPENDIX A

City of Lethbridge - 2016 Heritage Survey

#	SITE NAME		CIVIC ADDRESS			COMMUNITY		CURRENT LEGAL			ATS				GPS		UTM			DATE OF CONSTRUCTION	HERITAGE SURVEY #
	Number	Street Name	Type	Area	Written	Plan	Block	Lot	Lot	Qtr	Sec	Twp	Rge	West	Latitude	Longitude	Zone	Easting	Northing		
GD04	2418	6 AVE S		2418.6 AVE S		8593GB	1	7	9 NE	32	8	21	4	49.6913	-112.8067	12N	369699	5505873	1953	107040	
GD05	2426	6 AVE S		2426.6 AVE S		8593GB	1	8	9 NE	32	8	21	4	49.6913	-112.8063	12N	369721	5505874	1951	107041	
GD06	2502	6 AVE S		2502.6 AVE S		8593GB	2	1	9 NE	32	8	21	4	49.6913	-112.8057	12N	369768	5505875	1950	107042	
GD07	2518	6 AVE S		2518.6 AVE S		8593GB	2	3	9 NE	32	8	21	4	49.6913	-112.8051	12N	369814	5505873	1951	107043	
GD08	231	24 ST S		231.24 ST S		3761GO	22	25	10 NE	32	8	21	4	49.6964	-112.8071	12N	369678	5506442	1954	107044	
GD09	506	24 ST S		506.24 ST S		8593GB	7	12,13	16 NE	32	8	21	4	49.6931	-112.8079	12N	369615	5506079	1951	107045	
GD10	309	25 ST S		309.25 ST S		50GM	17	7	16 NE	32	8	21	4	49.6960	-112.8056	12N	369785	5506394	1953	107046	
GD11	525	25 ST S		525.25 ST S		8593GB	5	5	9 NE	32	8	21	4	49.6924	-112.8056	12N	369775	5505997	1952	107047	
GD12	533	25 ST S		533.25 ST S		8593GB	5	3	9 NE	32	8	21	4	49.6922	-112.8056	12N	369775	5505967	1952	107048	
GD13	538	25 ST S		538.25 ST S		8593GB	6	21	9 NE	32	8	21	4	49.6920	-112.8064	12N	369719	5505952	1955	107049	
GD14	530	26 ST S		530.26 ST S		8593GB	5	19,20	9 NE	32	8	21	4	49.6922	-112.8049	12N	369826	5505973	1956	107050	
GD15	222	27 ST S		222.27 ST S		3761GO	24	3	16 NE	32	8	21	4	49.6968	-112.8034	12N	369949	5506479	1957	107051	
GD16	534	27 ST S		534.27 ST S		8593GB	4	20	16 NE	32	8	21	4	49.6921	-112.8034	12N	369933	5505963	1951	107052	
GD17	538	27 ST S		538.27 ST S		8593GB	4	21	9 NE	32	8	21	4	49.6920	-112.8034	12N	369933	5505946	1950	107053	
GD18	313	28 ST S		313.28 ST S		6127JK	5	28	13 NW	33	8	21	4	49.6959	-112.8013	12N	370100	5506381	1970	107054	
GD19	503	28 ST S		503.28 ST S		3439AA	-	1-3	12 NW	33	8	21	4	49.6934	-112.8013	12N	370091	5506100	1968	107055	
GD20	240	CASSINO ST S		240 CASSINO ST S		2624JK	8	13	13 NW	33	8	21	4	49.6965	-112.8001	12N	370185	5506440	1946	107056	
GD21	216	CORNETTE CRES S		216 CORNETTE CRES S		8033JK	9	21	12 NW	33	8	21	4	49.6944	-112.7983	12N	370313	5506208	1946	107057	
GD22	233	DIEPPE BLVD S		233 DIEPPE BLVD S		6127JK	5	9	13 NW	33	8	21	4	49.6958	-112.8006	12N	370147	5506362	1946	107058	
GD23	506	DIEPPE BLVD S		506 DIEPPE BLVD S		7510923	2	11	11 NW	33	8	21	4	49.6941	-112.7952	12N	370530	5506161	1949	107059	
GD24	535	DIEPPE BLVD S		535 DIEPPE BLVD S		7710598	1	32	11 NW	33	8	21	4	49.6926	-112.7935	12N	370648	5505994	1949	107060	
GD25	325	MAYOR MAGRATH DR S		MAYOR MAGRATH DR S		8142GT	2	-	15 NE	32	8	21	4	49.6957	-112.8107	12N	369417	5506374	1954	107061	
LV01	3007	10A AVE S		3007.10A AVE S		2594HC	8	27	14 NW	28	8	21	4	49.6827	-112.7955	12N	370477	5504899	1959	107062	
LV02	3104	10A AVE S		3104.10A AVE S		2594HC	8	26	14 NW	28	8	21	4	49.6829	-112.7954	12N	370488	5504918	1960	107063	
LV03	2827	11 AVE S		2827.11 AVE S		88GQ	6	34	13 NW	28	8	21	4	49.6819	-112.7997	12N	370176	5504819	1955	107064	
LV04	3017	11 AVE S		3017.11 AVE S		2594HC	16	7	14 NW	28	8	21	4	49.6819	-112.7953	12N	370491	5504814	1956	107065	
LV05	2805	12 AVE S		2805.12 AVE S		88GQ	20	10	13 NW	28	8	21	4	49.6801	-112.8011	12N	370070	5504624	1954	107066	
LV06	2925	12 AVE S		2925.12 AVE S		2594HC	17	8	13 NW	28	8	21	4	49.6802	-112.7970	12N	370367	5504619	1958	107067	
LV07	2830	15 AVE S		2830.15 AVE S		7814HS	6	1	12 NW	28	8	21	4	49.6772	-112.8002	12N	370126	5504294	1963	107068	
LV08	1112	27 ST S		1112.27 ST S		88GQ	2	30	16 NE	29	8	21	4	49.6814	-112.8028	12N	369952	5504762	1953	107069	
LV09	1111	28 ST S		1111.28 ST S		88GQ	20	3	13 NW	28	8	21	4	49.6813	-112.8011	12N	370071	5504749	1953	107070	
LV10	1122	28 ST S		1122.28 ST S		88GQ	3	4	16 NE	29	8	21	4	49.6811	-112.8017	12N	370030	5504730	1954	107071	
LV11	1140	28A ST S		1140.28A ST S		88GQ	20	11	13 NW	28	8	21	4	49.6801	-112.8005	12N	370112	5504624	1955	107072	
LV12	1107	29 ST S		1107.29 ST S		88GQ	18	2	13 NW	28	8	21	4	49.6814	-112.7987	12N	370248	5504761	1955	107073	
LV13	1128	29 ST S		1128.29 ST S		88GQ	19	14	13 NW	28	8	21	4	49.6806	-112.7993	12N	370201	5504675	1955	107074	
LV14	1066	29A ST S		1066.29A ST S		88GQ	6	21	13 NW	28	8	21	4	49.6831	-112.7981	12N	370296	5504945	1956	107075	
LV15	1102	31A ST S		1102.31A ST S		2594HC	17	21	14 NW	28	8	21	4	49.6816	-112.7948	12N	370531	5504781	1956	107076	
LV16	1052	FERN CRES S		1052 FERN CRES S		88GQ	7	4	13 NW	28	8	21	4	49.6830	-112.7993	12N	370208	5504944	1957	107077	
LV17	1054	HENDERSON BLVD S		HENDERSON BLVD S		2594HC	9	16	14 NW	28	8	21	4	49.6815	-112.7940	12N	370584	5504764	1959	107078	
LV18	3002	SOUTH PARKSIDE DR S		3002 SOUTH PARKSIDE DR S		2594HC	8	5	13 NW	28	8	21	4	49.6834	-112.7962	12N	370433	5504975	1958	107079	
LV19	3010	PARKSIDE DR S		PARKSIDE DR S		2594HC	8	7	14 NW	28	8	21	4	49.6834	-112.7956	12N	370479	5504977	1958	107080	
LR01	323	8A AVE S		323.8A AVE S		4492GA	1	11	4 SW	31	8	21	4	49.6867	-112.8413	12N	367187	5505424	1950	107081	
5801	1021	3 AVE N		1021.3 AVE N		0715749	1	6	7 SE	6	9	21	4	49.7034	-112.8319	12N	367909	5507264	1968	107082	

APPENDIX A

City of Lethbridge - 2016 Heritage Survey

#	SITE NAME			CIVIC ADDRESS			COMMUNITY			CURRENT LEGAL			ATS			GPS			UTM			DATE OF CONSTRUCTION	HERITAGE SURVEY #
	Number	Street Name	Type / Area	Written	Plan	Block	Lot	Lot	Qtr	Sec	Twp	Rge	West	Latitude	Longitude	Zone	Easting	Northing					
S802	1101	7 AVE N	N	1101.7 AVE N	8480CQ	8	-	15	NE	6	9	21	4	49.7097	-112.8314	12N	367962	5507969	1954	107083			
S803	1218	9 AVE N	N	1218.9 AVE N	406R	172	8.9	16	NE	6	9	21	4	49.7125	-112.8289	12N	368153	5508275	1953	107084			
S804	255	12 ST N	N	255.12 ST N	406R	142	34-26	8	SE	6	9	21	4	49.7029	-112.8297	12N	368070	5507207	1954	107085			
S805	736	12 ST N	N	736.12 ST N	4275AQ	174	18	15	NE	6	9	21	4	49.7105	-112.8302	12N	368056	5508052	1934	107086			
S806	737	12 ST N	N	737.12 ST N	406R	159	42-43	16	NE	6	9	21	4	49.7106	-112.8296	12N	368097	5508058	1941	107087			
S807	808	12 ST N	N	808.12 ST N	4275AQ	173	4	15	NE	6	9	21	4	49.7113	-112.8301	12N	368059	5508140	1936	107088			
S808	842	12 ST N	N	842.12 ST N	4275AQ	173	22-23	15	NE	6	9	21	4	49.7126	-112.8302	12N	368062	5508285	1940	107089			
S809	737	12A ST N	N	737.12A ST N	406R	160	42-43	16	NE	6	9	21	4	49.7106	-112.8281	12N	368203	5508057	1947	107090			
S810	718	12B ST N	N	718.12B ST N	406R	160	15	16	NE	6	9	21	4	49.7099	-112.8273	12N	368263	5507978	1933	107091			
S811	735	12B ST N	N	735.12B ST N	406R	161	40-41	16	NE	6	9	21	4	49.7105	-112.8267	12N	368305	5508042	1948	107092			
S812	813	12B ST N	N	813.12B ST N	406R	170	34-36	16	NE	6	9	21	4	49.7115	-112.8267	12N	368308	5508158	1940	107093			
S813	312	12C ST N	N	312.12C ST N	406R	145	11-12	8	SE	6	9	21	4	49.7036	-112.8259	12N	368344	5507273	1946	107094			
S814	623	12C ST N	N	623.12C ST N	406R	155	34-35	9	NE	6	9	21	4	49.7088	-112.8253	12N	368403	5507796	1946	107095			
S815	703	12C ST N	N	703.12C ST N	406R	162	24-25	16	NE	6	9	21	4	49.7094	-112.8252	12N	368408	5507918	1946	107096			
S816	410	13 ST N	N	410.13 ST N	406R	147	14	8	SE	6	9	21	4	49.7047	-112.8245	12N	368447	5507391	1966	107097			
S817	406	13 ST N	N	406.13 ST N	406R	147	12	8	SE	6	9	21	4	49.7048	-112.8244	12N	368457	5507406	1960	107098			
S818	640	13 ST N	N	640.13 ST N	406R	155	1-8	9	NE	6	9	21	4	49.7089	-112.8245	12N	368457	5507862	1939	107099			
S819	704	13 ST N	N	704.13 ST N	406R	162	22-23	16	NE	6	9	21	4	49.7094	-112.8245	12N	368461	5507913	1972	107100			
S820	402	12 AVE N	N	402.12 AVE N	7712JK	3	7	4	SW	7	9	21	4	49.7155	-112.8414	12N	367257	5508623	1971	107101			
S821	1221	6 ST N	N	1221.6 ST N	6212GP	1	27	6	SW	7	9	21	4	49.7168	-112.8380	12N	367506	5508760	1972	107102			
S822	924	7 ST N	N	924.7 ST N	6212GP	1	49	3	SW	7	9	21	4	49.7139	-112.8371	12N	367563	5508438	1961	107103			
S823	1029	7 ST N	N	1029.7 ST N	6212GP	2	16	3	SW	7	9	21	4	49.7148	-112.8365	12N	367607	5508538	1945	107104			
S824	1123	7 ST N	N	1123.7 ST N	6212GP	2	21	3	SW	7	9	21	4	49.7157	-112.8365	12N	367614	5508637	1961	107105			
S825	1302	STAFFORD DR	N	302. STAFFORD DR	6142GY	3	10	7	SE	7	9	21	4	49.7167	-112.8330	12N	367871	5508747	1973	107106			
S826	419	VENTURA RD N	N	419. VENTURA RD N	7712JK	3	4	3	SW	7	9	21	4	49.7153	-112.8405	12N	367323	5508598	1971	107107			
S827	427	VENTURA RD N	N	427. VENTURA RD N	7712JK	3	2	3	SW	7	9	21	4	49.7153	-112.8401	12N	367355	5508603	1971	107108			
S828	1818	3 AVE S	S	1818.3 AVE S	1082JK	89	B	14	NW	32	8	21	4	49.6961	-112.8151	12N	369101	5506427	1953	107109			
S829	1900	3 AVE S	S	1900.3 AVE S	811082A	89	1	14	NW	32	8	21	4	49.6961	-112.8143	12N	369163	5506424	1952	107110			
S830	312	16 ST S	S	312.16 ST S	4353S	92	12-13	13	NW	32	8	21	4	49.6959	-112.8194	12N	368794	5506404	1940	107111			
S831	1508	9 AVE S	S	1508.9 AVE S	5337Y	-	4-7	3	SW	32	8	21	4	49.6864	-112.8202	12N	368708	5505351	1953	107112			
S832	2002	9 AVE S	S	2002.9 AVE S	2697GE	4	1	2	SE	32	8	21	4	49.6864	-112.8128	12N	369244	5505337	1950	107113			
S833	2305	9 AVE S	S	2305.9 AVE S	3648HA	1	20	2	SE	32	8	21	4	49.6869	-112.8081	12N	369582	5505385	1957	107114			
S834	1421	10 AVE S	S	1421.10 AVE S	3243FL	-	1	3	SW	32	8	21	4	49.6841	-112.8213	12N	368622	5505099	1945	107115			
S835	1802	10 AVE S	S	1802.10 AVE S	3371GE	1	1,2	14	NW	29	8	21	4	49.6835	-112.8153	12N	369051	5505022	1962	107116			
S836	2009	10 AVE S	S	2009.10 AVE S	2697GE	3	3	2	SE	32	8	21	4	49.6840	-112.8124	12N	369265	5505078	1950	107117			
S837	2105	10A AVE S	S	2105.10A AVE S	2996GT	1	32	15	NE	29	8	21	4	49.6831	-112.8110	12N	369363	5504966	1956	107118			
S838	1707	11 AVE S	S	1707.11 AVE S	632S	H	28-29	14	NW	29	8	21	4	49.6815	112.8180	12N	368848	5504815	1950	107119			
S839	1713	11 AVE S	S	1713.11 AVE S	632S	H	32-33	14	NW	29	8	21	4	49.6816	-112.8176	12N	368881	5504815	1950	107120			
S840	2402	11 AVE S	S	2402.11 AVE S	2006GW	1	1-3	16	NE	29	8	21	4	49.6816	-112.8070	12N	369648	5504801	1956	107121			
S841	2405	12 AVE S	S	2405.12 AVE S	2006GW	2	1-6	16	NE	29	8	21	4	49.6803	-112.8069	12N	369655	5504649	1957	107122			
S842	801	13 ST S	S	801.13 ST S	961AA	-	5,6	5	SW	32	8	21	4	49.6881	-112.8237	12N	368458	5505547	1943	107123			
S843	629	18 ST S	S	629.18 ST S	4353S	128	42-44	6	SW	32	8	21	4	49.6904	-112.8158	12N	369036	5505793	1949	107124			
S844	636	18 ST S	S	636.18 ST S	4353S	127	24-26	6	SW	32	8	21	4	49.6901	-112.8156	12N	368976	5505761	1949	107125			

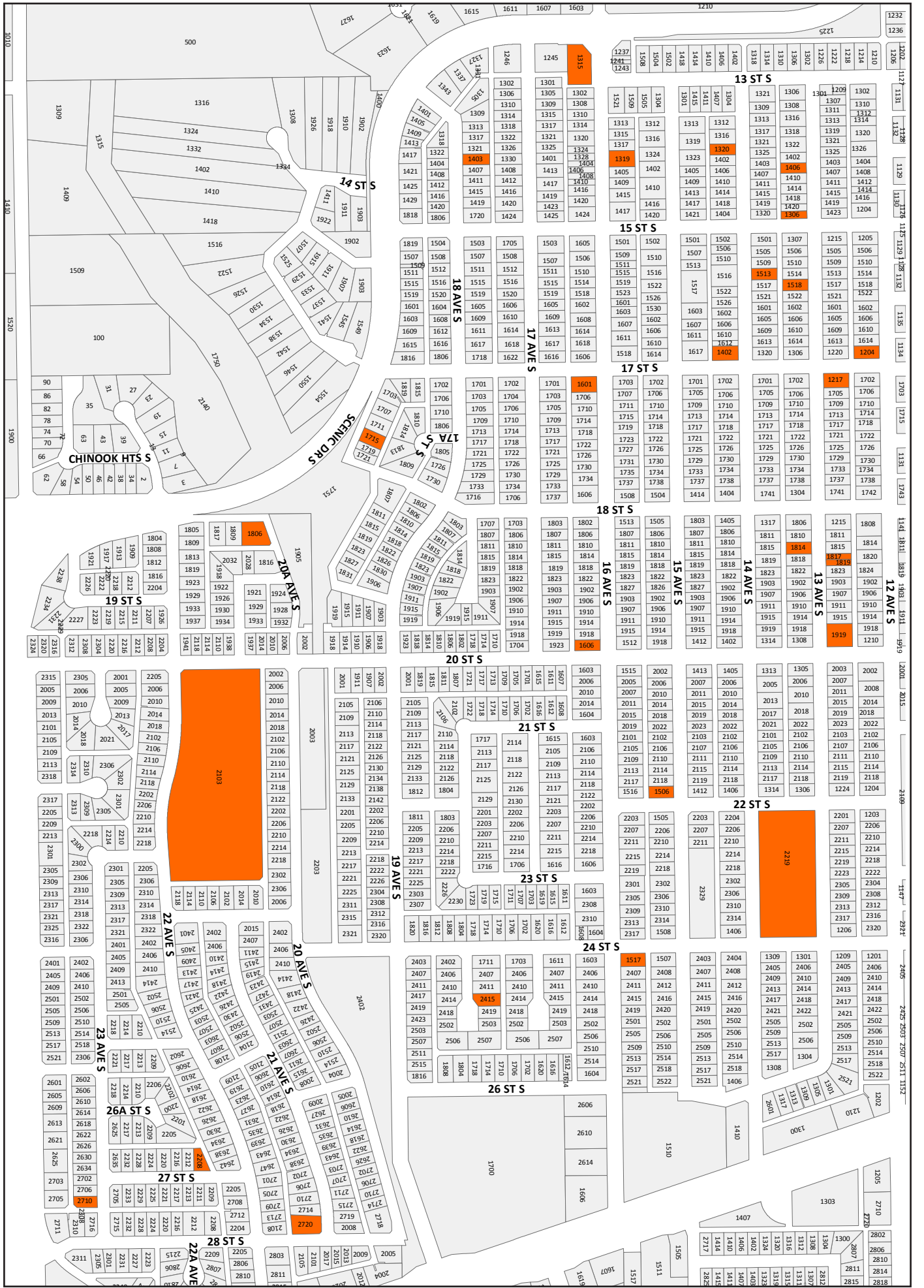
APPENDIX A

City of Lethbridge - 2016 Heritage Survey

#	SITE NAME	CIVIC ADDRESS			CURRENT LEGAL			ATS				GPS			UTM		DATE OF CONSTRUCTION	HERITAGE SURVEY #				
		Number	Street Name	Type	Area	Written	Plan	Block	Lot	LSD	Qtr	Sec	Twp	Rge	West	Latitude			Longitude	Zone	Easting	Northing
VP15	Residence	615	20	ST	S	615 20 ST S	43535	130	50-52	10	NE	32	8	21	4	49.6910	-112.8126	12N	369266	5505848	1950	107126
VP16	Residence	623	20	ST	S	623 20 ST S	43535	130	46.47	7	SE	32	8	21	4	49.6906	-112.8126	12N	369265	5505812	1949	107127
VP17	Schwalder Residence	924	21	ST	S	924 21 ST S	26976E	4	8	2	SE	32	8	21	4	49.6857	-112.8119	12N	369306	5505256	1950	107128
VP18	Gordon Residence	1147	23	ST	S	1127 23 ST S	78868N	7	7	15	NE	29	8	21	4	49.6808	-112.8093	12N	369554	5504712	1953	107129
VP19	Residence	1123	23	ST	S	1143 23 ST S	78868N	7	11	15	NE	29	8	21	4	49.6803	-112.8083	12N	369549	5504654	1953	107130
WM01	Cranny Residence	1819	2	AVE	N	1819 2 AVE N	8183AU	-	9-11	3	SW	5	9	21	4	49.7008	-112.8159	12N	369058	5506943	1966	107131
WM02	Frank Residence	1815	5	AVE	N	1815 5 AVE N	5347FV	-	33	11	NW	5	9	21	4	49.7059	-112.8161	12N	369055	5507509	1950	107132
WM03	Residence	1330	5A	AVE	N	1330 5A AVE N	7625FS	-	36	12	NW	5	9	21	4	49.7064	-112.8224	12N	368605	5507576	1951	107133
WM04	Celotti Residence	1501	6	AVE	N	1501 6 AVE N	3903FW	-	27	12	NW	5	9	21	4	49.7076	-112.8211	12N	368698	5507716	1948	107134
WM05	Triska Residence	1721	6	AVE	N	1721 6 AVE N	3842S	-	118,119	11	NW	5	9	21	4	49.7076	-112.8172	12N	368880	5507708	1947	107135
WM06	Residence	2210	6	AVE	N	2210 6 AVE N	224HV	2	8	10	NE	5	9	21	4	49.7072	-112.8095	12N	369540	5507645	1960	107136
WM07	Residence	1505	6A	AVE	N	1505 6A AVE N	3903FW	-	17,18	12	NW	5	9	21	4	49.7085	-112.8209	12N	368718	5507813	1948	107137
WM08	Residence	1807	6A	AVE	N	1807 6A AVE N	3842S	-	54,55	11	NW	5	9	21	4	49.7085	-112.8166	12N	369029	5507803	1949	107138
WM09	Church of Jesus Christ of Latter-day Saints	2213	6A	AVE	N	2213 6A AVE N	1747JK	2	2	10	NE	5	9	21	4	49.7087	-112.8092	12N	369561	5507812	1964	107139
WM10	Residence	1825	7	AVE	N	1825 7 AVE N	6365AA	-	3,4	14	NW	5	9	21	4	49.7094	-112.8156	12N	369102	5507897	1937	107140
WM11	Guzowski Residence	1821	8	AVE	N	1821 8 AVE N	8186AU	-	9-11	14	NW	5	9	21	4	49.7112	-112.8149	12N	369160	5508097	1955	107141
WM12	Jehovah Witnesses Kingdom Hall	125	13	ST	N	125 13 ST N	625C	A	X	4	SW	5	9	21	4	49.7000	-112.8238	12N	368485	5506877	1952	107142
WM13	Residence	732	14	ST	N	732 14 ST N	406R	163	7,8	13	NW	5	9	21	4	49.7104	-112.8229	12N	368576	5508028	1942	107143
WM14	Andrusiw Residence	814	16	ST	N	814 16 ST N	406R	166	21,22	13	NW	5	9	21	4	49.7115	-112.8201	12N	368781	5508149	1955	107144
WM15	Welsh Residence	622	17	ST	N	622 17 ST N	9310669	7	11A	12	NW	5	9	21	4	49.7083	-112.8187	12N	368878	5507782	1940	107145
WM16	Duplex	118	18	ST	N	118 18 ST N	7570HA	2	11	3	SW	5	9	21	4	49.6994	-112.8174	12N	368947	5506795	1968	107146
WM17	Residence	610	20	ST	N	610 20 ST N	192A	2	43,44	11	NW	5	9	21	4	49.7076	-112.8130	12N	369288	5507700	1958	107147
WM18	Residence	605	21	ST	N	605 21 ST N	224HV	1	25	10	NE	5	9	21	4	49.7077	-112.8114	12N	369398	5507711	1960	107148
WM19	Bethel Baptist Church	716	23	ST	N	716 23 ST N	4591JK	2	1	15	NE	5	9	21	4	49.7094	-112.8088	12N	369592	5507888	1963	107149

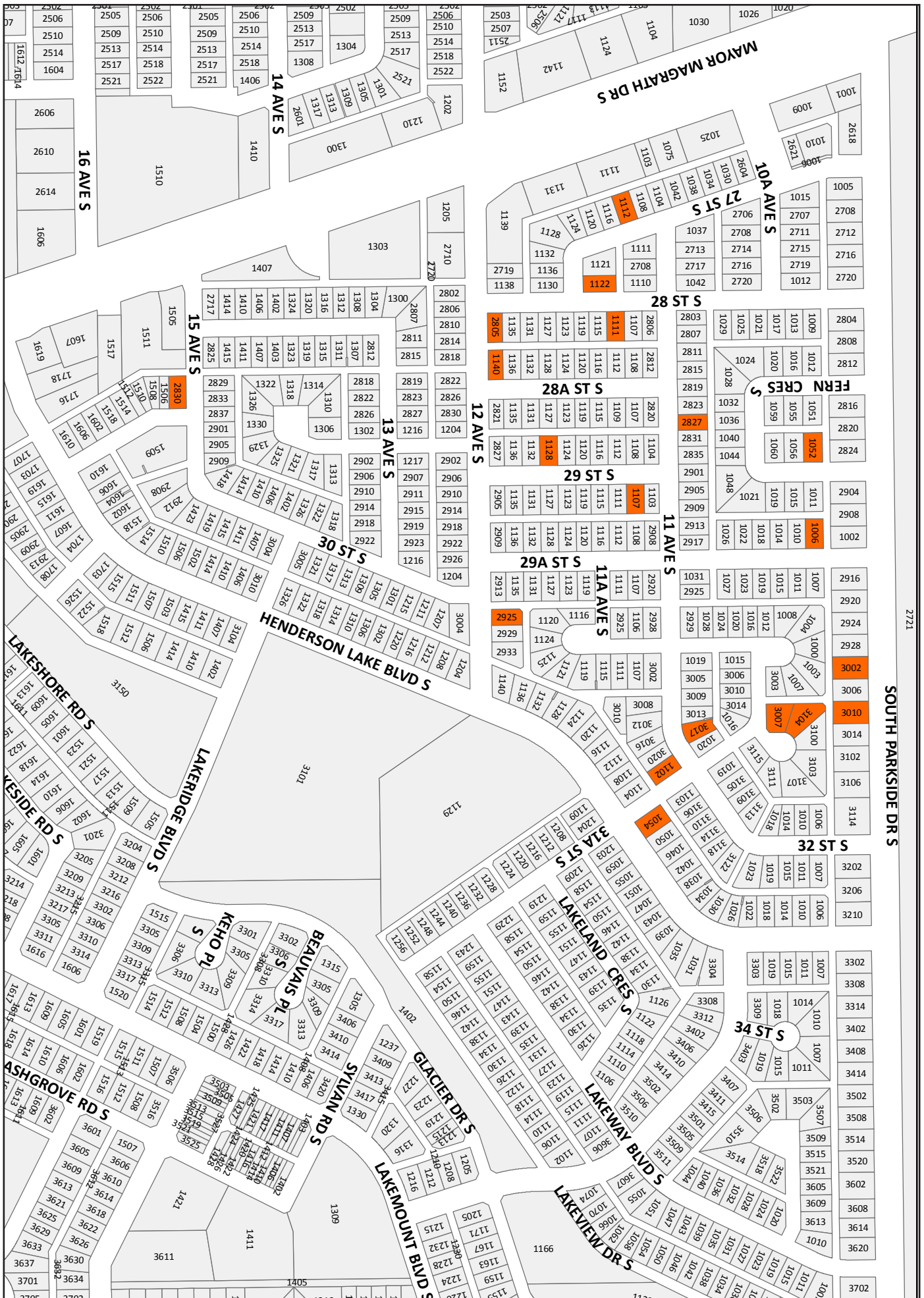
Appendix B

VISUAL DISTRIBUTION OF HERITAGE SURVEY SITES BY NEIGHBOURHOOD









2721

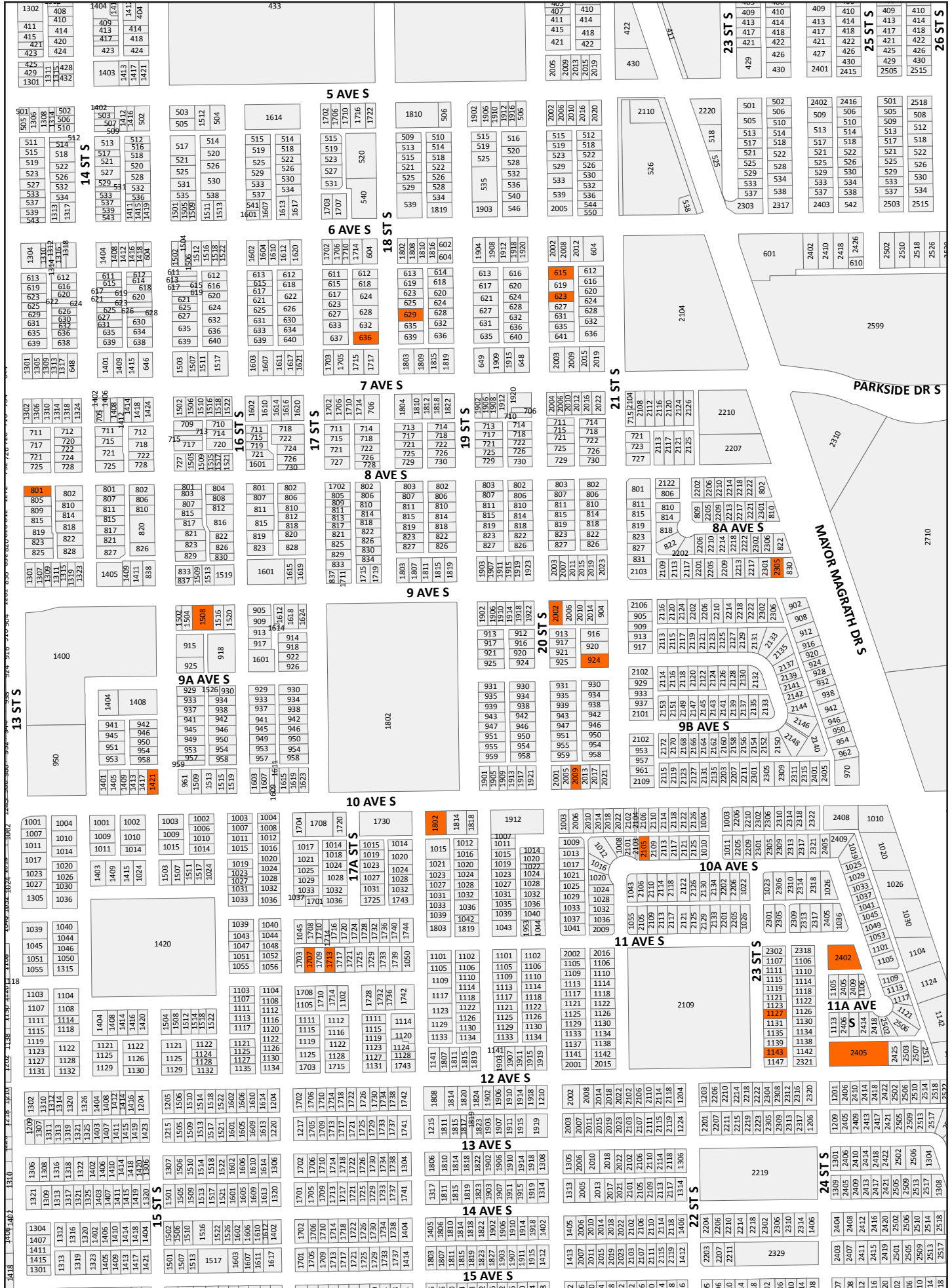
SOUTH PARKSIDE DR S



UPPER EASTSIDE



VICTORIA PARK



14 ST S

5 AVE S

6 AVE S

7 AVE S

8 AVE S

9 AVE S

10 AVE S

11 AVE S

12 AVE S

13 AVE S

18 ST S

16 ST S

17 ST S

19 ST S

20 ST S

21 ST S

22 ST S

23 ST S

25 ST S

26 ST S

PARKSIDE DR S

MAJOR MAGRATH DR S

8A AVE S

9B AVE S

11A AVE

24 ST S

25 ST S

26 ST S

