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2010
Jeff Mulligan, Mayor
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1.0 INTRODUCTION

1.1 What is the Municipal Development Plan?

A Municipal Development Plan (MDP) is a statutory document required by the Province of Alberta as specified by the Municipal Government Act (MGA). The MDP is intended to guide the growth and development of the City of Lloydminster over a 20-year planning time frame from 2013-2032 during which time the population is expected to increase to approximately 50,000 people. The MDP will provide direction for the preparation of Area Structure Plans (ASP) and Area Redevelopment Plans (ARP) throughout Lloydminster. It will also provide the underlying philosophy and guidance for the Land Use Bylaw (LUB). The required components of an MDP are outlined in Section 632 of the MGA.
1.2 The Lloydminster Charter

Given Lloydminster’s unique bi-provincial situation, the authority to govern the City is determined by *The Lloydminster Charter*. Planning matters in Lloydminster follow the Alberta *Municipal Government Act* (MGA) except for matters related to subdivision and replotting of lands located within the Province of Saskatchewan.

1.3 Enabling Legislation

**Pursuant to Section 632 of the MGA:**

(1) A council of a municipality with a population of 3500 or more must by bylaw adopt a municipal development plan.

(2) A council of a municipality with a population of less than 3500 may adopt a municipal development plan.

(3) A municipal development plan

   (a) must address

      (i) the future land use within the municipality,

      (ii) the manner of and the proposals for future development in the municipality,

      (iii) the co-ordination of land use, future growth patterns and other infrastructure with adjacent municipalities if there is no intermunicipal development plan with respect to those matters in those municipalities,

      (iv) the provision of the required transportation systems either generally or specifically within the municipality and in relation to adjacent municipalities, and

      (v) the provision of municipal services and facilities either generally or specifically,

   (b) may address

      (i) proposals for the financing and programming of municipal infrastructure,

      (ii) the co-ordination of municipal programs relating to the physical, social and economic development of the municipality,

      (iii) environmental matters within the municipality,

      (iv) the financial resources of the municipality,

      (v) the economic development of the municipality, and

      (vi) any other matter relating to the physical, social or economic development of the municipality,

   (c) may contain statements regarding the municipality’s development constraints, including the results of any development studies and impact analysis, and goals, objectives, targets, planning policies and corporate strategies,

   (d) must contain policies compatible with the subdivision and development regulations to provide guidance on the type and location of land uses adjacent to sour gas facilities,

   (e) must contain policies respecting the provision of municipal, school or municipal and school reserves, including but not limited to the need for, amount of and allocation of those reserves and the identification of school requirements in consultation with affected school boards, and
1.4 Alberta Land-use Framework

The purpose of the Alberta Land-use Framework is to manage growth and to sustain the province’s growing economy, but balance it with Alberta’s social and environmental goals. The Alberta Land-use Framework sets out an approach to manage public and private lands and natural resources to achieve long-term economic, environmental and social goals. It provides a blueprint for land-use management and decision-making that addresses Alberta’s growth pressures. The Alberta Land-use Framework is about Smart Growth. Future land-use decisions will need to be consistent with regional plans. The Alberta Land-use Framework consists of seven basic strategies to improve land-use decision-making in Alberta:

**Strategy 1:** Develop seven regional land-use plans based on seven new land-use regions.

**Strategy 2:** Create a Land-use Secretariat and establish a Regional Advisory Council for each region.

**Strategy 3:** Cumulative effects management will be used at the regional level to manage the impacts of development on land, water and air.

**Strategy 4:** Develop a strategy for conservation and stewardship on private and public lands.

**Strategy 5:** Promote efficient use of land to reduce the footprint of human activities on Alberta’s landscape.

**Strategy 6:** Establish an information, monitoring and knowledge system to contribute to continuous improvement of land-use planning and decision-making.

**Strategy 7:** Inclusion of aboriginal people in land-use planning.

Lloydminster is part of the North Saskatchewan Regional Plan Area. This plan is set to begin review in 2013.
1.5 Aligning with Lloydminster’s Other Plans

Prior to the preparation and adoption of this Municipal Development Plan (MDP) in accordance with Alberta Municipal Government Act (MGA), the City of Lloydminster had in place an Official Community Plan (OCP), Plan Lloydminster (Bylaw 30-2000) which was prepared in accordance with the Saskatchewan Planning and Development Act, 2007 (PDA).

The City of Lloydminster initiated the e[Lloydminster process in August, 2010 to review and update its Official Community Plan (OCP). This undertaking is in response to rapid growth and development pressures in Lloydminster as well as a legislation change in The Lloydminster Charter, requiring the City to adopt a Municipal Development Plan (MDP). The four e’s in e[Lloydminster embody the City’s goal for this process which is to engage, energize, execute and evolve.

Figure 1: Hierarchy of Planning Documents on the following page depicts the hierarchical relationship between planning documents. The MDP is influenced by the guiding vision of City Council’s Strategic Plan and is supported by integrated and complementary pillar documents.

Strategic Objectives and Core Strategies

These are the: (1) Master Plans which guide stormwater, water, sanitary, sewer and transportation planning; and (2) the Integrated Community Sustainability Plan (ICSP), which considers social, cultural, environmental and governance imperatives to meet sustainable community development. Collectively these documents guide and support the decision making of City Council and the City’s Internal Departments.

The broad goals and policies contained within these documents communicate the City’s integrated, long range growth development strategy. These goals and policies assist City decision makers with long-term considerations including policy changes, land use planning and capital improvements.

1. Financial — Growing Our Economy
   Optimize our geographical advantage, partnerships and incentives to attract businesses and people, plan and set targets to achieve growth, and provide industry-leading value and affordable services.

2. People — Pursuing Operational Excellence
   Provide an environment which promotes value, respect, accountability, operational excellence and outstanding communication.

3. Customer Service / Organic Growth — Serving the Community
   At the City of Lloydminster we are proud of self, proud of our City and committed to service excellence.

4. Strategic / Non-Traditional Growth — Growing Together
   The City of Lloydminster promotes a culture of innovation and leadership that fosters economic regional growth through strategies, partnerships and initiatives.

5. Governance — Leading Effectively
   We will create and develop enabling, relevant and current policy.
Figure 1: Hierarchy of Planning Documents
1.6 How the Municipal Development Plan was Prepared

The MDP will guide future development, land use and growth while reflecting the vision, goals and objectives of City Council, City Council’s Strategic Plan and public interests. The Lloydminster process will ultimately result in a plan that respects local character while supporting sustainable growth, diversifying the local economy, enhancing agricultural roots, protecting the environment and creating a more balanced community. An Advisory Committee was formed to provide input at key milestones in the process.

Community Consultation

MDP Stakeholder Consultation Workshops (November 16th and 17th, 2010):
In November 2010, the City of Lloydminster mailed notification letters to selected stakeholders informing them of the planning process and inviting participation in workshops to identify issues and opportunities related to the MDP.

Vision Building Workshop with Advisory Committee (March 1st, 2011):
A Vision Building Workshop was held on March 1st, 2011 with the Advisory Committee. The purpose was to identify a shared vision for the City of Lloydminster and Strategic Priorities to achieve that vision.

Open House on the Municipal Development Plan Growth Strategy:
An Open House was held on June 6th, 2011 at Lloydminster’s City Hall to share information on the community’s existing situation and emerging trends and to review the Vision Statement and Preliminary Growth Strategy for managing future growth in Lloydminster. The Open House allowed stakeholders and the community to view displays, discuss the project with the Consulting Team and City Administration and complete a comment form on the Preliminary Growth Strategy.

Public Engagement (November 8th, 2012):
On November 8th, 2012, a Public Engagement session was held at the Lloyd Mall to share information on the draft MDP. The Public Engagement session allowed the community to view displays and discuss the project with City Administration.

Public Hearing (July 22nd, 2013):
A Public Hearing was held on July 22nd, 2013 at Lloydminster City Hall for final approval of the MDP.

1.7 Organization of the Plan

The Municipal Development Plan (MDP) for the City of Lloydminster is organized into three major parts:

**Sections 1.0 and 2.0 — OVERVIEW:** Includes Sections 1 and 2 containing the introduction, purpose, legal basis for the Plan, historical overview, the vision and guiding principles.

**Sections 3.0 - 15.0 — THE VISION, GOALS, OBJECTIVES AND POLICIES:** Contains the Vision for Lloydminster as well as the goals, objectives and policies adopted by Council to direct the future physical, social and economic development of the City.

**Section 16.0 — IMPLEMENTATION:** Describes the mechanisms and instruments available to Council to implement the policies contained in the Plan.
1.8 Plan Interpretation

Compliance with policies in this Plan shall be interpreted and applied as follows:

- ‘shall’ – means mandatory compliance
- ‘should’ – means compliance in principle but is subject to the discretion of the Approving Authority where compliance is impracticable or undesirable because of valid planning principles or circumstances unique to a specific application
- ‘may’ – means discretionary compliance or a choice in applying policy

To ensure a complete understanding of the MDP, it is recommended that the reader review the entire document and not read specific sections or policies in isolation.

Additional maps can be found in the Appendix section. They are provided for reference only and do not form part of the Bylaw 1-2013 adopting the MDP.

- Map A-1: Parks, Recreation and Proposed Trail Connections
- Map A-2: Transportation Network
- Map A-3: Water Distribution Systems
- Map A-4: Stormwater Management
- Map A-5: Sanitary Sewer Management

If any section, objective, policy, illustration, sentence, clause or phrase of this Bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, the invalid portion shall be severed and the decision that it is invalid shall not affect the validity of the remainder.
2.0 COMMUNITY CONTEXT AND EMERGING TRENDS

2.1 Regional Context

The City of Lloydminster is located on the Yellowhead Highway (Highway 16), halfway between Edmonton, Alberta and Saskatoon, Saskatchewan. Lloydminster is bounded by several rural municipalities and counties, serving a regional trading area of approximately 150,000. Refer to Figure 2: Lloydminster Trade Area and Map 1: Regional Context (page 15). Lloydminster currently is the largest economic hub between these two large urban centres and is renowned nationwide for its entrepreneurial opportunities and welcoming business environment. Economic prosperity has allowed the City of Lloydminster to establish a multitude of recreational and cultural facilities, positioning the City as the primary destination for recreation, retail and social activity in between Edmonton and Saskatoon.

2.2 Historical Development

The Lloydminster area was first settled in April, 1903 with the arrival of the Barr Colonists from England. The leader of the colonists was Reverend George E. Lloyd. The name of the City was derived from Reverend Lloyd and “minster”, or “mother church” to form Lloydminster.

Located on the Fourth Meridian in the Northwest Territories, the hamlet of Lloydminster was established as a village in the Northwest Territories on November 30th, 1903.

The Village of Lloydminster found itself partly in Alberta and partly in Saskatchewan when the Fourth Meridian was selected as the provincial boundary in 1905. The Alberta portion of the divided community was incorporated as a village on July 6th, 1906, with the Saskatchewan portion being incorporated as a town in April, 1907.

The two communities were amalgamated into a single municipal entity, the Town of Lloydminster, by an Order-in-Council of both provinces on May 20th, 1930. On January 1st, 1958, the Town of Lloydminster received its Charter as the City of Lloydminster.

The City operates under The Lloydminster Charter which generally follows the Province of Alberta’s legislation (Municipal Government Act). Some programs operate under dual provincial legislation, such as land title subdivision and provincial programs.

The following section highlights the chronological historical development of Lloydminster from 1903 to the mid-2000’s:

1903 Reverend Isaac Barr arrives with colonists from Britain to create a settlement along a new railway line proposed by the Canadian Northern Railway between Battleford and Edmonton. The survey stakes used to delineate the position of the settlement in the Dominion Land Survey system were made of wood and easily destroyed by prairie fires. Their replacements, made of iron, would later become the inspiration for current-day border markers.

Lloydminster, Alberta: Lloydminster Economic Development Corporation.

Lloydminster, Alberta: Foster Learning Inc.
Map 1: Regional Context

City of Lloydminster

Infrastructure Services

The City of Lloydminster

Drawn by: TH
Date: May 7, 2012
Drawing #: 1
1903 Lloydminster officially becomes recognized as a village in the Northwest Territories. The name of the village was taken from the leader of the town Reverend G.E. Lloyd, who insisted on appending the word “minster”, which means “mother church.”

1905 The Federal Government creates the provinces of Saskatchewan and Alberta, dividing the Northwest Territories along the Fourth Meridian. At this time, the Town of Lloydminster was bisected by the newly created provincial boundary, establishing a separate municipality in each province.

1905 The Canadian Northern Railway arrives in the newly renamed Town of Lloydminster in 1905, directly connecting Lloydminster with Edmonton and Saskatoon.

1905 Lloydminster builds its first permanent, dedicated school structure.

1907 The newly created Town of Lloydminster, Saskatchewan and Village of Lloydminster, Alberta attempt to amalgamate under the provincial jurisdiction of Saskatchewan. The motion was unsuccessful.

1912 The first hospital building in Lloydminster is built, opening with 10 beds. It is soon replaced by the Lloydminster Municipal Hospital, built in 1917.

1929 A savage fire erupts in downtown Lloydminster destroying 53 businesses and causing over 1 million dollars’ worth of damage. This fire would eventually become known as “The Great Lloydminster Fire.”

1930 The Lloydminster Municipal Amalgamation Act is drafted and approved in 1930, successfully uniting the Town and Village of Lloydminster under one municipal authority, but in two provincial jurisdictions.

1946 Husky Oil builds a refinery on the outskirts of town.

1956 Lloydminster Municipal Hospital undergoes significant expansion, increasing to 92 beds.

1988 Lloydminster’s newest hospital is built, with the old historic hospital structures being completely demolished.

1990 The Lloydminster Tourism and Convention Authority hires a consulting firm to prepare a design for their Border Marker Committee. The final proposal of the firm includes five one hundred foot markers to be placed along 44th Street and 50th Avenue to represent the original markers used by Dominion land surveyors to delineate the original border.

2.3 Historic and Projected Population

The City of Lloydminster is projected to experience a period of unprecedented population growth in the next twenty years. This will have substantial impacts on the urban form of the City and the capacity of infrastructure and administration to continue providing (or improving) the quality of life for all residents in the future. According to the City of Lloydminster Growth Study, 2009 the population of Lloydminster has been projected to double during the twenty year lifetime of the Municipal Development Plan (MDP). It is vitally important that this substantial population growth be accommodated in the most environmentally, economically and socially responsible manner possible.

The 2009 Municipal Census identified Lloydminster’s population in 2009 as 26,502. The City has experienced historic growth over the past three decades, where Lloydminster has grown steadily with an average growth rate of approximately 2.9% annually. In order to project population growth into the future, Growth Study, 2009 has assumed that the City will grow at a rate ranging between 3.2% and 4.0% compounded annually. Given these assumptions, Growth Study, 2009 finds that the population of Lloydminster by 2030 will be approximately 51,260.
An alternative approach to population projections is to consider future growth rates based on three different scenarios: current trend, medium growth and high growth. This assumes that the level of employment needed will maintain or increase in-migration rates. Based on the current trend and the Growth Study, 2009, these three scenarios are presented in Figure 3: Lloydminster Growth Projections using growth rates of 2.9%, 3.2% and 4.0%.

To guide the City towards developing in the most efficient and optimal manner possible, several opportunities and challenges have been identified. These should be capitalized upon or addressed as a means of achieving the Vision for Lloydminster in 2032 (See Chapter 3.0).

Table 1: Population Projections 2015—2055
Source: City of Lloydminster Growth Study, 2009

<table>
<thead>
<tr>
<th>Year</th>
<th>Saskatchewan</th>
<th>Alberta</th>
<th>Total</th>
<th>Period Growth Rate</th>
<th>Annual Growth Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>10,345</td>
<td>21,243</td>
<td>31,588</td>
<td>19.2%</td>
<td>3.2%</td>
</tr>
<tr>
<td>2020</td>
<td>11,511</td>
<td>25,084</td>
<td>36,596</td>
<td>19.2%</td>
<td>3.2%</td>
</tr>
<tr>
<td>2030</td>
<td>14,254</td>
<td>34,976</td>
<td>51,260</td>
<td>40.1%</td>
<td>4.0%</td>
</tr>
<tr>
<td>2045</td>
<td>19,641</td>
<td>57,586</td>
<td>77,227</td>
<td>50.7%</td>
<td>3.4%</td>
</tr>
<tr>
<td>2055</td>
<td>24,230</td>
<td>80,293</td>
<td>104,613</td>
<td>35.5%</td>
<td>3.5%</td>
</tr>
</tbody>
</table>

Figure 3: Lloydminster Growth Projections
Source: Armin A. Preiksaitis & Associates Ltd. (PairoPlan)
2.4 Land Requirements

Non-Residential Land Requirements

According to the Growth Study, 2009 Lloydminster has a limited supply of future non-residential lands within municipal boundaries. The combined consumption of industrial and commercial lands in Lloydminster equates to 312 hectares (770 acres) in the past 30 years or approximately 10.4 hectares (26 acres) annually. Based on the same consumption rate, Lloydminster will need another five (5) sections of land in the next 30 years for these land uses.

While Lloydminster does not have any commercial land reserves, there is ample land reserve identified for a mix of industrial and commercial uses. The Growth Study, 2009 identifies that there is enough non-residential land within the municipal boundaries to meet the demand for the next 74 years. Lloydminster has also identified non-residential lands in the Intermunicipal Planning Areas to meet the demand for an additional 69 years. Most of the non-residential land reserves currently within the municipal boundaries are located in the northwest and northeast quadrants.

Residential Land Requirements

Based on the population projections, it is anticipated that there will be a significant demand for land from within and outside of the municipal boundaries. Lloydminster currently has a residential land reserve of 521 hectares (1,262 acres) and has further identified 1,663 hectares (4,110 acres) within the Intermunicipal Development Plan and Urban Expansion Areas. The breakup of these lands is:

- Residential land reserve in the Alberta portion of the City (2009): 271 hectares (670 acres)
- Residential land reserve in the Saskatchewan portion of the City (2009): 240 hectares (592 acres)
- Alberta Intermunicipal Development Plan Urban Expansion Area (outside City limits): 1,663 hectares (4,110 acres)

For the purposes of forecasting future residential land requirement, the Growth Study, 2009 assumes an average net density of 17 units per hectare and an average household size of 3 people. These assumptions are based on historical development trends observed in Lloydminster. An additional 35% is added to the residential land requirement to account for neighbourhood amenities such as roads, open spaces, parks, neighbourhood commercial and institutional land uses.

Based on the population projections, the City can anticipate that by 2032 Lloydminster’s additional residential growth will consume between 641 hectares (1,584 acres) to 1,010 hectares (2,495 acres). This exceeds the residential land reserve of 520.71 hectares (1,287 acres) that are currently within the City limits, hence requiring expansion to the fringe areas already established in the Intermunicipal Development Plan (IDP) Urban Expansion Area.

2.5 Emerging Trends

As directed by the Advisory Committee and extensive public consultation, the MDP embraces and strategically integrates specific components of emerging trends and best practices in development and built form. As a theoretical basis or foundation for the formation of policy within this document, the MDP has embraced particular tenets of contemporary thought and practice in order to develop in the most sustainable and responsible manner possible as it is understood today. The primary trends and concepts relating to development and built form which have been embraced by the City of Lloydminster to inform future development are described on the following pages.
2.5.1 Understanding Sustainability

The 1987 Brundtland Commission defined sustainable development as “living in a way that meets our needs without undermining the ability of our children and our children’s children to meet their needs.” Highly-interrelated challenges such as climate change, economic and ecosystem decline and land degradation resist easy solutions. Yet they cannot be addressed in isolation and possess an extensive range of causal factors. An integrated systems approach embraces a holistic perspective, examining relationships and interconnections, and seeking integrative solutions. Lloydminster’s Integrated Community Sustainability Plan (ICSP) applies a systems approach through its integrated definition of sustainability. It also examines through a lens consisting of social, cultural, environmental, economic and governance dimensions.

To be sustainable, we must acknowledge that rates of renewable and nonrenewable resource use are not boundless. We must recognize the implications to the natural system due to our current consumption behaviours. A sustainable community is one that sustains its quality of life and accommodates growth and change by balancing long-term economic, environmental and social needs. This plan recognizes the following principles in building a community with a sustainable quality of life:

- Economic diversity, economic security and fiscal responsibility;
- Environmental protection and stewardship;
- Equity in land use decisions and a fair distribution of community services;
- Efficient use of land, infrastructure and other resources in managing, accommodating growth and change; and
- Decision making based on public consultation.

Another way of assessing sustainability is by measuring our ecological footprint, which is a measure of the amount of biologically productive land and sea area required to sustain current resource consumption levels and wastes discharged by the population. In 2010, the average Albertan’s ecological footprint was 9 hectares and is forecasted to reach 12 hectares by 2025. Not only is this 21% larger than the Canadian average, but by this measure, for everyone to consume as the Albertans do, we would need five planets.

2.5.2 Smart Growth and Sustainable Development

Sustainable development, when specifically applied to planning and developing communities, is referred to as Smart Growth. Smart Growth aims to create integrated communities that are able to meet economic, social and environmental requirements over the long-term. Building a sustainable community involves a more holistic approach compared to traditional development practices, and focuses on the interplay between design, construction and operations. A sustainable community is characterized by:

- Higher density development so land and existing infrastructure are used efficiently, supporting public transit;
- A mix of land uses including residential, commercial and office uses;
- A range of housing types to accommodate a mix of age and income groups;
- The street pattern is a grid or modified grid, street widths and on-street parking are reduced; private residential garages are accessed via rear alleys; and transit, walking and cycling are promoted;
- A pathway/trail system for use by pedestrians and cyclists;
- A dispersed network of parks, open spaces and public squares, with linkages to a trail system, to meet a diverse range of recreational needs and facilitate informal social interaction;
• The preservation and conservation of natural resources (storm-ponds, drainage courses, tree stands, agricultural land, etc.) and, when feasible, the incorporation of alternative and innovative design solutions and mechanical systems; and
• The minimization of adverse climatic effects by taking advantage of local conditions and incorporating landscaping and properly orienting buildings.

2.5.3 Intensification and Redevelopment

Land intensification and redevelopment initiatives are increasingly being regarded as necessary planning and development measures. In order to contend with a dwindling supply of developable land and rising infrastructure and site servicing costs, intensification and redevelopment initiatives can encourage the following; innovation in site design and architecture, encourage the use of transit as well as help revitalize neighbourhoods, increase the tax base, stimulate investment and redevelopment on adjacent properties.

2.5.4 Urban Villages

The urban village concept emerged in response to sprawling patterns of development that were seen as clearly unsustainable in terms of future urban growth patterns. This concept was brought about as a method of combating the need to travel increasingly long distances for basic services and amenities and the impact of private automobiles on the environment. Urban villages provide alternative solutions to serve the needs of our changing pattern of society and the opportunities offered by new technology while providing a higher and more sustainable quality of life for citizens.

The urban village concept is typically designed around central communal spaces and services and incorporates a mix of land uses as well as high urban design standards applied to the public realm. Densities are generally higher than typical suburban areas and services like corner stores, schools and other amenities located within walking distance of homes, provide important opportunities for informal social interaction and help foster a sense of community.

2.5.5 Sustainability for Lloydminster

In a sustainable Lloydminster, governance structures are participative and inclusive, the economy is strong, social needs of all are met, a strong cultural scene breeds creativity and innovation, and environmental constraints are respected so that a healthy ecosystem is protected. This definition connects environmental, governance, social, cultural and economic dimensions together into a single lens with which to view and disseminate connected ideas, and more effectively plan for present and future generations. These dimensions are suggested by the Alberta Urban Municipalities Association (AUMA) and consistent with the broader literature on community sustainability. By linking these different dimensions into a single interconnected lens, the impact of each dimension on the other can be better understood and we can better address the system interactions of our complex challenges. Lloydminster’s Integrated Community Sustainability Plan (ICSP) further explores this topic, including opportunities, challenges and action strategies.

2.6 What We Heard from Stakeholders and the Public

The following is a synopsis of issues and opportunities that should be addressed in the Municipal Development Plan (MDP) as identified by the public and stakeholders:

Residential Development:
• Integrated, walkable, higher density and mixed use residential development;
• Attainable starter/senior housing; and
• More parks, green space and recreational facilities.
Commercial Development:
- Strengthen local businesses;
- Development of more commercial sites on the Saskatchewan side of the City;
- Maintain business friendly policy and regulations to encourage local businesses; and
- Downtown development and expansion.

Industrial Development:
- Locate industrial uses away from residential areas in designated, well-buffered and segregated areas;
- Consider creating industrial zones that do not require fully serviced lots for industry that is not manufacturing products; and
- Re-route industrial operation trucks outside of the City since truck traffic along Highway 16 is creating significant issues with residents.

Environmental Management:
- Support current waste diversion programs; and
- Provide incentives for sustainable development.

Parks, Recreation, Open Space and Trail Development:
- Maximize the value of parks and open space by integrating them with the community;
- Multi-use trail system;
- High density residential development along parks, trails, amenities and recreational facilities;
- Recreational equipment rentals in established parks;
- More multi-use recreational facilities, arenas, outdoor facilities and multi-use sports fields;
- Requirement to include parks, green space and trail systems in new developments; and
- Make better use of underutilized existing facilities to accommodate wider range of activities.

Transportation:
- Need for public transit system in the near future;
- Provide alternative routes in and out of downtown, industrial and residential areas to alleviate congestion issues;
- Review synchronization of traffic lights;
- Reduce demand on the transportation system by implementing car-pooling and public transportation initiatives;
- Improve the ability of residents to travel via bicycle or walking; and
- Improve conditions of Highway 17 by widening the roadway and establishing alternate routes.

Other Items:
- Improved opportunities for public consultation input such as town hall meetings; and
- Increase aesthetics of public space and entrances, particularly along Highway 16.
3.0 Vision and Strategic Priorities
The City of Lloydminster Municipal Development Plan (MDP) advances a vision based on broad community consultation undertaken as part of the e4 Lloydminster process. The vision statement provides an indication of the type of community residents wish Lloydminster to become over time. In combination with the set of strategic priorities, the vision helps interpret the intent of the MDP policies and make decisions on issues and developments that may not be specifically addressed in the policies.
3.1 A Vision for Lloydminster

By the year 2032, the City of Lloydminster will be a community:

- Known for its sense of history, family values, community, placemaking and its welcoming atmosphere to newcomers;
- Celebrated for its supportive environment that invests in its youth, families and seniors;
- Committed to reducing its impact on the environment by minimizing water and energy consumption;
- Which is an economic hub that drives and promotes regional development through new opportunities, innovation and entrepreneurship;
- That provides a range of community services and recreational opportunities that enhance the quality of life available to all residents;
- Which serves as a leader in its support and promotion of all levels of educational opportunities; and
- Committed to sustainable growth principles, managing land consumption in a manner that prioritizes and promotes redevelopment to existing areas.

3.2 Strategic Priorities

The following are Strategic Priorities identified for Lloydminster to achieve the vision over the next twenty years. These were used to develop the goals, objectives and policies found in the MDP.

Priority #1: Prioritize Improvements to Infrastructure

The City of Lloydminster needs to prioritize improvements to City infrastructure. This includes the connectivity of Lloydminster’s parks, open spaces and focal points, as well as embracing the City’s strategic location to enhance its role as a regional transportation hub.

Priority #2: Provide Attainable Housing Options

Stakeholders felt it critical for Lloydminster to establish housing options which are attainable and realistic for youth and seniors. This is important to ensure the retention of Lloydminster’s young, skilled population and satisfy the increased need for housing as baby-boomers continue to age.

Priority #3: Promote Education and Technology

Continue to support Lloydminster’s two school divisions (Lloydminster Public School Division and Lloydminster Catholic School Division), Lakeland College and French Immersion School through ongoing development of schools and facilities, as well as increased and sustained funding for staff and administration.

Priority #4: Encourage Expansion of Lloydminster Lakeland College and Post-Secondary Education Facilities

Encourage more robust post-secondary education environment through the expansion of Lakeland College and other post-secondary institutions within the City. Furthermore, develop and increase the availability of student housing with the City to accommodate such expansion.

Priority #5: Marketing Strategy/Branding

Promote the status of the City of Lloydminster as Canada’s Entrepreneurial Capital and build upon its reputation for being a heavy oil and natural gas knowledge centre.
Growth management is the process of accommodating growth in the community while directing the location and pattern of development in a manner that contributes to, and works towards, making the community’s future vision a reality. It also seeks to ensure that the quality of life in Lloydminster is maintained as the size of the community increases. A lack of coordinated growth management can lead to land use conflicts and inefficient servicing patterns which may compromise the City’s ability to allocate funds optimally for capital improvements and upgrades.

Urban form refers to the physical characteristics of the City, its layout and design as presented in a plan. Issues relevant to urban form include density, street patterns, major transportation routes and systems, open space systems and location of employment centres. From working with the Advisory Committee and input heard during community consultation, balanced growth is the preferred scenario to guide the physical development of Lloydminster to the year 2032. Balanced Growth is one of the core underlying concepts for the land use patterns put forward in this Plan. It relates to the creation of a functional mix of residential and non-residential land uses. This contributes to balancing the City’s tax base and providing opportunities to live and work in Lloydminster. Balanced growth shares many common ideas discussed in Section 2.5 - Emerging Trends.

GOAL
To manage growth and development in a manner that promotes sustainable planning practices and utilizes lands in an orderly, economical and beneficial manner.
4.1 Future Land Use Concept

Map 2 (Page 33): Future Land Use Concept illustrates a generalized land use framework for the City of Lloydminster that accounts for regional context, natural and future man-made constraints, historical development patterns and the most efficient and economical extension of roadways and infrastructure. The land uses identified are based on the predominant or main type of land use to be located in an area. The major land use categories shown on the map are residential, commercial, industrial, parks, open space, trails and utilities, and institutional.

It should be noted that Map 2: Future Land Use Concept is intended to serve as a land use framework to guide future land use decisions. City Administration, at their discretion, will have the ability to make minor amendments such as aligning land use edges with parcel edges. All major amendments will require Council’s approval.

The City of Lloydminster does not guarantee the map’s accuracy. All information on the map should be verified by consulting the text of the Municipal Development Plan (MDP), relevant statutory plans and the Land Use Bylaw (LUB). The following is a brief description of the proposed future land use patterns shown on Map 2: Future Land Use Concept.

Commercial

Downtown will remain the commercial and civic heart of the community. Vehicle-oriented commercial will be maintained, driven by power centres and big box retails, limited to certain areas within the City. The provision of neighbourhood level retail allows community services (i.e. – daycare, community store, small restaurant, etc.) to be introduced on a human scale, encouraging walkability and alternative transportation modes, which in turn will support the development of urban villages with their respective commercial bases.

Downtown Transition Zone

A mixed use downtown transition zone will encourage additional retail and higher density residential developments be to located within close proximity of the downtown facilitating the outward growth of the downtown core.

Residential

It is understood that residential neighbourhoods will have complementary uses such as schools, recreational facilities, parks, open space, trails and utilities, and even neighbourhood level retail opportunities within their vicinity. The Residential land use within the MDP encompasses all Residential Districts within the Land Use Bylaw (LUB).

Future Residential

Future Residential outlines potential growth areas within the City’s boundary that could be developed as residential neighbourhoods. Refer to approved Area Structure Plans (ASP) for additional detail.

Industrial

Industrial land uses will be located along major highway corridors and away from other non-industrial land uses to avoid land use conflicts. Clustering of industrial uses will facilitate the establishment of synergies between proximate existing industry, resulting in efficiencies between industrial activities and a reduction in the burden placed on the natural environment. The Industrial land use within the MDP will encompass all Industrial Districts within the LUB.

Future Industrial

Future Industrial outlines sections of the City in which potential industrial development is compatible with adjacent land uses. Refer to approved Area Structure Plans (ASP) for additional detail.
Institutional
This land use includes schools, church sites, government buildings and other institutional uses. Expanded institutional opportunities east of 40th Avenue will support the expansion of the hospital and other health care related services. Through the *Area Structure Plan* (ASP) process, future school sites and places of worship will be identified.

Parks, Open Space, Trails and Utilities
The MDP promotes the idea of continuing to link parks, greenways and multi-use trails. Public Utility Lots (PUL) and Municipal Utility (MU) parcels should be located when feasible in connection with natural feature to assist in creating a City-wide interconnected system.

Urban Expansion
Urban Expansion are areas identified as potential growth area within the City’s boundary. More detailed specific land uses will be determined through the *Area Structure Plan* (ASP) process.
4.2 Directing Growth

**OBJECTIVE 4.2**

To ensure an appropriate supply of land and infrastructure within the City boundaries which will accommodate future growth.

We direct growth to shape and improve the quality of urban life. Improvements may be directed to realize goals, like sustainable development and urban revitalization, or to address problems like housing affordability or economic decline. There are opportunities for more compact growth and intensification in Lloydminster. Average residential density is currently 17 dwelling units per hectare in the most recent growth study. Increasing this density to 20 dwelling units per net residential hectare would better facilitate the gains that greater density affords. Introducing living opportunities downtown and increasing the density of suburban areas are additional means.

Recognizing the current rapid growth in the south and west over the growth occurring in the north and east, it is important to direct more equitable growth in all directions of the City. Doing so, more efficiently addresses transportation and infrastructure needs in all parts of the City.

<table>
<thead>
<tr>
<th>POLICIES</th>
<th>The City of Lloydminster:</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.2.1 Orderly and Contiguous Development</td>
<td>Should support the development of land to ensure balanced and equitable growth in all quadrants of the City.</td>
</tr>
<tr>
<td>4.2.2 Long-Term Intensification Efforts</td>
<td>Should ensure that developing and planned neighbourhoods are completed with respect to desired density targets.</td>
</tr>
</tbody>
</table>
4.3 Integrating Transportation and Land Use Planning

**OBJECTIVE 4.3**

To encourage growth patterns that can utilize existing or planned infrastructure capacity and reduce overall travel demands.

Transportation and land use planning are interdependently tied in establishing a more sustainable urban form and should be jointly addressed. If land uses are highly segregated, we are more likely to require a car to conduct our daily activities. Therefore vehicle oriented commercial developments are more likely to occur. If a mixture of amenities are nearby however, we can use more effective transportation means. The placement of new medium to high density residential developments serves to support the expansion of alternative modes of transportation like walking, cycling and, in the future, bus routes.

**POLICIES**

<table>
<thead>
<tr>
<th><strong>4.3.1</strong> Land Use to Support Multiple Transportation Options</th>
<th>The City of Lloydminster: Should promote higher density residential and employment growth in proximity to existing or planned infrastructure which supports multiple transportation options.</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>4.3.2</strong> Redevelopment and Intensification</td>
<td>Should support redevelopment and intensification initiatives that facilitate and encourage walkability and other active modes of transportation as a primary means of mobility.</td>
</tr>
<tr>
<td><strong>4.3.3</strong> Complete Neighbourhoods</td>
<td>Should promote streetscape improvements, neighbourhood commercial, multi-use trails and recreational amenities as a means of attaining complete communities in existing, developing and planned neighbourhoods.</td>
</tr>
</tbody>
</table>
4.4 Developing Planned Neighbourhoods

**OBJECTIVE 4.4**

Ensure the provision of an adequate supply of lands appropriately located and serviced for residential, industrial and commercial purposes.

The relatively recent concept of Smart Growth reflects practices that have been successfully tested and applied for centuries. The application of Smart Growth principles can improve communities by making them better places to live, work, shop and play. By increasing the mix and density of land uses and housing, for example, a better sense of place is created, green space is preserved, ecosystem health is improved and a better quality of life for residents results. The application of Smart Growth principles aligns with the goals of sustainable development, meeting a range of economic, social, governance, environmental and cultural needs while taking a long-term approach to community planning. In Lloydminster, the application of Smart Growth principles to developing and planned neighbourhoods will enable better planning for Lloydminster’s rapid population growth.

**POLICIES**

**The City of Lloydminster:**

<table>
<thead>
<tr>
<th>4.4.1 Residential Density for New Neighbourhoods</th>
<th>Should encourage higher dwelling densities in future residential developments.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.4.2 Distribution of Public Open Space and Parks</td>
<td>Should promote the establishment of new parks and open spaces that provide connections to a continuous City-wide parks and open space network.</td>
</tr>
<tr>
<td>4.4.3 Location of Retail and Employment</td>
<td>Should support the inclusion of neighbourhood level retail and employment opportunities within developing and planned neighbourhoods which facilitate alternative modes of transportation and provide for the daily needs of the neighbourhood.</td>
</tr>
<tr>
<td>4.4.4 Phasing of New Development</td>
<td>Should encourage development in a logical and sequential manner without unnecessary fragmentation. Development shall not take place without required transportation improvements, infrastructure or community services.</td>
</tr>
</tbody>
</table>
4.5 Inner-City Neighbourhoods

OBJECTIVE 4.5

To recognize the role of existing neighbourhoods within the urban structure and integrate major new proposals into their structure.

Mature neighbourhoods are generally defined as those with a specific character, design and strong sense of place. These areas are typically identified to ensure that any new development follows the traditional character and style of the surrounding area. Low impact designs, pedestrian-friendly streetscapes and scale sensitive types of development are ideal for a mature neighbourhood. Mature neighbourhoods are established neighbourhoods, however, being an established neighbourhood does not necessarily mean it is a mature one. An established neighbourhood does not identify itself with one type of character but rather a multitude based on its diverse architec-

POLICIES

The City of Lloydminster:

<table>
<thead>
<tr>
<th>4.5.1 Neighbourhood Revitalization</th>
<th>Should support the redevelopment and residential infill that is consistent with desired density targets and improves the livability or character of the neighbourhood.</th>
</tr>
</thead>
<tbody>
<tr>
<td>4.5.2 Compatibility of Land Use</td>
<td>Should encourage redevelopment and infill initiatives that are complementary with existing structures and land uses, and do not detract from the livability or character of the neighbourhood.</td>
</tr>
</tbody>
</table>
COMPLETE, HEALTHY AND LIVABLE LLOYDMINSTER

5.0
Our social environment encompasses those elements which make up the “social fabric” of Lloydminster: sense of community, provision for social needs and a sense of safety and security. All these elements contribute to a more livable community, one which strives toward completeness and sustainability.

Related to this is the physical environment’s ability to encourage interactions through formal and informal contact with neighbours and other community members.

In Lloydminster, the social service delivery system is significantly influenced by the provincial border. Although some services are being provided by joint provincial agreements, there are many services provided by separate and/or different agencies.

**GOAL**

To be a caring and inclusive community while providing residents with a safe living environment through the effective provision of protective and emergency services.
5.1 Safety

OBJECTIVE 5.1
To support additional levels of protective services as community need increases and population growth requires.

Residents rely on the essential protective and health services provided by their local fire department, policing staff, hospital health care workers, ambulance paramedics and numerous others. As Lloydminster and its population grow, care must be taken to ensure levels of emergency and protective services correspond with population growth.

POLICIES

<table>
<thead>
<tr>
<th>5.1.1 Policing/Safer Community</th>
<th>The City of Lloydminster: Should continue to promote crime prevention through community policing, collaboration between police and community agencies and through Crime Prevention Through Environmental Design (CPTED).</th>
</tr>
</thead>
<tbody>
<tr>
<td>5.1.2 Social Issues and Land Use</td>
<td>Should support the health and well-being of Lloydminster residents through collaboration with public, private and non-profit agencies with regard to social issues in land use policy decisions.</td>
</tr>
</tbody>
</table>

5.2 Health and Wellness

OBJECTIVE 5.2
To encourage a healthy lifestyle and improve the overall health and well-being of Lloydminster’s residents and its surrounding communities.

A healthy community requires participation. It is developed through the active participation of its citizens, as volunteer representatives of a local community group or as members of the advisory committee. Social services support a greater level of equity amongst residents, strengthen social cohesion and increase the resilience of our community as a whole.
### POLICIES

#### 5.2.1 Sense of Community

The City of Lloydminster: Should invest in appropriate infrastructure and programs in established and planned neighbourhoods to ensure the following elements are present:

1. a physical environment that provides an environment where families can grow, learn and socialize;
2. community gathering spaces for leisure activities to bring together people in an environment that encourages interaction;
3. transportation options for getting to school, work and accessing daily needs;
4. opportunities for recreation, such as parks trails and open space; and
5. a range of housing choices for residents during all stages of life.

#### 5.2.2 Active Living

Should give priority to neighbourhood design that encourages active living through features that:

1. promote walkability, which is critical for reducing obesity, improving mental health and weight-related health issues;
2. reduce carbon emission to enhance air quality, which in turn reduces respiratory health problems; and
3. provide for casual social interaction, which in turn reduces stress and improves overall mental health.

#### 5.2.3 Social Services and Health Facilities

Should continue to support the Family and Community Support Services Department, Child and Family Services Authority, Community Health Services — Lloydminster, East Central Health Region and Prairie North Health Region in providing their services to the residents of Lloydminster.

#### 5.2.4 Work with Community Groups

Should work with the various cultural, theatrical and library groups to determine the needs and the best method to develop and maintain needed facilities.

#### 5.2.5 Cultural Initiatives

Should work with the private sector and orders of government to attract cultural institutions, such as art galleries, and major attractions, such as festivals and sports events, to create an arts and cultural scene in Lloydminster.
| 5.2.6 Places of Worship | Should require the need for places of worship to be addressed in *Area Structure Plans* (ASP) and *Area Redevelopment Plans* (ARP). When required, places of worship should be locate on corner sites along collector and arterial road- |
6.0 ECONOMIC DEVELOPMENT AND TOURISM
Lloydminster’s economic base includes agriculture, oil and gas, retail and service sectors serving a trade area of over 150,000 people. In 2008, the Financial Post named the City of Lloydminster as one of the top cities for small businesses in Canada. In 2010, the Canadian Federation of Business identified the City of Lloydminster as the second best Canadian city for entrepreneurs to locate.

In February of 2011, Lloydminster City Council established the Lloydminster Economic Development Corporation (LEDC) as an independent authority that would be responsible for developing and implementing economic development strategies in the City and greater Lloydminster region.

GOAL

To promote economic development and tourism to diversify the economy, attract new investment, create jobs and expand the tax base.

# 6.1 Diversification and Growth of the Economic Base

## OBJECTIVE 6.1
To prepare and implement an Economic Development Strategy.

Lloydminster’s economy has historically found success in agriculture and the oil and gas industries. This has resulted in a significant amount of investment by industry, created thousands of jobs and helped to establish the high standard of living that residents enjoy today. Achieving a more diverse economy with a range of commercial and industrial operations will help offset market fluctuations in the resource sectors, provide a solid employment and tax base for the community and ensure future economic sustainability as fossil fuel reserves decline. Looking to the future, it will be important for the City of Lloydminster to diversify into areas that build upon local strengths and linkages, and that are economically viable as well as environmentally and socially sustainable.

## POLICIES

<table>
<thead>
<tr>
<th>Number</th>
<th>Policy Description</th>
<th>The City of Lloydminster:</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.1.1</td>
<td>Economic Development Strategy</td>
<td>Should support the LEDC in carrying out its mandate to produce and implement an Economic Development Strategy to expand, diversify and sustain Lloydminster’s economy.</td>
</tr>
<tr>
<td>6.1.2</td>
<td>Economic Diversification</td>
<td>Should pursue diversification of its economic base, by planning and coordinating land availability services and utility infrastructure for new businesses and expansion of established businesses in various locations based on market needs.</td>
</tr>
<tr>
<td>6.1.3</td>
<td>Regional Partnerships</td>
<td>Should encourage the LEDC to work with neighbouring municipalities and agencies to foster economic development within the region.</td>
</tr>
<tr>
<td>6.1.4</td>
<td>Agri-Business</td>
<td>Should take advantage of Lloydminster’s status as an important grain and oil transportation hub and promote and encourage the establishment of agri-businesses in the City.</td>
</tr>
<tr>
<td>6.1.5</td>
<td>Heavy Oil</td>
<td>Should continue to encourage Lloydminster as a centre of excellence for the heavy oil industry.</td>
</tr>
</tbody>
</table>
# 6.2 Arts, Culture and Tourism

## OBJECTIVE 6.2

To take advantage of the strategic geographic position of Lloydminster to increase its attractiveness as a tourism destination and a place to live and work and to promote the City as a regional convention and meeting centre.

Currently, tourism and cultural resources within the City and surrounding regional hinterland are largely underutilized. The Lloydminster region has a rich history rife with artifacts and valuable points of interest possessing significance to the settlement of the Canadian northwest. City policy needs to embrace and promote these valuable historic assets as economic drivers for the City. They not only have the potential to expand the economy of Lloydminster into new and unexplored avenues, but to also increase the visibility and prominence of the City of Lloydminster on the provincial, national and international stages.

## POLICIES

| 6.2.1  | Tourism Development | The City of Lloydminster: Should support the LEDC in producing and implementing a Tourism Strategy to ensure visitations and visitor spending in Lloydminster. |
| 6.2.2  | Marketing and Image-Building | Should work with the LEDC, Provincial and Federal governments and other public and private agencies/groups to effectively market the Lloydminster region for business development and as a tourism destination. |
| 6.2.3  | Convention and Special Events Market | Should support the LEDC and Lloydminster Exhibition Association in promoting Lloydminster as a venue of choice for conventions and special events given its strategic location between Edmonton and Saskatoon and its large inventory of hotel rooms. |
| 6.2.4  | Public Art Program | Should work with the LEDC and other public and private organizations to develop a public art program that encourages the display of artworks by local and regional artists in public and private spaces. |
6.3 Economic Development Partnerships

**OBJECTIVE 6.3**

To advocate investment in education and training centers to promote a local skilled labour force.

One of the competitive advantages the City of Lloydminster has is a young and skilled labour force. As the Alberta and Saskatchewan economies heat up again, Lloydminster will be competing with other cities in attracting and maintaining a skilled labour force. Attainable housing, recreation, cultural opportunities, health care and continuing education are all important factors in attracting and maintaining a skilled labour force in a tight job market.

**POLICIES**

<table>
<thead>
<tr>
<th>6.3.1</th>
<th>Partnerships with Post-Secondary Educational Institutions</th>
<th>Should work co-operatively with school boards and other educational institutions to coordinate their plans with City land use and transportation planning to foster sustainable development in Lloydminster.</th>
</tr>
</thead>
<tbody>
<tr>
<td>6.3.2</td>
<td>Entrepreneurial Support</td>
<td>Should support economic development initiatives by adapting financing mechanisms or seeking new sources and methods for financing major infrastructure needed to support industrial growth in order to capitalize on the demand for land and services to create new sources of municipal tax revenue.</td>
</tr>
</tbody>
</table>

6.4 Fiscal Sustainability

**OBJECTIVE 6.4**

To ensure an adequate supply of well-located and serviced industrial and commercial land.

Lloydminster currently enjoys a strong tax base as a result of significant industrial and commercial assessment. Heading to the future, it is important that Lloydminster has an adequate supply of well-located and shovel-ready serviced industrial and commercial land to ensure its future fiscal sustainability.

**POLICIES**

| 6.4.1 | Land Supply and Infrastructure                           | Should work with private developers and their own land bank to ensure that there is an adequate supply of serviced and industrial land for various types of industrial activities through the Area Structure Plan (ASP) process. |

The City of Lloydminster:
| 6.4.2 | Create a Positive and Competitive Business Climate | Should continue to maintain a viable business climate by keeping taxes competitive, providing the necessary community infrastructure and amenities and ensuring a “business friendly approach” in the processing of development and building permits for commercial and industrial properties. |
Efficient use of land, reduction of air pollution, protecting water quality, management and enhancement of open space and natural features are important elements in Lloydminster’s efforts to be environmentally sustainable.

The components which form Lloydminster’s natural environment include watercourses, man-made lakes, hazard lands and significant vegetation areas. The surrounding water bodies, such as Neale Lake, Devonia Lake, North Saskatchewan River and Blackfoot Creek, also contribute to defining the natural environment around the larger community.

While the City of Lloydminster does not have the jurisdictional authority or ability to protect all elements which form the natural environment, the Municipal Development Plan (MDP) defines and allows the City to protect those hazard areas, watercourses and significant vegetation areas within its boundaries and influence the protection of such features within the Lloydminster Planning District Commission (LPDC) and the Intermunicipal Liaison Committee (ILC) boundaries.

**GOAL**

To be responsible stewards of the environment by protecting and integrating natural areas in new development and making land use decisions that maintain environmental quality for future generations.
## 7.1 Environmentally Significant and Natural Areas

### OBJECTIVE 7.1

To identify, conserve and integrate environmentally significant and natural areas into the design of neighbourhoods and other forms of development.

The identification, maintenance and preservation of naturally significant areas represents a critical priority for the responsible and sustainable development of the City of Lloydminster. Often, natural areas proximate to urban development require additional conservation or protection due to the environmental benefits they may provide to the larger regional ecosystem. In order for a healthy natural environment to be maintained, the role of proximate natural areas must be fully analyzed, understood and acknowledged. Healthy natural areas co-existing with urban development offer significant passive recreation activities for residents.

### POLICIES

<table>
<thead>
<tr>
<th>POLICY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.1.1</td>
<td>Biophysical or Geotechnical Assessment&lt;br&gt;Prior to subdivision or development the location and geographic extent of any natural areas and hazard lands should be identified in a detailed analysis undertaken by a qualified consultant, acceptable to both the City of Lloydminster and the developer. All costs will be borne by the developer.</td>
</tr>
<tr>
<td>7.1.2</td>
<td>Environmental Site Assessment (ESA)&lt;br&gt;May require an Environmental Site Assessment (ESA) which shall be conducted in accordance with the <em>Canadian Standards Association Guide</em>, as amended from time to time, in support of a rezoning, subdivision, Area Structure Plan or Area Redevelopment Plan application. The decision as to whether or not an Environmental Site Assessment (ESA) is required shall be subject to:&lt;br&gt;1. the nature of the proposed use;&lt;br&gt;2. the current and historical use of the subject property and surrounding lands; or&lt;br&gt;3. information from other sources that suggest the subject property may contain environmental contaminants.&lt;br&gt;A Phase I Environmental Site Assessment (ESA) should identify actual and potential site contamination including an evaluation and reporting collected through review of Land Titles records, site visit and interviews. A Phase II or Phase III Environmental Site Assessment (ESA) may be required if evidence of potential contamination is identified during a Phase I ESA.</td>
</tr>
</tbody>
</table>
7.2 Environmental Reserves

OBJECTIVE 7.2

To encourage the protection of environmentally significant or sensitive areas through the dedication of Environmental Reserve (ER) in accordance with provisions in the Municipal Government Act (MGA) or the Planning and Development Act, 2007 (PDA) based in the Province in which the lands are located.

Environmental Reserves (ER) establish minimum requirements for the conservation of proximate natural areas. ER provide several distinct benefits to communities, most notably health, recreation and social advantages. ER are a method of controlling and directing development to areas suited for urban development. Through strategic delineation of ER, we are able to guide development in a manner which is more sustainable than it would have been without this intervention.

POLICIES

The City of Lloydminster:

7.2.1 Environmental Reserve (ER) Dedication

Shall require as part of a subdivision application the dedication of environmentally sensitive lands within the area to be subdivided as Environmental Reserve (ER).

7.2.2 Use of Environmental Reserve (ER) Easement (Alberta)

Shall require the lands dedicated as environmental reserve to remain in their natural state and/or be used as a part of the public trail system where necessary to ensure a continuous, integrated trail system.
## 7.3 Hazard Lands

### OBJECTIVE 7.3

To direct development away from those lands where flooding may present a potential natural hazard, soil instability or have been identified as hazardous by the City or other agencies under their jurisdiction.

Hazard and contaminated lands represent a significant environmental and health risk to the community. As most forms of contamination persist over a time period spanning several decades, the onus is on the current generation to ensure that the quality of both our natural and urban areas is of the highest possible quality. In this vein, contaminated lands should not only be remediated wherever possible to ensure that the greatest use of land within City limits is achieved, but to ensure the safety of the public now and for generations in the future.

### POLICIES

<table>
<thead>
<tr>
<th>7.3.1 Remediation of Contaminated Sites</th>
<th>The City of Lloydminster:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should require evidence from a qualified professional that appropriate remediation measures have been carried out on any property containing environmental contaminants prior to issuing a development permit for the subject site.</td>
<td></td>
</tr>
</tbody>
</table>

| 7.3.2 Hazard Lands | Should not allow development in areas that are prone to flooding, erosion, landslides, subsidence or any other natural or human-induced hazards. Development on or in proximity to hazard areas may be considered only if recommended in a geotechnical study prepared by a qualified professional and if adequate setbacks are provided. |
| **7.3.3 Environmental Impact Assessment (EIA)** | May require an Environmental Impact Assessment (EIA) for any proposed development that may have a detrimental environmental effect. The Environmental Impact Assessment (EIA) shall include, but not necessarily be limited to the following:

1. a description of the proposed development, including its purpose, alternatives and staging requirements;
2. a description of the biophysical environment that would be affected;
3. a prediction of the effects (positive and negative) that the proposed undertaking may have on the biophysical environment;
4. an indication of the limitation of the study, criteria used in predicting effects and interests consulted;
5. recommended measures to mitigate any negative effects identified; and
6. presentation of the results in a framework that can assist decision-makers in determining the final course of action. |

| **7.3.4 Air Quality** | Shall promote efforts to improve air quality and may work with the stakeholders to monitor air quality and establish stewardship programs that promote improved air quality. |
RESIDENTIAL DEVELOPMENT AND NEIGHBOURHOOD DESIGN
Lloydminster’s success as a City with a high quality of life is rooted in the neighbourhoods where people live their daily lives.

Attractive, accessible, well-planned and complete residential neighbourhoods are essential for continuing to provide for the needs of existing residents and attracting new residents to Lloydminster.

Complete neighbourhoods are communities that are fully developed and meet the needs of local residents through an entire lifetime. Complete communities provide certainty to residents through the provision of amenities and services and include a range of housing, commerce, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents can live, learn, work and play.

**GOAL**

To promote the development of complete and inclusive neighbourhoods that provide for a wide range of housing choice, services and amenities for a variety of household types and income levels.
8.1 Complete and Inclusive Neighbourhoods

**OBJECTIVE 8.1**

To promote the development of complete and inclusive neighbourhoods through the *Area Structure Plans* (ASP) and *Area Redevelopment Plans* (ARP) process.

Lloydminster is comprised of a number of well established and developing neighbourhoods. Each neighbourhood has characteristics, boundaries and other elements, which define its identity. Planning at the neighbourhood level helps to create a more livable city and thus reinforces our social environment.

**POLICIES**

<table>
<thead>
<tr>
<th>8.1.1 Neighbourhood Design Principles</th>
<th>The City of Lloydminster:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should ensure that through <em>Area Structure Plans</em> (ASP) and <em>Area Redevelopment Plans</em> (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:</td>
<td></td>
</tr>
<tr>
<td>1. the neighbourhood should usually be a quarter section in size likely bordered by arterial roadways;</td>
<td></td>
</tr>
<tr>
<td>2. Strive to achieve an overall density target of 20 dwelling units per net residential hectare in new neighbourhoods;</td>
<td></td>
</tr>
<tr>
<td>3. the design of the neighbourhood, wherever possible, should maintain stands of trees, watercourses, wetlands, ravines and other natural features;</td>
<td></td>
</tr>
<tr>
<td>4. provide for centrally-located school sites when required by the local school divisions, with sites located adjacent to neighbourhood parks;</td>
<td></td>
</tr>
<tr>
<td>5. provide focal points (e.g. parks, squares, playgrounds, elementary schools, community facilities, churches and high schools along arterial roads) within the neighbourhood to encourage cohesion and interaction;</td>
<td></td>
</tr>
<tr>
<td>6. provide for a range of housing forms and tenure;</td>
<td></td>
</tr>
<tr>
<td>7. wherever possible, sites for multiple unit dwellings should be grouped in areas where adequate amenities are available nearby and situated near the intersection of neighbourhood entry points and collector streets;</td>
<td></td>
</tr>
</tbody>
</table>
8.1.1 Neighbourhood Design Principles (Continued)

8. typically arterial roadways shall form the boundary of the neighbourhoods, with collector streets providing exterior circulation and local streets access to houses and other sites;

9. the design of neighbourhoods should avoid dwellings fronting onto highways and arterial roadways;

10. neighbourhoods need to be designed so collector roadways could be used as future transit routes and that transit service could be provided within a 400 metre walking distance of most homes;

11. the design should be integrated into the City-wide multi-use trail systems by linking residential areas with open space and activity nodes through Municipal, School and Environmental Reserves (ER), Public Utility Lots (PUL) and Municipal Utility (MU) parcels, planned trails and other amenities;

12. the design should provide adequate parks and open space to service the neighbourhood, preferably in the form of larger centralized park areas which are more usable and easier to maintain;

13. the design of neighbourhoods should take into consideration Crime Prevention Through Environmental Design (CPTED) principles to promote safer neighbourhoods; and

14. a neighbourhood commercial site may be provided along a collector or arterial street to serve the daily shopping needs of the neighbourhood.

8.1.2 Innovative Neighbourhood Design

Should consider alternative neighbourhood design concepts and Alternative Development Standards (ADS)* where it can be demonstrated that economic, demographic or market forces call for a different neighbourhood form or size, yet is suitably integrated with the overall Land Use Concept and complies with other policies contained in the Municipal Development Plan (MDP).

* Alternative Development Standards (ADS) represent the flexible and innovative approaches to shaping residential development in a way that is consistent with improved environmental performance of communities, with benefits for affordability, diversity, livability and environmental health.5

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.1.3</td>
<td><strong>Inner-City Neighbourhoods</strong> Should encourage redevelopment and infill initiatives in inner-city neighbourhoods that are complementary with existing structures and land uses, and do not detract from the livability or neighbourhood character.</td>
</tr>
<tr>
<td>8.1.4</td>
<td><strong>Mixed Use Neighbourhoods</strong> Should allow a range of complementary institutional and community facilities that are compatible with and accessory to creating complete neighbourhoods. These may include such uses as places of worship, schools, community centres, public parks, recreation facilities, supportive housing, health services and convenience retail sites. Location and size of these will be determined during the preparation and approval of Area Structure Plans (ASP).</td>
</tr>
</tbody>
</table>
| 8.1.5     | **Greenfield Development** Should make sure that greenfield development respects the natural character while conveniently connecting with nearby areas through the following:  
1. adequate transportation and utility infrastructure must be in place before proceeding with any greenfield development;  
2. sensitive to the local environment via the protection of significant natural features;  
3. employ high-quality urban design standards to establish unique neighbourhood character and identity for the long-term;  
4. the alignment of new streets and where appropriate the realignment of any existing streets which will be consistent with desired view corridors; and  
5. consider the option of infilling existing neighbourhoods first before approving new greenfield developments. |
| 8.1.6     | **Infill Development** Should ensure that infill development is well-integrated into the surrounding urban patterns and provides good pedestrian, vehicular and visual connections to adjacent neighbourhoods, by having regard for:  
1. surrounding urban patterns, traditional designs and materials that contribute to the quality, character and physical identity of existing neighbourhoods, such as patterns of streets, blocks, lots, open space, parks, views, corridors, sight lines and landmarks; |
8.2 Housing Distribution

**OBJECTIVE 8.2**

To direct residential growth in a manner that makes full use of existing infrastructure, which minimizes maintenance costs and future investments in infrastructure expansion.

The location and distribution of housing is an important component of the urban form, which has implications for the feasibility of commercial uses. Urban villages facilitate the opportunity for individuals to live where they work, and work where they live, reducing the overall costs of living incurred from automobile dependency.

**POLICIES**

<table>
<thead>
<tr>
<th>8.2.1 Location of Residential Development</th>
<th>The City of Lloydminster: Shall direct residential development to areas identified as Future Residential on Map 2: Future Land Use Concept.</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.2.2 Housing Strategy</td>
<td>Should develop a strategy to address the distribution of housing types in neighbourhoods (Policy 8.3.1), taking into consideration the proximity to educational, recreational and health facilities, which are critical elements to sustain a more inclusive Lloydminster.</td>
</tr>
</tbody>
</table>
8.3 Housing Choice

OBJECTIVE 8.3
To provide for a range of housing choices to suit different lifestyles, income levels, special needs and lifecycle demands.

Complete and inclusive neighbourhoods include a range of housing types that enable residents of different ages and incomes to live in the same neighbourhood and provide easy access to services. An important feature of the design of buildings and the public realm is increasing visibility and making neighbourhoods both senior and child friendly.

POLICIES

The City of Lloydminster:

<table>
<thead>
<tr>
<th>8.3.1</th>
<th>Housing Continuum</th>
<th>Should ensure neighbourhoods have a broad and varied housing distribution to meet the needs of all demographic, age and income groups.</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.3.2</td>
<td>Seniors Housing</td>
<td>Should continue to support the development of a range of seniors housing by both the private and non-profit sectors throughout the community. This may include the need to establish partnerships with groups and individuals that can actively encourage increased seniors housing opportunities. Locations of seniors housing may be dispersed in existing and new neighbourhoods within easy walking distance of shopping, medical services and other amenities.</td>
</tr>
<tr>
<td>8.3.3</td>
<td>Attainable and Special Needs Housing</td>
<td>Should facilitate the provision of attainable and special needs housing within the community through partnerships with non-profit groups, developers and other agencies and groups. Residential development that offers innovative and alternative design features that broaden the range of attainable and supportive housing choices that are consistent with the policies in the MDP should be encouraged.</td>
</tr>
</tbody>
</table>
8.3.4 Siting Criteria for Bareland Condominium Developments

Should mandate the following criteria to developments and large multiple unit housing projects encompassing an area of one hectare or more:

1. provide pedestrian, cycling and vehicle circulation connections to adjacent residential areas;
2. include a variety of housing types to meet a range of life cycles, life styles, social needs and income levels;
3. provide transition and continuity to the surrounding urban fabric;
4. incorporate community facilities which may be utilized on a joint-use basis with the adjacent larger community or neighbourhood;
5. address safety and Crime Prevention Through Environmental Design (CPTED); and
6. incorporate urban design elements (e.g. plazas, focal points and useable open space) which reinforce continuity with the surrounding neighbourhood.

8.3.5 Siting Criteria for Apartments

Should implement the following criteria for apartment developments of four storeys or more:

1. require minimum setbacks along collector or arterial roads to minimize the negative impacts as a result of noise and air pollution;
2. locate adjacent to or within a 500-metre walk from commercial and retail areas, with close proximity to institutional, parks and recreation sites;
3. provide transition through landscaping and/or terracing of surrounding buildings;
4. strategically placed in locations that enhance the visual appeal and character of the neighbourhood;
5. should the development be located along a major commercial and/or retail street, mandate entrances that front along the major street; and
6. encourage mixed use apartment developments in desired areas via financial incentives.
### 8.3.6 Siting Criteria for Town houses and Row houses

Should set the following criteria for future town houses and row houses developments:

1. encourage gradual infill of vacant and/or large single-family lots with town houses/row houses that complement the existing neighbourhood fabric;
2. should act as a buffer between apartment and single-family areas, providing a gradual building height transition;
3. town house/row house developments should emphasize strong connectivity to the surrounding areas through proper landscaping; and
4. clustering of town houses/row houses on large site should be strongly discouraged.

### 8.3.7 Secondary Suites

Should allow secondary suites as a discretionary or permitted use in single family neighbourhoods as a means of increasing the supply of attainable housing.

### 8.3.8 Modular or Manufactured Housing

Should consider manufactured home multi-lot subdivisions or parks if it is demonstrated that such housing is compatible with other forms of housing and conforms to an approved Area Structure Plan (ASP) and provisions set out in the Land Use Bylaw (LUB).
COMMERCIAL DEVELOPMENT

9.0
Commercial development serves many purposes and is a vital component of Lloydminster. The current location of commercial development along major transportation corridors reflects the City’s growth around two provincial highways. Vehicle oriented commercial areas provide local and regional goods and services, act as employment areas and contribute to the health and vitality of the local economy. However, there seems to be little local convenience commercial in the rest of the city, resulting in the need for regular travel to the two major commercial corridors.

The City of Lloydminster Municipal Development Plan (MDP) proposes to address this issue by promoting the development of new commercial nodes in mixed use urban villages that would include higher density forms of housing, institutional uses such as schools, churches, parks and recreation facilities that are easily accessible by cars, pedestrians and cyclists.

In addition, a revitalized and expanded downtown would become a strong node of economic activity within the City. Central in location, the downtown offers maximum accessibility to all residents and is the point from which growth disperses. It holds symbolic and historical importance and performs cultural and civic functions. As a pedestrian oriented area, it will also encourage residents to stay and explore the downtown.

**GOAL**

To provide well-located and compatible commercial development opportunities in order to serve both local residents and the regional market.
9.1 Downtown

OBJECTIVE 9.1

To develop the downtown as a mixed use pedestrian oriented heart of the city.

The downtown area has traditionally been the historic heart of the City and the civic and commercial focal point for the community. During the 1970s and 1980s steady growth in markets drove downtown development. Over the years, social, economic and political changes have required downtowns to reposition themselves as mixed use pedestrian oriented centres where higher density housing, specialty retail and family attractions are key drivers of downtown’s economy.

Downtown offers a unique local retail experience which cannot be attained by large-scale power centres or arterial commercial corridors. Successful downtowns exist as attractions in themselves, not only offering innovative retail and employment opportunities, but providing entertainment and social experiences which are unparalleled in other areas of the city. Ensuring that the Downtown has the appropriate land, stability and economic impetus to thrive and prosper are paramount to establishing a vibrant, enjoyable and memorable downtown.

In Lloydminster, the addition of retail opportunities, an expansion of the downtown and a broadening of land uses, including residential, will attract new business and residents to the area while encouraging new synergistic linkages. When combined with a strong civic and cultural focus, a vibrant and successful Downtown will emerge.

POLICIES

<table>
<thead>
<tr>
<th>9.1.1</th>
<th>Role of Downtown</th>
<th>The City of Lloydminster: Should reposition the downtown as a pedestrian oriented mixed use area with retail, office, arts, culture, housing, civic and entertainment uses as a catalyst and focal point for development.</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.1.2</td>
<td>Updating the Downtown Redevelopment Plan</td>
<td>Should review the Downtown Redevelopment Plan to expand the boundaries of the Downtown to provide for a civic and entertainment district which will enhance the role of the Downtown and will provide better links to adjacent residential neighbourhoods.</td>
</tr>
<tr>
<td>9.1.3</td>
<td>Enhancements to Public Spaces</td>
<td>Should invest in opportunities to enhance existing public spaces and create new ones which improve the walkability, livability and character of the downtown core.</td>
</tr>
<tr>
<td>9.1.4</td>
<td>Promoting Mixed Use</td>
<td>Should promote the vertical integration of land uses in mixed use developments that include office or residential uses above the ground floor commercial in order to provide local services and employment opportunities.</td>
</tr>
</tbody>
</table>
9.2 Vehicle Oriented Commercial

OBJECTIVE 9.2

To provide regionally accessible, large format retail development along major transportation corridors, with appropriate transition to adjacent neighbourhoods.

Vehicle oriented commercial is the primary form of commercial development within Lloydminster. In this model, accessibility by vehicle is considered paramount for the retail experience, hence they are designed to accommodate large volumes of automobile traffic. It is important to ensure that where this type of development is to be undertaken, it should do so to the highest standards of quality and with the greatest consideration for environmental sustainability possible.

POLICIES

The City of Lloydminster:

| 9.2.1 Location of Vehicle Oriented Commercial | Should encourage future vehicle oriented developments along major arterials to minimize their impacts to existing neighbourhoods. |
| 9.2.2 Quality of Vehicle Oriented Commercial | Should ensure, through performance standards contained in the LUB, that the landscaping, siting, form and unified architectural treatment of arterial commercial development improves the visual quality of the arterial roadways including Highways 16 and 17. Parking and loading areas should be paved and screened and provided with signage where appropriate. |
9.3 Urban Villages

OBJECTIVE 9.3

To promote commercial development within new centrally located community cores.

Urban villages facilitate the opportunity for individuals to live where they work, and work where they live, reducing the overall costs of living incurred from automobile dependency.

POLICIES

The City of Lloydminster:

9.3.1 Urban Villages

Should promote through its land use policies and LUB the development of mixed use urban villages, including:

1. an entertainment-focused mixed use area to include commercial uses such as shops, restaurants, hotels and higher density residential units which also takes advantage of existing and new employment areas as well as the new entertainment area in the northern portions of the City; and

2. a higher density hospital/health care area centered around the existing hospital to include opportunities for row housing and seniors accommodation in close walking distance of these amenities.
9.4 Neighbourhood Commercial

OBJECTIVE 9.4

To provide smaller scale commercial development, closer to where people live, in support of complete neighbourhoods.

The provision of neighbourhood level retail increases the sustainability of established and proposed low-density suburban developments. By providing key neighbourhood-level services and goods, such as groceries or entertainment, these neighbourhood commercial nodes drastically reduce the use of the automobile by nearby residents on a daily basis. By increasing the number of neighbourhood commercial opportunities present in a community, the City is substantially increasing the ability of individuals to satisfy basic daily needs without requiring an automobile.

POLICIES

9.4.1 Location of Neighbourhood Commercial

The City of Lloydminster:

Should support the development of Neighbourhood Commercial Centres in select locations on arterial and collector streets and prohibit from locating adjacent to school sites and parks. Care shall be taken to choose sites which will minimize land use conflicts with nearby residential properties but at the same time, provide convenient access to neighbourhood patrons.
<table>
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<tr>
<th>Section</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
</table>
| 9.4.2   | Criteria for Neighbourhood Commercial | Should ensure the following criteria is applied in considering neighbourhood commercial developments:  
1. support small-scale neighbourhood commercial sites in residential *Area Structure Plans* (ASP) and *Area Redevelopment Plans* (ARP), as defined in the LUB, to serve the daily convenience needs of residents within a five-minute driving radius; and  
2. discourage new neighbourhood commercial development within 500 metres of either the Central Business District or Vehicle Oriented Commercial areas. |
| 9.4.3   | Development Standards for Neighbourhood Commercial Sites | Should have development standards in the LUB for neighbourhood commercial sites including parking, landscaping, signage and intensity of development. |
| 9.4.4   | Home Businesses | The City of Lloydminster recognizes the need for some residents to use their place of residents for limited non-residential activities. Additionally, the City deems it important to protect the integrity of residential areas from non-residential activities such as home businesses.  
Should allow for and regulate home businesses through new performance standards in the LUB that give consideration to the following:  
1. traffic and parking issues;  
2. aesthetics;  
3. impact on adjacent properties;  
4. compatibility;  
5. maintaining residential use as the primary use; and  
6. any other considerations. |
The City of Lloydminster is the largest developer of industrial land on both the Alberta and Saskatchewan sides of the City. As the largest developer, the City’s primary strategy is to ensure an adequate supply of light, medium and heavy industrial land.

Locations for a range of industrial activities should be free of potential constraints so as to not hinder future industrial expansion.

Expanded industrial activities are important to the City’s economic development as they create local employment opportunities and increase the municipality’s tax base to fund services.

Care must be taken in siting industrial uses particularly those which may pose a risk or have nuisance effects on nearby residents.
# 10.1 Industrial Development in General

**OBJECTIVE 10.1**

To provide for industrial development which is appropriate in location, intensity and type.

The location, intensity and type of industrial development within any City are important considerations to urban development and hold significant implications for the livability and health of the city. Industrial development arguably holds the greatest potential for land use conflict within Urban Areas, and requires significant forethought and planning in order to minimize land use conflicts. Buffers and the promotion of complementary transitional land uses reduce the incompatibility of land use patterns in the short-term. In the long-term, strategies such as the promotion of eco-industrial parks and clustering of industrial development help to ensure a compatible industrial development in the future.

## POLICIES

<table>
<thead>
<tr>
<th>10.1.1 Location of Industrial Development</th>
<th>Shall direct industrial development to areas identified as Future Industrial on Map 2: Future Land Use Concept.</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.1.2 Inventory of Industrial Land</td>
<td>Should maintain an adequate inventory of well-located and serviced industrial sites of various lot sizes and type to meet the needs of business and industry.</td>
</tr>
<tr>
<td>10.1.3 Industrial Development Standards</td>
<td>Should require, through provisions of the Land Use Bylaw (LUB), Municipal Development Standards and other municipal bylaws, quality development to be maintained through the siting and design of buildings, standards and regulations for landscaping, screening of storage and parking areas, prevention of paving to the edge of parcels and appropriate signage, while recognizing the industrial nature of these areas.</td>
</tr>
<tr>
<td>10.1.4 Separation/Buffering from Noxious Industry</td>
<td>Should ensure, through provisions in the LUB that adequate separation distances and transition between industrial and non-industrial uses are maintained in the siting of potentially noxious industry that may create very significant land use conflicts with regard to noise, dust, vibration, smoke, odour, potential environmental contamination or pose safety and risk management issues. Separation distances and buffering requirements may be determined through such methods, but not limited to, noise attenuation and industrial risk assessments studies undertaken by qualified professionals to the satisfaction of the City.</td>
</tr>
<tr>
<td>Section</td>
<td>Title</td>
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</tbody>
</table>
| 10.1.5  | Avoiding Land Use Conflicts with Industrial Development | Should address adequate buffer and effective transition zones between industrial and residential uses through the following risk management approaches:  
1. reduction of emissions at source;  
2. reduction of impacts through a transition of complementary land uses to residential areas;  
3. consideration of environmental impacts such as prevailing winds;  
4. emergency preparedness in the event of an industrial incident;  
5. enhanced landscape buffers; and  
6. ensure that heavy industrial land is provided in relatively large and homogeneous areas. |
| 10.1.6  | Clustering of Industrial Development | Should support clustering of industrial development which helps to establish partnerships and efficiencies between industrial park tenants and facilitates co-operation between businesses on site and design, shared facilities and services and interchanges of energy and products consistent with eco-industrial planning principles. This serves to increase the productivity of the business park and often, the City as a whole. |
| 10.1.7  | Uses that are Complementary to Industrial Uses | Should restrict non-industrial uses (e.g. commercial uses) in those areas designated for industrial development. |
## 10.2 Resource Extraction

### OBJECTIVE 10.2

To consider risks associated with oil and gas installments, such as pipelines and wells, and incorporate them into land use planning.

Resource extraction is quite commonly associated with negative external inputs such as environmental degradation and health risk. Developing it in a responsible manner in urban areas demands that environmental and health concerns be paramount in decisions regarding location and intensity of the development. If done correctly, development can ultimately serve as a benefit to the community, as opposed to a burden.

### POLICIES

<table>
<thead>
<tr>
<th>POLICY</th>
<th>THE CITY OF LLOYDMINSTER:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10.2.1 Pipeline Inventory</strong></td>
<td>Should develop and maintain an up-to-date information base on oil and gas pipelines to assist in making sound land use decisions impacted by wells.</td>
</tr>
<tr>
<td><strong>10.2.2 Setbacks from Oil and Gas Pipelines and Wells</strong></td>
<td>Should work with the Energy Resources Conservation Board (ERCB) in Alberta and the Ministry of Energy and Resources in Saskatchewan to ensure development setbacks from oil and gas pipelines and wells are achieved during the subdivision or development permit approval process.</td>
</tr>
<tr>
<td><strong>10.2.3 Pipelines in Corridors</strong></td>
<td>Should plan pipelines in shared corridors with utilities where possible.</td>
</tr>
<tr>
<td><strong>10.2.4 Land Reclamation</strong></td>
<td>Should work with Energy Resources Conservation Board (ERCB) in Alberta, the Ministry of Energy and Resources in Saskatchewan, the Governments of Alberta and Saskatchewan and oil and gas industry representatives to improve mechanisms to fully reclaim land after resource extraction activities are concluded.</td>
</tr>
<tr>
<td><strong>10.2.5 Coexistence of Existing Development with Oil and Gas Facilities</strong></td>
<td>Should manage the coexistence of urban development with oil and gas facilitates by developing land use strategies and staging plans.</td>
</tr>
<tr>
<td><strong>10.2.6 Collaboration with Public and Private Sectors</strong></td>
<td>Should collaborate with the Energy Resources Conservation Board (ERCB) in Alberta, the Ministry of Energy and Resources in Saskatchewan, the Governments of Alberta and Saskatchewan, industry operators and the development industry to plan for compatibility with adjacent land uses so that negative impacts from oil and gas activities are minimized.</td>
</tr>
</tbody>
</table>
The availability of indoor and outdoor recreation opportunities contribute to quality of life and are valued by residents of Lloydminster. During the community consultation process a comprehensive interconnected parks and open space plan was identified as a priority by the residents. This interconnected parks and open space plan should consist of neighbourhood, district, city-wide and special purpose parks as well as natural areas connected by trails and greenways.

As Lloydminster continues to grow, the need for additional recreation, arts and cultural facilities will also increase. The strategic placement of these facilities can also be a catalyst for shaping Lloydminster’s urban form.

The quality and character of the City’s urban environment is important to both residents and visitors. Street tree planting, landscaped berms and buffers along major transportation corridors can enhance the visual quality of Lloydminster. An important part of building a sustainable community is permitting more sustainable landscape features by using native trees, plants and grasses; edible landscaping and drought resistant landscaping that conserves water.

Planning for parks and schools are closely linked. The City will continue to work with the Lloydminster Public School Division No. 99, Lloydminster Catholic School Division No. 89 and Lakeland College in locating, developing and
operating schools jointly with local neighbourhood parks. Joint-use of City and School facilities should be promote and encouraged through the implementation of Joint-Use Agreements.

### 11.1 Interconnected Parks and Open Space Network

**OBJECTIVE 11.1**

To plan for and acquire lands for interconnected parks and open space that provide a balanced distribution of active and passive recreation throughout the community.

Linking parks, trails and open green spaces into a larger network supports the development of liveable, complete communities and passive and active recreation opportunities. Natural areas such as wetlands, tree strands and watercourses need to be interconnected through a network of trails and greenways. Habitat connectivity supports the movement of wildlife to their needed resources, which is critical for their survival. To best support this network, standards must be in place, existing parks should be integrated and areas of municipal reserve must be chosen. The co-operation of schools divisions, the contributions of developers and the support of residents are critical to its overall success.

**POLICIES**

<table>
<thead>
<tr>
<th>POLICY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>11.1.1 Parks and Open Space Needs Assessment and Master Plan</strong></td>
<td>The City of Lloydminster: Should complete and adopt the <em>Parks and Open Space Needs Assessment and Master Plan</em> as may be updated and revised from time to time as a basis for future parks planning and development standards.</td>
</tr>
<tr>
<td><strong>11.1.2 Trail Development</strong></td>
<td>Should have parks, natural areas, school sites, recreation and cultural facilities in a pattern that provides for connectivity to a continuous City-wide system of trails and greenways.</td>
</tr>
<tr>
<td><strong>11.1.3 Developers’ Responsibilities for Greenway/Trail Development</strong></td>
<td>Shall require developers to identify locations for parks and interconnecting trail alignments, dedicate land and contribute to the construction of interconnected greenways and trails.</td>
</tr>
<tr>
<td><strong>11.1.4 Crime Prevention Through Environmental Design (CPTED) for Parks</strong></td>
<td>Should ensure that the location, site planning and development of parks, open space and trail connections consider Crime Prevention Through Environmental Design (CPTED) (Refer to Policy 12.1.7)</td>
</tr>
<tr>
<td>POLICIES</td>
<td>The City of Lloydminster:</td>
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<tr>
<td><strong>11.1.5 Municipal Reserve (MR) Dedication</strong></td>
<td>Shall require the dedication of 10% of residential land and 5% of commercial or industrial land to be subdivided for Municipal Reserve (MR). In special cases, cash-in-lieu will be accepted. Within residential areas the dedication of land is preferred. The City will work jointly with the Provincial School Boards at the Area Structure Plan (ASP) stage to identify future school sites.</td>
</tr>
<tr>
<td><strong>11.1.6 Municipal Reserve (MR) Credits</strong></td>
<td>May consider providing up to 50% Municipal Reserve credit for that area located between the 1:100 year flood line level and the 1:25 year flood line level of stormwater dry and wet pond facilities provided that:</td>
</tr>
<tr>
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<td>1. neighbourhood, community and district service requirements elsewhere in the neighbourhood are not compromised;</td>
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<td>2. the proposed municipal reserve credit is required to be a usable and functional public space;</td>
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<td></td>
<td>3. the developer agrees to provide trail surfacing, landscaping, other structures or amenities to the City; and</td>
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<td></td>
<td>4. there is an identified need in the community for this type of recreation.</td>
</tr>
<tr>
<td><strong>11.1.7 Public Utility Lots (PUL) or Municipal Utility (MU) Parcels</strong></td>
<td>As required by the Province of Alberta's Municipal Government Act (MGA) and the Province of Saskatchewan's Planning and Development Act, 2007 (PDA), during the subdivision stage, adequate lands shall be supplied to the name of the municipality for public works or utilities. In Alberta these land will be dedicated as Public Utility Lots (PUL) as per MGA and in Saskatchewan they will be dedicated as Municipal Utility (MU) parcels as per PDA.</td>
</tr>
</tbody>
</table>
## 11.2 Urban Agriculture and Local Food Production

### OBJECTIVE 11.2

To support urban agriculture and local food production to reduce reliance on imported food from outside the region.

City expansion presents a challenge to conserving our agricultural land base. By integrating urban agriculture into land use planning and design, at the site, neighbourhood, city and regional scale, we can ensure that the benefits of urban agriculture are realized. These benefits are many and varied, including positive impacts to health, ecology and the local community. Urban agriculture reconnects people with where their food comes from while increasing access to healthy food choices, resulting in improved human health. A reduced need for food imports and increased biodiversity lowers the city’s ecological footprint. Continue to use farmer’s market and potentially Community Supported Agriculture (CSA) programs, to support local agricultural producers in the Lloydminster Region and encourage local economic development.

### POLICIES

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<tbody>
<tr>
<td><strong>POLICIES</strong></td>
<td><strong>The City of Lloydminster:</strong></td>
</tr>
<tr>
<td><strong>11.2.1 Local Food Production</strong></td>
<td>Should encourage local food production by maintaining and expanding farmers’ markets and facilitating the development of community gardens and Community Supported Agriculture (CSA).</td>
</tr>
<tr>
<td><strong>11.2.2 Premature Fragmentation of Farmland</strong></td>
<td>Should promote orderly and efficient urban expansion to prevent premature subdivision and fragmentation of agricultural lands within areas designated for future urban expansion within the City’s boundary.</td>
</tr>
</tbody>
</table>

### 11.3 Sustainable Landscaping

### OBJECTIVE 11.3

To develop and implement landscaping standards and maintenance procedures that are environmentally sustainable and cost-effective.

Soft landscapes are often places of recreation and enjoyment. They are often managed in ways that create an unnecessarily large ecological impact, consuming vast quantities of water to sustain non-native species of vegetation. Additionally, the application of pesticides to keep them lush and green poses health risks to our children. Alternative management techniques can be applied instead. Xeriscaping is planting to avoid unnecessary irrigation or watering, preferring native plants suitable to the precipitation levels of our climate. Reusing water from stormwater overflow for example, ensures potable water is not unnecessarily wasted. Finally, applying Integrated Pest Management (IPM) techniques eliminates or minimizes the amount of pesticides needed by applying an ecological approach based on a three stage process: prevention, observation and intervention.
POLICIES

11.4 Recreational and Cultural Facilities

The City of Lloydminster:

11.4.1 Recreation and Cultural Facilities Needs Assessment
Should complete the Recreation and Cultural Facilities Needs Assessment to determine the need for future recreation and cultural facilities as the population grows and strategically where these facilities may be best located.

11.4.2 Conference and Entertainment Facility
Should undertake a site selection and feasibility study to develop a conference and entertainment facility to accommodate major festivals and events. (Refer to Policy 6.2.3)

11.4.3 Building Social Capital
Should continue to support volunteers to help operate programs and/or facilities and create a Volunteer Attraction and Retention Program to strategically retain and reward volunteers.

11.0 Parks, Recreation, Open Space, Trails and Schools

OBJECTIVE 11.4

To provide opportunities for all residents to actively participate in recreation and cultural programs and activities.

Recreation and cultural facilities play an important role in developing and sustaining a community. Joint use of recreational facilities and parks ensures they are used to their full advantage. Existing facilities may need to be upgraded to accommodate the needs of a growing and a demographically diverse population. Volunteerism is important in providing social and cultural capital and community spirit in Lloydminster.

POLICIES

11.3.1 Landscape Design Standards
Should as part of the Land Use Bylaw (LUB) review and update landscaping standards for public and private lands to make them more environmentally sustainable and reduce maintenance costs.

11.3.2 Integrated Pest Management (IPM)
Should review current pest control programs and procedures to ensure Lloydminster is undertaking best ecologically sound practices when it comes to pest control.
### 11.5 School Planning

#### OBJECTIVE 11.5

To work co-operatively with both the Lloydminster Public School Division, Lloydminster Catholic School Division and Lakeland College in locating and designing new schools and adjoining neighbourhood parks to maximize potential community use.

The provision of adequate land, facilities and servicing for educational institutions is a principal concern for municipalities as they grow in the future. The onus is on the City of Lloydminster to ensure that educational institutions are geographically located in the most optimal position, with sufficient land to accommodate expansion in the future. Educational institutions and the land associated with them should facilitate complementary community services, such as active or passive recreation areas, through the use of sports fields, playgrounds and the preservation of natural areas.

#### POLICIES

| **11.5.1 Location Criteria for Schools** | The City of Lloydminster: Should locate, where possible, schools so as to ensure that they have frontage along two roadways to allow for effective vehicular access on and off the school site. |
| **11.5.2 Land Requirement for School Sites** | Should work co-operatively with the Lloydminster Public School Division, the Lloydminster Catholic School Division, Lakeland College and the City School Planning Committee on a site-by-site basis to determine the best locations, sizes, and configurations of future school sites consistent with the *Saskatchewan School Funding Guidelines (The Infrastructure Project Guidelines)*, *School Site Allocation Agreement* and *The Lloydminster Charter*. Wherever possible schools sites shall be integrated with adjoining neighbourhood parks. |
| **11.5.3 Community Use of School Facilities** | Should support the continued and future availability of school buildings and school grounds to Lloydminster residents and non-profit agencies for recreation, cultural activities and educational programming during non-school hours. |
URBAN DESIGN AND HISTORICAL PRESERVATION
Urban design deals with the layout and visual quality of the built environment. High quality urban design promotes social objectives such as creating a strong sense of community identity and encouraging interaction amongst community members. Character and interest are generated through such elements as public parks design, attractive streetscapes and the contribution of individual buildings towards creating attractive outdoor spaces. Urban design can also influence the safety of the urban environment through the establishment of highly visible and lively spaces.

**GOAL**

To plan, design and manage spaces to create a physical environment that is attractive, safe, functional and a source of pride, where residents and visitors experience a strong sense of place.
12.1 City Wide Urban Design

**OBJECTIVE 12.1**

To promote high quality standards of urban design and construction to ensure that development builds upon and adds value to public and private urban spaces.

Lloydminster is committed to the application of high quality urban design throughout the City. A well designed city is one in which integrated design approaches like Crime Prevention Through Environmental Design (CPTED) and Winter City Design are applied to achieve a beautiful, walkable, safe, accessible and age-friendly urban environment.

<table>
<thead>
<tr>
<th>PREFERENCES</th>
<th>The City of Lloydminster:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>12.1.1 High Quality Urban Design Throughout Lloydminster</strong></td>
<td>Should prepare and adopt design guidelines for areas with special characteristics and/or opportunities to exercise better design control over development along downtown, major roadway corridors and proposed urban villages.</td>
</tr>
<tr>
<td><strong>12.1.2 Winter City Design and Planning</strong></td>
<td>Should encourage urban design that acknowledges that Lloydminster is a Winter City, allowing residents to enjoy the City in all seasons.</td>
</tr>
<tr>
<td><strong>12.1.3 Walkability</strong></td>
<td>Should promote urban design that encourages walkability by providing functional and attractive pedestrian linkages between adjacent neighbourhoods and the trail system.</td>
</tr>
<tr>
<td><strong>12.1.4 Entranceways and Gateways</strong></td>
<td>Should improve entranceways and gateways to the City, downtown and neighbourhood communities through the use of distinctive urban design features, lighting, enhanced vegetation and landscaping and public art features that enhance Lloydminster as a whole.</td>
</tr>
<tr>
<td><strong>12.1.5 Transitional Building Height</strong></td>
<td>Should encourage the establishment of a visually coherent pattern of building heights, placing particular emphasis on achieving incremental building height transitions between areas of contrasting character or use as shown in Figure 5: Transitional Building Height creates a buffer between higher and lower density sites, such as the townhome complex shown in this example on page 97.</td>
</tr>
</tbody>
</table>

---

12.1.6 Universally Accessible Design and Age Friendly Design

Should develop and implement design guidelines for universally accessible design and age friendly design to allow people of all abilities and age groups, especially children and the elderly to function more independently within their communities.

12.1.7 Crime Prevention Through Environmental Design (CPTED)*

Should ensure that the design of buildings, open space, pathways and parking areas address safety and crime prevention through urban form, design and landscape architecture which provide:

1. openings in walled neighbourhoods at regular intervals for the safety of pedestrians and cyclists;
2. proper lighting of parks, pedestrian areas, and parking areas that are visible from all public areas;
3. landscaping which promotes safety and crime prevention, and does not create hidden areas;
4. buildings and private usable open space which promote eyes on public areas such as streets and public parks; and
5. building forms with unobstructed entrance ways and minimum blank walls adjacent to parks to reduce crime opportunities.

* Crime Prevention through Environmental Design (CPTED) involves the design and use of the built environment that leads to a reduction in the fear and incidence of crime and an overall improvement of quality of life.
12.2 Public Art

**OBJECTIVE 12.2**
To integrate art into the design of Lloydminster’s public space to enhance the City’s attractiveness to residents, tourists and investors; increase public awareness and appreciation of the arts; and stimulate the growth of arts and arts-related business.

Art enriches lives, gives form to our search for meaning, helping us to understand ourselves and each other. Art provides substantial economic benefits as well as: attracting business and tourism, increasing property values and cultivating downtown revitalization. The addition of art to public spaces, be it a sculpture, painting or museum, heightens a space’s symbolic value, sense of place and allure.

**POLICIES**

<table>
<thead>
<tr>
<th>12.2.1 Art in Public Spaces</th>
<th>The City of Lloydminster: Should allocate a portion of the construction budget of qualifying publicly accessible City projects for the procurement of permanent art for public display.</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.2.2 Private Sector Contributions to Public Art</td>
<td>Should solicit the private sector to procure public art for public display on private property or to contribute to public art for display on City owned property.</td>
</tr>
<tr>
<td>12.2.3 Barr Colony Heritage Cultural Centre</td>
<td>Should pursue the renewal and redevelopment of the Barr Colony Heritage Cultural Centre as a dual regional history museum and science centre attraction with outdoor display elements.</td>
</tr>
</tbody>
</table>
12.3 Historical Preservation

**OBJECTIVE 12.3**

To recognize the importance of Lloydminster’s heritage when fostering a sense of place and through the preservation of historic resources, such as buildings of historic or architectural significance.

Community pride and sense of place are significant facets of urban areas which have recently begun to find their place in pragmatic planning practice. Urban areas with a defined sense of pride or apparent community spirit are perceived to be more livable and vibrant than others, which compels residents and tourists to work, live and/or shop. There is significant potential for the City of Lloydminster to capitalize on this sentiment by preserving and promoting its prominent heritage resources, incorporating consideration of view corridors in future development and facilitating access to historical and cultural resources within the City.

**POLICIES**

<table>
<thead>
<tr>
<th>POLICY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>12.3.1 Heritage Preservation</strong></td>
<td>Should work with Alberta Culture and Community Spirit and Saskatchewan Tourism, Parks, Culture and Sport in identifying heritage and archaeological resources, recognizing heritage properties through its legislative powers and developing policies and incentives to encourage owners to conserve properties with heritage.</td>
</tr>
<tr>
<td><strong>12.3.2 Inventory of Heritage Properties</strong></td>
<td>Should maintain an updated inventory of heritage properties and sites including significant archaeological sites using existing community resources which include people, artifacts and records.</td>
</tr>
<tr>
<td><strong>12.3.3 Historical Resource Impact Assessment</strong></td>
<td>May require a Historical Resource Impact Assessment, or at a minimum, a referral prior to the advance of proposed developments or subdivisions to the Heritage and Museums section of Alberta Culture and Community Spirit and Saskatchewan Tourism, Parks, Culture and Sport to determine the need for a Historical Resource Impact Assessment.</td>
</tr>
<tr>
<td><strong>12.3.4 Compatible Development Adjacent to Heritage Properties</strong></td>
<td>Should, in consultation with the Lloydminster Archive Association, ensure that development on sites adjacent to heritage properties is carried out in a manner that is compatible in terms of height, mass, setbacks and overall architectural treatment.</td>
</tr>
</tbody>
</table>
Lloydminster’s transportation network shapes its urban form. This section of the Municipal Development Plan (MDP) establishes objectives and policies for the development of future roadway, pedestrian, cycling, eventual transit and rail service.

To achieve better sustainable urban development there has to be a high degree of integration between the land use patterns and transportation network.

**GOAL**

To maintain an efficient and effective transportation system for the safe and efficient movement of people and goods in and through the City of Lloydminster.
13.1 Roadways

OBJECTIVE 13.1

To maintain a municipal transportation system that is easy to navigate and allows for the safe and efficient movement of goods and people within and through Lloydminster.

Complete streets are designed to enable safe and efficient access for people using a variety of transportation modes (i.e. walking, cycling, driving and transit) and for users of varying levels of physical and cognitive abilities.

The road network plays an important role in shaping Lloydminster’s urban environment. A hierarchy of roads has been established as a basis for such planning, with each road type having the following specific functions:

- Highways, which accommodate traffic passing through Lloydminster as well as carrying traffic within Lloydminster;
- Arterial roads, which serve as the primary link between the highways and major sections of Lloydminster, usually carrying relatively large volumes of traffic from one part of Lloydminster to another;
- Collector roads, which serve as neighbourhood distributors, link arterial roads with local roads and allow circulation of traffic within neighbourhoods; and
- Local roads provide direct, low speed access to properties within neighbourhoods.

POLICIES

The City of Lloydminster:

13.1.1 Transportation Infrastructure Master Plan

The City of Lloydminster shall use the Transportation Infrastructure Master Plan, 2010 and any updates or amendments to it as the basis for future transportation planning and infrastructure improvements.

13.1.2 Regional Transportation Network

Shall coordinate with Alberta Transportation, Saskatchewan Department of Highways and Infrastructure, the County of Vermilion River and the Rural Municipalities of Britannia and Wilton to develop a safe and efficient regional transportation network.

13.1.3 Noise Attenuation

The City may require appropriate noise attenuation measures to be implemented to ensure acceptable noise level standards for new residential development adjacent to major arterial and collector roadways and highways with costs to be borne by the developer. These measures would be determined through a noise attenuation study conducted by a qualified professional to the satisfaction of the City.
### 13.1.4 Municipal Development Standards

Shall require all roadways and municipal infrastructure to comply with the City of Lloydminster *Municipal Development Standards*, as may be amended from time to time.

### 13.1.5 Dangerous Goods Routes

Should establish a Dangerous Goods Routes for the safe and efficient movement of such vehicles and products.

### 13.1.6 Promote Transportation Demand Management (TDM)*

Should encourage the use of Transportation Demand Management (TDM) strategies to manage roadway congestion without having to upgrade roadways.

### 13.1.7 Traffic-Calming

Should implement traffic-calming measures and roundabouts, where feasible, throughout the City. Roundabouts have been proven to be aesthetically pleasing and cost-effective compared to using traffic signals.

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*Transportation Demand Management (TDM) is the use of policies, programs, services, and products to influence whether, why, when, where, and how people travel. TDM measures can motivate people to shift transportation modes, make fewer trips, and drive more efficiently.*

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### 13.2 Active Transportation

**OBJECTIVE 13.2**

To encourage and promote more sustainable and active modes of transportation such as walking and biking.

Walking and bicycling are sometimes referred to as active modes of transportation, because they are human powered. Active transportation includes walking, rollerblading, skateboarding and cycling — among many other things. There are obvious health benefits to active modes. The City of Lloydminster is suited to active modes of transportation because its size allows for reasonable walking, jogging or cycling. Therefore, the City should be encouraging active transportation.

---


**POLICIES**

**The City of Lloydminster:**

<table>
<thead>
<tr>
<th>13.2.1</th>
<th>Promoting Walkability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should promote walkability within the City and connections to adjacent municipalities through the development of a comprehensive network of sidewalks, cycling lanes on road right-of-ways and multipurpose trails.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13.2.2</th>
<th>Complete Streets*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should promote the development of complete streets through the Area Structure Plan (ASP) and Area Redevelopment Plan (ARP) process.</td>
<td></td>
</tr>
</tbody>
</table>

**13.3 Transit System**

**OBJECTIVE 13.3**

To explore the potential for the implementation of public transit in the City of Lloydminster.

The City of Lloydminster public transit system is currently limited to handi-buses and taxis only. As the City grows, transit may become a significant component of a sustainable transportation system. “Transit-ready design” is an important consideration in the planning of neighbourhoods for the future implementation of transit.

**POLICIES**

**The City of Lloydminster:**

<table>
<thead>
<tr>
<th>13.3.1</th>
<th>Transit Feasibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should investigate the feasibility of implementing a transit system within the City.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13.3.2</th>
<th>Future Integration of Public Transit</th>
</tr>
</thead>
<tbody>
<tr>
<td>Should encourage the design of neighbourhoods to take into account roadway designs and standards for collector roadways that allow for the easy implementation of transit as the community grows.</td>
<td></td>
</tr>
</tbody>
</table>

* Complete Streets are designed and operated to enable safe access for all users: pedestrians, bicyclists, motorists and transit riders of all ages and abilities.10

# 13.4 Air Transportation

## OBJECTIVE 13.4

To maintain and expand the Lloydminster Airport for both air passenger and freight service.

The Lloydminster Airport is an important component in the region’s transportation network, providing flight and weather service to general air traffic as well as an important service to the region’s oil and gas sector and other industrial uses. The level of use at the airport should be encouraged through marketing and promotion.

## POLICIES

<table>
<thead>
<tr>
<th>13.4.1 Airport Expansion</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>The City of Lloydminster:</td>
<td>Shall promote and support the expansion of the Lloydminster Airport.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>13.4.2 Safe Operation of the Airport</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>The City of Lloydminster:</td>
<td>Shall continue to work with the County of Vermilion River to prevent subdivisions and land use developments on land adjacent to the airport in the County that are not compatible with airport operations, or may lead to unsafe operation of the airport, or constrains future expansion of the airport (See Policy 15.3.7).</td>
</tr>
</tbody>
</table>

# 13.5 Rail Transportation

## OBJECTIVE 13.5

To minimize the impacts and conflicts between rail and non-rail traffic and land uses, and to ensure the continued viability and future expansion of rail service within and from the City.

Lloydminster has two railways that provide the City with a valuable alternative to truck and air transportation. The existing Canadian National and Canadian Pacific Railways transport a large volume of the region’s agricultural, manufactured and industrial products to national and international markets.

## POLICIES

<table>
<thead>
<tr>
<th>13.5.1 Rail Transportation</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>The City of Lloydminster:</td>
<td>Should work with the Canadian National Railway (CNR) and Canadian Pacific Railway (CPR) to mitigate safety concerns and nuisance impacts caused by rail traffic while continuing to protect the viability of rail service by strategically developing adjacent lands for uses requiring rail access and compatible with railway operations.</td>
</tr>
</tbody>
</table>
Utility infrastructure in the City of Lloydminster includes the water distribution system, sanitary sewer collection and treatment and storm drainage system. Master plans and studies have been recently prepared for all infrastructure systems.

Solid waste is collected, processed and disposed by Public Works at the City of Lloydminster Landfill. The current cell has a capacity of approximately 2 years or 60,000 tones. According to the City’s Functional Landfill Study, the current landfill is sufficient to meet the needs of the City until 2060 at approximately 3% growth.

Franchise utilities within Lloydminster are provided by the following:

Two telephone systems currently service the City of Lloydminster, divided by the provincial boundary, with Telephone provided by TELUS on the Alberta side, SaskTel on the Saskatchewan side, and Cable provided by Shaw Cable on both sides.

In Lloydminster, distribution of electricity is the responsibility of ATCO Electric and SaskPower, while Direct Energy and SaskPower function as suppliers.

Natural Gas is distributed by ATCO Gas Ltd. and supplied by Direct Energy and SaskEnergy. These companies supply the majority of homes and businesses in Lloydminster through their extensive underground distribution systems.
# 14.1 Utility Infrastructure Provisions

## OBJECTIVE 14.1

To ensure adequate utility infrastructure and capacity is available to accommodate growth in the City of Lloydminster.

The review of development and subdivision proposals needs to ensure proper coordination with the City’s long-term utility infrastructure expansion and cost recovering recommended strategies in its master plan and studies. In addition, as developments are proposed, compliance with the City’s Engineering Standards must be met as well.

## POLICIES

<table>
<thead>
<tr>
<th>POLICY</th>
<th>THE CITY OF LLOYDMINSTER:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>14.1.1 Future Utilities Provision</strong></td>
<td>Shall consistently monitor future urban development and update utility service plans when it is warranted.</td>
</tr>
<tr>
<td><strong>14.1.2 Encourage Efficient Use of Existing Utility Infrastructure</strong></td>
<td>Should encourage new developments around existing areas to capitalize on and efficiently use the existing utility infrastructure.</td>
</tr>
<tr>
<td><strong>14.1.3 Timing of Utility Provision</strong></td>
<td>Shall provide and facilitate the provision of utility services as development of land occurs and in advance of anticipated development. In doing so, utility services shall be extended in a logical and economically practical manner which has regard for available capacity in the overall system or portions of the system.</td>
</tr>
<tr>
<td><strong>14.1.4 Utility Infrastructure Funding</strong></td>
<td>Shall maintain, fund and implement a comprehensive long-term plan for its utility infrastructure and establish budget priorities based on the premise that investment in infrastructure maintenance is a necessary annual investment rather than a discretionary cost.</td>
</tr>
<tr>
<td><strong>14.1.5 Utility Improvements</strong></td>
<td>Shall investigate opportunities and technologies that provide cost-effective improvements in the efficiency and/or environmental impacts of the provision of utility services.</td>
</tr>
<tr>
<td><strong>14.1.6 Infrastructure Maintenance</strong></td>
<td>Should adopt and implement an infrastructure maintenance and rehabilitation plan that will continually upgrade and replace the municipality’s utility systems to maintain or exceed current standards.</td>
</tr>
</tbody>
</table>
14.2 Water Distribution

OBJECTIVE 14.2

To maintain the water quality and supply in a manner that serves the community and new developments in an efficient and economical manner consistent with the City’s Water Distribution Study Update, 2009.

Lloydminster draws its raw water supply from the North Saskatchewan River. Water demand is critical in determining the distribution network, pumping capacity and storage required for a water system. One of the criteria used in establishing water demand is land use which is outlined in the Water Distribution Study Update, 2009. Meeting future water demand according to land use and maintaining fire flow conditions is the main objective of the City of Lloydminster Ultimate System Concept in the Water Distribution Study Update, 2009.

POLICIES

The City of Lloydminster:

14.2.1 Compliance with Water Distribution Plans

Shall use the Water Distribution Study Update, 2009 and any updates or amendments as the basis for the planning and improvements to the City’s water distribution system.

14.2.2 Water Servicing Concept

Should require developers to provide water servicing plans as part of the Area Structure Plan (ASP) and subdivisions approval process.

14.2.3 Potable Water Supply

Should investigate opportunities to supply potable water to the region.
14.3 Sanitary Sewer Collection

**OBJECTIVE 14.3**

To ensure Lloydminster’s sanitary sewer system collects, treats and discharges in a manner that minimizes the negative impacts to the environment.

The existing sanitary sewer system in the City of Lloydminster includes gravity mains, lift stations, forcemains, wastewater treatment facility, pump station and transmission line to the North Saskatchewan River. Orderly upgrades are necessary to ensure that the system can handle the needs of future development and to accommodate future demand based on the population growth rate included in this *Municipal Development Plan* (MDP) (refer to Section 2.3).

**POLICIES**

| **14.3.1** Compliance with Sanitary Sewer Plans | The City of Lloydminster: Shall use *the Sanitary Sewer Master Plan, 2009* and any updates or amendments as the basis for the future planning and improvements to the City’s sanitary sewer collection system. |
| **14.3.2** Sanitary Sewer Collection Concept | Should require developers to provide detailed sanitary collection plans as part of the *Area Structure Plan* (ASP) and subdivision approval process. |
| **14.3.3** Regional Waste Water Treatment | Should investigate opportunities for regional waste water treatment. |
## 14.4 Storm Drainage Management

### OBJECTIVE 14.4
To control peak flows and water quality so as to minimize the potential for downstream impacts reducing the risk of flooding under current development conditions.

The City’s *Storm Drainage Master Plan Update*, 2009 developed a drainage concept plan that respects land ownership and natural constraints of topography to guide future development. Existing wetlands are protected and incorporated into the drainage plan so as to preserve and enhance the natural characteristics of the region. In addition to conventional stormwater techniques, wet ponds and wetlands are used and other Low Impact Development (LID) techniques are applied wherever possible in order to optimize water quality.

### POLICIES

<table>
<thead>
<tr>
<th>POLICY</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>14.4.1</strong> Compliance with Storm Drainage Management Plans</td>
<td>Shall use <em>the Storm Drainage Master Plan Update</em>, 2009 and any updates or amendments as the basis for the future planning and improvements to the City’s storm drainage management system.</td>
</tr>
<tr>
<td><strong>14.4.2</strong> Stormwater Management Concept</td>
<td>Should require developers to ensure that the proposed stormwater management system is adequate to accommodate post-development flows and that adequate retention and treatment can be provided to meet the requirement of the Ministry of Environment of Alberta, the Saskatchewan Watershed Authority and the City of Lloydminster <em>Municipal Development Standards</em>, which may be amended from time to time. Developers are required to provide detailed stormwater management plans as part of the subdivision approval process and Area Structure Plan (ASP) process.</td>
</tr>
<tr>
<td><strong>14.4.3</strong> Stormwater Retention Ponds</td>
<td>Should review and implement measures to enhance the rehabilitation of the City’s stormwater retention lakes and natural or man-made drainage channels using indigenous plants and trees. Stormwater retention ponds include Public Utility Lots (PUL) in Alberta and Municipal Utility (MU) parcels in Saskatchewan.</td>
</tr>
<tr>
<td><strong>14.4.4</strong> Low Impact Development (LID)</td>
<td>Should encourage developers to utilize Low Impact Development (LID) strategies for reducing unnecessary stormwater runoff, which eases the burden on the City’s stormwater drainage system.</td>
</tr>
</tbody>
</table>
14.5 Solid Waste

OBJECTIVE 14.5

To reduce the amount of solid waste going into the landfills through the implementation of waste diversion and public education programs.

The City of Lloydminster’s current waste management system provides a strong foundation for an integrated solid waste management system and to take significant steps forward to divert organics from the landfill within a relatively short time frame. According to Lloydminster’s Solid Waste Collection and Diversion Study published in May 2010, the City diverts around 12.5% of residential and commercial solid waste annually. The integrated solid waste management system will be environmentally responsible and meet the needs of Lloydminster’s citizens on a cost effective manner.

POLICIES

| **14.5.1** Source Segregation of Solid Waste | The City of Lloydminster: Should promote source-segregation of solid waste at various development scales for appropriate treatment, storage optimization, transportation and recycling. |
| **14.5.2** Solid Waste Reduction and Recycling | Shall promote the principles of reduce, reuse and recycle materials with its own operations, with businesses and residents and continues to operate and maintain the recycling centre to inform residents and take care of bulky waste, hazardous household waste like chemicals and waste oils, waste from electric and electronic equipment, small batteries etc. |
| **14.5.3** Intermunicipal Solid Waste Management | Should work co-operatively with adjacent municipalities to develop a coordinated solid waste management strategy. |
| **14.5.4** Public Education | Should launch a public education campaign that informs residents of the benefits and importance of waste reduction and diversion on the long-term impacts of the waste collection system. |
| **14.5.5** Limits on Solid Waste | Should implement a limit on the number of carts/bags of waste per household on collection day to reduce the pressure on existing landfills. |
# 14.6 Franchise Utilities

## OBJECTIVE 14.6

To ensure that franchise utilities are maintained and operated in a safe and efficient manner while addressing consumers and preferences.

Franchise utilities companies have contractual permission to use the City’s right-of-way. The City of Lloydminster currently has agreements with franchise utility operators for the right to locate pipelines, conduits and other operation devices within the public right-of-way. The use of public right-of-way provides these companies the most efficient and direct access to customers and ancillary facilities. Minimizing the impact to utility networks is key to determining the best location of franchise utilities.

## POLICIES

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<table>
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<tr>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>14.6.1 Franchise Utilities</strong></td>
<td>The City of Lloydminster:</td>
</tr>
<tr>
<td></td>
<td>As a condition of subdivision approval, developers may be required to provide a Utility Right-of-Way (ROW) plan and Easement Agreement to protect all existing and future utilities within the proposed development</td>
</tr>
</tbody>
</table>

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>14.6.2 Provision of Franchise Utilities After Registration</strong></td>
<td>Should an ROW or easement be required after the Plan of Survey showing Subdivision has been registered the utility company requesting the easement will be responsible for all costs associated with acquiring the easement. These costs include but are not limited to: survey costs, legal fees and Land Titles costs. The utility company must complete a Legal Plan of Survey or Descriptive Plan to the satisfaction of the City. A Metes and Bounds Description is not accepted.</td>
</tr>
</tbody>
</table>
WORKING WITHIN OUR REGION
The City of Lloydminster is committed to working together with other municipalities and agencies in the region to look at ways of providing municipal services to taxpayers in the most cost-efficient and effective manner possible.

GOAL

To maintain mutually beneficial relations with the County of Vermilion River and the Rural Municipalities of Britannia and Wilton, provincial and federal authorities and other agencies in the region.
15.1 Regional Co-operation

**OBJECTIVE 15.1**

To enhance co-operation with neighbouring Counties and Rural Municipalities as well as provincial and federal authorities.

Given Lloydminster’s strategic geographical location, advantageous access routes and comparably large trading area, the City is in an excellent position to capitalize upon partnerships with neighbouring Counties and Rural Municipalities. The benefits are the increased goods, services and infrastructure within the greater Lloydminster region. Regional co-operation offers a previously unexplored opportunity to guide development and service provision in a mutually beneficial and cost-effective manner.

<table>
<thead>
<tr>
<th>POLICIES</th>
<th>The City of Lloydminster:</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>15.1.1 Federal and Provincial Co-operation</strong></td>
<td>Should work with the federal and provincial governments to ensure that a full range of public services are provided and maintained in the City.</td>
</tr>
<tr>
<td><strong>15.1.2 Communication and Collaboration with Neighbouring Municipalities</strong></td>
<td>Should work with the County of Vermilion River and the Rural Municipalities of Britannia and Wilton on matters of mutual interest.</td>
</tr>
</tbody>
</table>
15.2 Partnerships

**OBJECTIVE 15.2**

To develop partnerships with both the public and private sectors regarding the provision of services.

Exploring partnerships with private industry and neighbouring municipalities facilitates the provision of goods and services which could not be fully realized through the Municipal Development Plan (MDP) alone. For example, the provision of health care services is a significant concern raised by residents in recent consultation sessions. Addressing the provision of these services is arguably external to the scope and intent of an MDP. Partnerships with varying levels of government, the private sector or neighbouring municipalities offers the potential to increase health care and education services provided within the City of Lloydminster.

**POLICIES**

**15.2.1 Referrals to Neighbouring Municipalities**

The City of Lloydminster shall comply with the Lloydminster Planning District Official Community Plan and County of Vermilion River and City of Lloydminster Intermunicipal Development Plan (IDP) in referring subdivision and development applications within Intermunicipal Plan area as per the Plan policies. With regards to the preparation of any statutory plans within the referral areas the City of Lloydminster will endeavour to provide an opportunity for input by adjacent municipalities during the discussion and/or preparation stage of the document.

15.3 Intermunicipal Planning

**OBJECTIVE 15.3**

To enhance regional co-operation and partnerships with the County of Vermilion River and the Rural Municipalities of Britannia and Wilton by investigating and pursuing shared services and resources, maintaining open lines of communications for reciprocal referrals and notification with the above mentioned municipalities.

As the City of Lloydminster continues to grow, the implications of future land use consumption must be thoroughly analyzed and considered. The direction, rate and manner in which the City physically develops in the future will have a significant impact on the livability and standard of living for all residents of the City. Future development and needs to consider long-term social and environmental implications in order to pursue a sustainable urban form. This section outlines best practices for intermunicipal infrastructure coordination, along with the sharing of municipal services, conflict resolution and statutory appeals.
**POLICIES**

<table>
<thead>
<tr>
<th>15.3.1 Need for Urban Expansion</th>
<th>The City of Lloydminster: Shall maintain a long-term land-supply to meet land requirements in all of its land use categories consistent with its growth strategy.</th>
</tr>
</thead>
<tbody>
<tr>
<td>15.3.2 Annexation</td>
<td>Shall make application to annex lands in accordance with <em>The Lloydminster Charter</em> and relevant provincial legislation.</td>
</tr>
<tr>
<td>15.3.3 Intermunicipal Infrastructure Coordination</td>
<td>Should endeavour to coordinate roadway and municipal servicing requirements with the County of Vermilion River and the Rural Municipalities of Britannia and Wilton. This could include, but not be limited to, roadways, stormwater management, water, sanitary sewer and trail and open space linkages.</td>
</tr>
<tr>
<td>15.3.4 Shared Services</td>
<td>Should continue to investigate potential regional cost-sharing arrangements for services such as economic development and tourism promotions, recreation, planning and development, waste management and utility infrastructure.</td>
</tr>
<tr>
<td>15.3.5 Conflict Resolution</td>
<td>Shall seek to resolve issues and concerns to the mutual benefit of each municipality through the use of alternative dispute resolution mechanisms if and as required.</td>
</tr>
<tr>
<td>15.3.6 Statutory Appeals</td>
<td>Shall regard the filing of statutory appeals to deal with an intermunicipal planning dispute with an adjacent municipality as a last resort, and shall endeavour to resolve the matter through negotiations, mediation or other alternative dispute mechanisms with adjacent municipalities.</td>
</tr>
<tr>
<td>15.3.7 Development and Expansion of the Lloydminster Airport</td>
<td>In development and plans for subdivision in the vicinity of the airport, should through the <em>County of Vermilion River and City of Lloydminster Intermunicipal Development Plan</em> (IDP) to ensure that such developments and plans do not negatively affect existing airport operations and any future plans for expansion.</td>
</tr>
<tr>
<td>15.3.8 Stormwater Drainage Management</td>
<td>Should work with neighbouring rural municipalities in both Alberta and Saskatchewan in effectively managing stormwater runoff on a watershed basis.</td>
</tr>
</tbody>
</table>
16.0 IMPLEMENTATION
The City of Lloydminster Municipal Development Plan (MDP) will provide direction to Council’s and Administration’s decisions regarding the future growth and development of Lloydminster. More detailed planning is required in certain cases through the preparation of Area Structure Plans (ASP) and/or Area Redevelopment Plans (ARP). The Land Use Bylaw (LUB) governs the specific and discretionary uses of land and locations and size of buildings through the development permit process on a daily basis so conformity between the LUB and the MDP must be achieved.

The MDP is meant to be a “living planning document” so its effectiveness needs to be monitored over time. If amendments are required, they should be carried out through an orderly amendment process. Implementation of the Lloydminster MDP will require strategic investment in community infrastructure, amenities and services. The cost of new development should be borne by the developer. It is important to note that the achievement of the goals and objectives of the MDP are subject to budgetary considerations by Council on an annual basis.

GOAL

To effectively implement the goals, objectives and policies set out in this Municipal Development Plan (MDP).
16.1 Implementation with Other Statutory Documents

**OBJECTIVE 16.1**

To apply policies contained within the *Municipal Development Plan* (MDP) to guide future growth and development.

**POLICIES**

<table>
<thead>
<tr>
<th>16.1.1 Consistency with Other Statutory Plans</th>
<th>The City of Lloydminster: Shall ensure that all proposed amendments to municipal statutory plans, subdivision applications, amendments to the <em>Land Use Bylaw</em> (LUB), and development permit applications shall include a statement addressing compliance with the MDP.</th>
</tr>
</thead>
<tbody>
<tr>
<td>16.1.2 Revisions to the Land Use Bylaw</td>
<td>Shall amend the existing <em>Land Use Bylaw</em> (LUB) to ensure consistency between the MDP and the <em>Land Use Bylaw</em> (LUB) in accordance with the requirements of the <em>Municipal Government Act</em> (MGA).</td>
</tr>
<tr>
<td>16.1.3 Area Redevelopment Plan (ARP) Requirements</td>
<td>May require an <em>Area Redevelopment Plan</em> (ARP) to be prepared and adopted by Council in accordance with the provisions of the <em>Municipal Government Act</em> (MGA) in circumstances where pressures for redevelopment and intensification can significantly alter an established neighbourhood or area of the City. The <em>Area Redevelopment Plan</em> (ARP) shall be required to address but not necessarily be limited to the following:</td>
</tr>
<tr>
<td></td>
<td>1. site conditions and topography including man-made and natural constraints to development;</td>
</tr>
<tr>
<td></td>
<td>2. existing land uses and building conditions;</td>
</tr>
<tr>
<td></td>
<td>3. future land uses, lot sizes and density;</td>
</tr>
<tr>
<td></td>
<td>4. proposed population and housing types if applicable; and</td>
</tr>
<tr>
<td></td>
<td>5. adequacy of schools, parks, open space and community services to accommodate the proposed development.</td>
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<tr>
<td></td>
<td>Consultation with affected parties shall be held prior to Council approval in accordance with the <em>Municipal Government Act</em> (MGA).</td>
</tr>
</tbody>
</table>
16.1.4 Area Structure Plans (ASP)

Requirements

Shall require Area Structure Plans (ASP) to be prepared and adopted by Council before considering zoning and subdivision in newly developing areas in accordance with the provisions of the Municipal Government Act (MGA) and as specified in the City of Lloydminster Guide to the Land Development Process. The Area Structure Plan (ASP) shall be required to address but not necessarily be limited to the following:

1. site conditions and topography including natural and man-made constraints to development;
2. archaeological or historically significant areas;
3. the identification and protection of sustainable natural areas including wetlands, woodlots, drainage courses, etc;
4. existing and future proposed land uses, lot sizes and density;
5. environmental impacts and mitigative measures for incompatible land uses such as railways, pipelines, utilities and industrial uses with off-site impacts;
6. neighbourhood population if applicable;
7. school population, school sites sizes and locations if applicable;
8. general location of parks, linear parks, greenways, linear parks, open spaces and multi-use trail systems;
9. requirements for fire, police, emergency response and other community facilities and services;
10. potential sites for places of religious assembly if applicable;
11. external and internal transportation networks including noise attenuation requirements and Traffic Impact Assessment (TIA);
12. proposed water distribution facilities, proposed trunk main locations, capacities, system impacts and network analysis (sizes, flows and design standards);
13. proposed sanitary sewer collection system and capacity analysis (sizes, flows and design standards) including ties to existing sanitary facilities, lift station locations, proposed trunk main locations and system impacts;
14. proposed stormwater management system including surface drainage patterns, catchment areas, stormwater ponds (sizes, flows, design standards) and outfall locations, proposed trunk mains, outlets, capacities and system impacts;
16.2 Monitoring the Amendments

OBJECTIVE 16.2

To monitor and update the Municipal Development Plan as an effective management tool through an orderly review and amendment procedure.

POLICIES

The City of Lloydminster:

16.2.1 Monitoring the Plan

Shall monitor the implementation of this plan annually to identify any policy issues or new trends and provide valuable information for public accountability, budget allocation and delivery of planning services.

16.2.2 Community Satisfaction Survey

Should conduct a Community Satisfaction Survey every two years to benchmark municipal services and programs to ensure that they meet community needs, goals and objectives of the Municipal Development Plan (MDP).
16.2.3 Reviewing the Plan

Shall review and update the City’s Strategic Plan, 2012-2014, Growth Study (2009), Municipal Development Plan (MDP), 2013, County of Vermilion River and City of Lloydminster Inter-municipal Development Plan (IDP) and Integrated Community Sustainability Plan (ICSP), 2013 at regular intervals of not more than five years to ensure that the objectives and policies remain valid in view of population growth, adequate land supply and assessment mix, employment, development patterns and market trends.

16.2.4 Amending the Plan

A Municipal Development Plan (MDP) amendment shall be supported by a MDP Amendment Technical Report which shall address:

1. the nature and purpose of the amendment;
2. proposed wording or graphics for the amendment;
3. technical justification for the amendment;
4. forecast data and other relevant statistical information;
5. effect of the proposed amendment on municipal infrastructure and services; and
6. landowner and public participation information.

16.2.5 Community Engagement

Shall, in addition to the statutory requirements in the Municipal Government Act (MGA), establish standards regarding the type and quality of public engagement for all planning proposals where Council deems it appropriate to the nature and scope of the matter being addressed.
Glossary of Terms

The definitions provided below are for use in understanding the concepts and ideas discussed in the context of the Municipal Development Plan (MDP). Where a definition listed below is different than the one provided in the Land Use Bylaw (LUB), the Land Use Bylaw (LUB) definition shall be used in processing a development or subdivision application.

Active Transportation
Any mode of transportation that is human powered including walking, running, cycling, roller blading, skate boarding, snow shoeing and the use of mobility aids.

Adaptive Reuse
A process whereby buildings are adapted for new uses, while retaining their original architectural features.

Attainable Housing
Dwelling units that are designed to be both adequate in meeting the size and safety needs of individuals and families, and attainable to households with income at or below Lloydminster’s median income, without spending more than 30% of their income on housing.

Alternative Development Standards (ADS)
Alternative Development Standards (ADS) represent the flexible and innovative approaches to shaping residential development in a way that is consistent with improved environmental performance of communities, with benefits for affordability, diversity, livability and environmental health.

Arterial Commercial
Commercial areas intended for trade and service(s) related to automotive transportation and the automobile traveler, and other commercial land uses which are built at low densities, in planned centres, generally to serve the city and the region as a whole.

Arterial Street
Urban arterial streets are intended to carry large volumes of all types of traffic moving at medium speeds. These streets serve the major traffic flows between the principal areas of traffic generation and also connect to rural arterials and collectors.

Area Redevelopment Plan (ARP)
A plan adopted as an Area Redevelopment Plan (ARP), which provides a framework for future development in an already developed area.

Area Structure Plan (ASP)
A plan adopted as an Area Structure Plan (ASP), which provides a framework for future subdivision and development in an area.

Big Box Retail
Large warehouse-style stores, often specializing in a specific retail category (i.e. toys, office supplies), many with upwards of 9,000 square metres of floor space and large parking lots.

Business Improvement District (BID)
A group of business people who administer funds, collected through a special business tax, to improve the area and jointly promote their businesses. Streetscapes Co. is the name of the BID in Lloydminster.
<p>| <strong>City</strong> | The City of Lloydminster in the Provinces of Alberta and Saskatchewan. |
| <strong>Collector Street</strong> | Urban collector streets provide both traffic service and land access service. The traffic service function of collector streets is to carry traffic between local and arterial streets. |
| <strong>Community Garden</strong> | Community gardens are parcels of land divided into small plots for local residents to grow their own flowers, fruit and vegetables. They are recognized as important neighbourhood gathering places that promote sustainability, neighbourhood livability, urban greening, community building, intergenerational activity, social interaction, crime reduction, exercise and food production. |
| <strong>Community-Supported Agriculture (CSA)</strong> | Community Supported Agriculture (CSA) is a program of mutual commitment between a farm and a community of supporters. It links people directly with their source of food, providing them with the most fresh, sustainably produced food; it gives farmers a source of income at their time of highest expense (early spring). Shareholders purchase a share in the season's harvest and receive a weekly package of food. |
| <strong>Complete Community</strong> | A community that is fully developed and meets the needs of the local residents through an entire lifetime. Complete communities provide certainty to residents on the provision of amenities and services and include a range of housing, commerce, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents can live, learn, work and play. |
| <strong>Complete Street</strong> | Complete Streets are designed and operated to enable safe access for all users: pedestrians, bicyclists, motorists and transit riders of all ages and abilities. They make it easy to cross the street, walk to shops, bicycle to work and commute via public transit. |
| <strong>Crime Prevention through Environmental Design (CPTED) Guidelines</strong> | Crime Prevention through Environmental Design (CPTED) involves with the design and use of the built environment that leads to a reduction in the fear and incidence of crime and an overall improvement of quality of life. |
| <strong>Density</strong> | The average number of dwelling units, population or households per net hectare of developable land or the square meters of floor space in commercial and industrial buildings per acre or hectare. |
| <strong>Eco-Industrial Development</strong> | The eco-industrial approach embraces systems thinking and lessons from nature. In practice, eco-industrial networking creates collaborative relationships between businesses, governments and communities to more efficiently and effectively use resources, such as materials and energy, but also including land, infrastructure and people. |</p>
<table>
<thead>
<tr>
<th><strong>Glossary Term</strong></th>
<th><strong>Definition</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Ecological Footprint</td>
<td>A measure of the &quot;load&quot; imposed by a given population on nature. It represents the land area necessary to sustain current levels of resource consumption and waste discharge by that population.</td>
</tr>
<tr>
<td>Environmental Reserve (ER)</td>
<td>Land dedicated (given) to a municipality, during the subdivision process, because it is considered undevelopable for environmental reasons. This may include areas such as wetlands, ravines, drainage courses, steep slopes, etc.</td>
</tr>
<tr>
<td>Environmental Reserve (ER)</td>
<td>A caveat registered with Land Titles in favour of the municipality for lands that would be normally taken as Environmental Reserve (ER).</td>
</tr>
<tr>
<td>Environmentally Significant Area (ESA)</td>
<td>A natural area which, because of its features or characteristics, is significant to Lloydminster from an environmental perspective, and has the potential to remain viable within an urban environment.</td>
</tr>
<tr>
<td>Goal</td>
<td>An idealized end towards which planned action is directed and which provides an indication of what is to be achieved.</td>
</tr>
<tr>
<td>Governance</td>
<td>Governance refers to the institutions that governments function within and the relationships governments have with other stakeholders. The major characteristics of good governance are: participatory, consensus oriented, accountable, transparent, responsive, equitable and inclusive, effective and efficient, and follows the rule of law.</td>
</tr>
<tr>
<td>Growth Management</td>
<td>The process of directing or guiding development in a manner that is consistent with the vision, guiding principles, goals, objectives and policies contained in this MDP.</td>
</tr>
<tr>
<td>Heritage Preservation</td>
<td>Conservation and/or adaptive reuse of the buildings and sites associated with significant historical events.</td>
</tr>
<tr>
<td>Home Occupation</td>
<td>Small scale business or professional office operated in a home by a person who occupies the dwelling as a private residence.</td>
</tr>
<tr>
<td>Infill Development</td>
<td>Development in mature or built up areas of the city occurring on vacant or underutilized lands, behind or between existing development, and which is comparable with the characteristics of surrounding development.</td>
</tr>
<tr>
<td>Infrastructure</td>
<td>The urban facilities that are required to service land for its subsequent development and use, usually referring to roads, bridges and utilities.</td>
</tr>
<tr>
<td>Intermunicipal Development Plan (IDP)</td>
<td>A statutory plan jointly prepared by neighbouring municipalities to establish strategic policies and identify issues of mutual interest that overlap municipal boundaries.</td>
</tr>
<tr>
<td>Land Use Bylaw (LUB)</td>
<td>The bylaw that divides the city into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land in the city can be used and developed and includes a zoning map.</td>
</tr>
<tr>
<td><strong>Main Street Program</strong></td>
<td>The Alberta Main Street Program (AMSP) provides a membership network, funding and expertise to municipalities to help restore historic integrity and architectural character to traditional main streets across Alberta. Under a new paradigm, AMSP aims to establish a strong network of accredited Alberta Main Street communities, committed to conserving their historic places. (Alberta Ministry of Culture and Community Spirit)</td>
</tr>
<tr>
<td><strong>Mixed Use</strong></td>
<td>A combination of different uses, such as, but not limited to, residential, office commercial, retail commercial, public or entertainment, which are horizontally integrated (i.e. uses located on the same site beside one another) and/or vertically integrated (i.e. uses located on different floors in the same building) within a single compact form of urban development. The mixes of uses are to be compatible, mutually beneficial, and integrated into the community, for example, live/work in the same complex. Mixed use also relates to a range of dwelling types that could provide residences to a diversity of living arrangements and incomes.</td>
</tr>
<tr>
<td><strong>Municipal Development Plan (MDP)</strong></td>
<td>A plan adopted by Council as a Municipal Development Plan, which is an overall policy guide to a municipality’s future growth and development.</td>
</tr>
<tr>
<td><strong>Neighbourhood</strong></td>
<td>A mainly residential area designed as a comprehensively planned unit containing a variety of housing types, community services, recreation and culture amenities and parks necessary to meet the needs of the neighbourhood population.</td>
</tr>
<tr>
<td><strong>Objective</strong></td>
<td>Directional statements that are usually phrased in measurable terms for given time frames.</td>
</tr>
<tr>
<td><strong>Open Space</strong></td>
<td>All land and water areas, either publicly owned or offering public access, that are not covered by structures.</td>
</tr>
<tr>
<td><strong>Placemaking</strong></td>
<td>Building on the city’s existing environmental features, historic and cultural resources, open spaces and distinguishing features in order to enhance and support its unique character.</td>
</tr>
<tr>
<td><strong>Policy</strong></td>
<td>A statement identifying a specific course of action for achieving objectives.</td>
</tr>
</tbody>
</table>
| **Smart Growth** | A collection of land use and development principles that aim to enhance our quality of life, preserve the natural environment and save resources over time. These principles ensure that growth is fiscally, environmentally and socially responsible and recognize the connections between development and quality of life. Smart growth enhances and completes communities by placing priority on infill, redevelopment and densification strategies.
| **Sustainable Development** | Development that meets the needs of today without compromising the ability of future generations to meet their own needs. This means the community needs to sustain its quality of life and accommodate growth and change by harmonizing long-term economic, environmental and social needs. |
| **Transportation Demand Management (TDM)** | Transportation Demand Management (TDM) is the use of policies, programs, services and products to influence whether, why, when, where and how people travel. TDM measures can motivate people to shift transportation modes, make fewer trips and drive more efficiently. |
| **Urban Design** | Planning and architecture that gives regard to design elements such as building form, style, views, vistas, open space and streetscape treatments to provide an urban context that is both functional and aesthetically pleasing. |
| **Urban Form** | A physical pattern of human settlement that, as opposed to rural form, is typically characterized by compact mixed land uses, higher residential densities, and includes various public and private facilities, open spaces and a roadway network. |
| **Watercourse** | Any natural depression with visible banks, or wetland with or without visible banks, which contain water at some time; and include any lake, river, stream, creek, spring, swamp, gulch or surface source of water whether containing fish or not; and include intermittent streams; and includes surface drainage works. |
18.0 REFERENCES

List of Background Documents

Background Documents

- City of Lloydminster. *Zoning Bylaw 12-2001*
- City of Lloydminster. *Plan Lloydminster Bylaw 30-2000*
- Downtown Revitalization Plans:
  - *Sector Redevelopment Concept: Downtown Lloydminster* (September 2005, Streetscapes Co.)
  - *City of Lloydminster, Downtown Redevelopment Plan* (Date not stated)
- Saskatchewan Municipal Affairs, Culture and Housing. *Lloydminster Planning District Development Plan, 2001*
- City of Lloydminster Act, The Lloydminster Charter (Alberta Regulation 212/2012)

Economic Plans


Geotechnical

- Clifton Associates Ltd. *Geotechnical Report, Rail Crossing, Hill Industrial Subdivision, Phase VI, 2009*
- J. R. Paine & Associates Ltd. *Preliminary Geotechnical Assessment, City of Lloydminster, 2010*
- Stantec Consulting Ltd., *Geotechnical Investigation for Proposed Upgrade, 44th Street, Between 45th Avenue and 37th Avenue, Lloydminster, Saskatchewan, AMEC Project File No. AX4846, 2007*
- Clifton Associates Ltd., *Geotechnical Report, West Drainage Channel, North of Highway 16 and West of 62nd Avenue, City of Lloydminster, File L36, 2007*

Intermunicipal Development Plans

- MATRIX PLANNING and G.T. Hofmann & Associates, *County of Vermilion River and City of Lloydminster Intermunicipal Development Plan, 2006*
- *IDP and LPDC Plans* (multiple: see folders)

Parks and Recreation Master Plan

- EDA Collaborative Inc. and RC Strategies. *Bud Miller All Seasons Park Recreation Master Plan, 2010*
- EDA Collaborative Inc., Lloydminster, Alberta/Saskatchewan Linkage System: *Master Plan, 1989*
- EDA Collaborative Inc. and RC Strategies, *City of Lloydminster Parks and Open Space Needs Assessment and Master Plan, Final Draft, 2008*
- EDA Collaborative Inc. and IDS., *Lloydminster Open Space Study, 1982*
Transportation Plans
- Highway 17:
  - ISL Infrastructure Systems Ltd., *North-South Corridor Planning Study*, City of Lloydminster, 2002
  - *Highway 17 Functional Planning Study, Executive Summary*

Sanitary Master Plan
- Associated Engineering, *City of Lloydminster Sanitary Sewer Master Plan*, 2009

Water Distribution Plans
- Associated Engineering, *City of Lloydminster Storm Drainage Master Plan Update*, 2009

Future Growth Studies
- City of Lloydminster. *Growth Study*, 2009

Census Documents
List of Maps

Map A-1: Parks, Recreation and Proposed Trail Connections
Map A-2: Transportation Network
Map A-3: Water Distribution Systems
Map A-4: Stormwater Management
Map A-5: Sanitary Sewer Management