

BYLAW NO. 07-2020

A BYLAW OF THE CITY OF LLOYDMINSTER
IN THE PROVINCES OF ALBERTA AND
SASKATCHEWAN TO APPROVE THE
DOWNTOWN AREA REDEVELOPMENT PLAN
(DARP)

WHEREAS pursuant to the *Lloydminster Charter AND Part 17 of the Municipal Government Act*, Council of the City of Lloydminster may pass a bylaw to designate an area of the municipality as a redevelopment area for the purpose of either, (a) preserving and improving land and building in the area, (b) rehabilitating buildings in the area, (c) removing buildings from the area, (d) constructing or replacing buildings in the area, (e) establishing, improving or relocating roads, public utilities or other services in the area, or (f) facilitating any other development in the redevelopment area.

NOW THEREFORE, be it resolved that the Council of the City of Lloydminster enacts as follows:

1. This Bylaw shall be cited as the "Downtown Area Redevelopment Plan (DARP) Bylaw".
2. The Downtown Area Redevelopment Plan (DARP) attached as schedule "A", "B1" & "B2" are hereby adopted.

This Bylaw shall come into force and effect upon the passing thereof.

INTRODUCED AND READ a first time this 24th day of February, 2020, A.D.

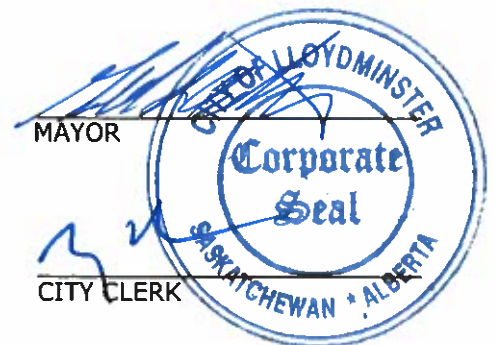
PUBLIC HEARING held this 20th day of April, 2020, A.D.

READ a second time this 17th day of August, 2020, A.D.

READ a third time this 17th day of August, 2020, A.D.

Date signed AUG 19 2020

Date signed AUG 19 2020



LLOYDMINSTER DOWNTOWN

Area Redevelopment Plan



1 INTRODUCTION	1	4.3 Land Use Areas	40
1.1 Purpose and Intent of the Plan	2	4.3.1 Core Mixed Use Area	40
1.2 Plan Area and Context	3	4.3.2 Mixed Use Transition Area	41
1.2.1 Plan Area	3	4.3.3 Civic Area	43
1.2.2 Historic Context	3	4.3.4 Creative Industrial Area	44
1.2.3 Growth and Demographics	4	4.3.5 Neighborhood Residential Area	46
1.3 Issues and Opportunities	5	4.3.6 Downtown Highway Commercial Area	47
1.3.1 Issues	5		
1.3.2 Opportunities	6		
1.4 Plan Process	7	5 DESIGN GUIDELINES	49
1.4.1 Development of the ARP	7	5.1 Design Guidelines	50
1.4.2 Public Participation	7	5.1.1 Accessibility, Safety, and Inclusivity	50
1.5 Authority of the Plan	8	5.1.2 Frontages	50
1.5.1 Plan Interpretation	8	5.1.3 Utilities	51
2 VISION, GUIDING PRINCIPLES, & GOALS	11	6 IMPLEMENTATION	57
2.1 Vision	12	6.1 Implementation Schedule	58
2.2 Guiding Principles	12	6.2 Interrelationships / Areas of Influence	64
2.3 Goals	13	6.3 Plan Administration	68
3 PUBLIC REALM	15	7 GLOSSARY	69
3.1 Public Realm Concept	16		
3.2 Public Streets	19	8 FIGURES	70
3.2.1 General Policies	19		
3.2.2 50 Avenue (Meridian) Main Street	22	9 APPENDIX	71
3.2.3 Supporting Main Street	23	Appendix A - Engagement Summary	73
3.2.4 Shared Street (49 Street)	24	Appendix B - Opportunities + Constraints Report	101
3.2.5 Cross Town Street (50 Street)	25	Appendix C - N-S Corridor Project Considerations	129
3.2.6 Bridging Streets	26		
3.2.7 Highway 16	27		
3.2.8 Green Streets	27		
3.3 Parks and Plazas	28		
3.3.1 General Policies	28		
3.3.2 Civic Square Park	30		
3.3.3 Clocktower Plaza	31		
3.3.4 49 Street Plaza	32		
3.3.5 48 Street Parklet	33		
4 LAND USE	35		
4.1 Land Use Concept	36		
4.2 General Land Use Policies	38		
4.2.1 Compliance	38		
4.2.2 General	38		



RENEWING THE HEART OF PUBLIC LIFE IN LLOYDMINSTER

The Downtown Area Redevelopment Plan (DARP) is a signal of big things to come for downtown Lloydminster.

This Plan was guided by citizens, business owners, politicians, and other champions of Lloydminster. Through engagement, many members of the public shared personal stories about the area's history and their visions for the future of downtown. They also expressed frustrations with many years of unsuccessful attempts at building the great city they all imagined. These passions and laments were reinforced through work with the Plan Advisory Committee: almost all Lloydminsterites want to see an improved downtown.

The DARP is both a mandate and a roadmap for redevelopment. Its collective vision emerged from many voices, and its approach is shaped by the passion, knowledge, and experience of the committed residents of Lloydminster.

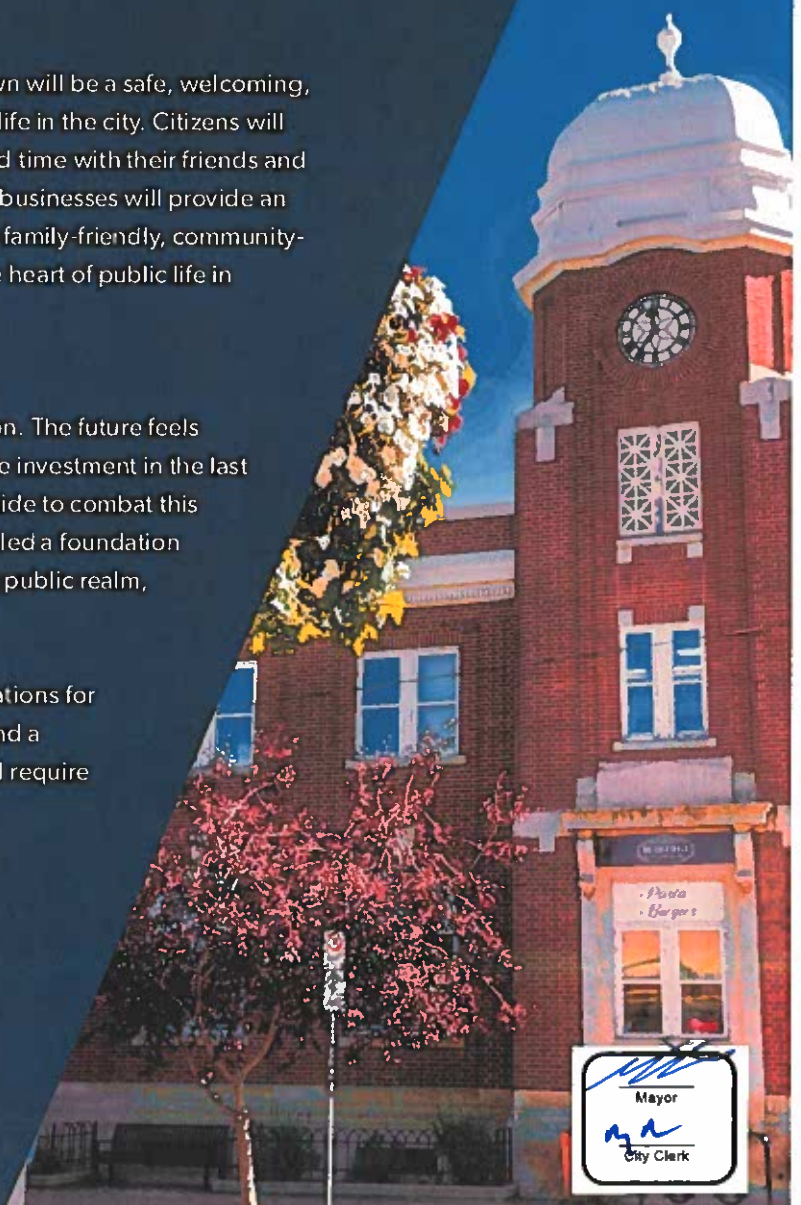
What does downtown look like in 15 years?

When this Plan's vision is fulfilled, Lloydminster's downtown will be a safe, welcoming, vibrant, and walkable place. It will be the stage for public life in the city. Citizens will live, work, shop, access services, attend events, and spend time with their friends and family. The downtown's walkable streets and unique local businesses will provide an experience unavailable anywhere else in the city. It will be family-friendly, community-focused, and home to great public amenities. It will be the heart of public life in Lloydminster.

How do we get there?

Lloydminsterites know that their downtown needs attention. The future feels uncertain, as the downtown has seen little public or private investment in the last 30 years. The DARP provides an explicit and reassuring guide to combat this uncertainty and reinvigorate the downtown. It has assembled a foundation for the vision that includes clear direction for land use, the public realm, economic incentives, and programming.

A strong plan is just the start. Achieving the greatest aspirations for Lloydminster's downtown will require strong leadership and a consistent program of public investment. Most of all, it will require the sustained energy of the Lloydminster community.




Mayor

City Clerk



1

INTRODUCTION

Many municipalities across the country are recognizing the value of downtown revitalization. When done effectively and over the long term, the results are impressive. Downtowns that have reinvented themselves are thriving, providing a key revenue source for municipalities that is large relative to their actual size. They are a source of economic innovation and diversification. With their historic value and distinct sense of place, they have also become the most popular destinations for cultural and civic activities.

Lloydminster's downtown is on the brink of a similar reimagining. The Downtown Area Redevelopment Plan is the first step in revitalization, providing direction for focused investment over the next 15 years.



1.1 PURPOSE AND INTENT OF THE PLAN

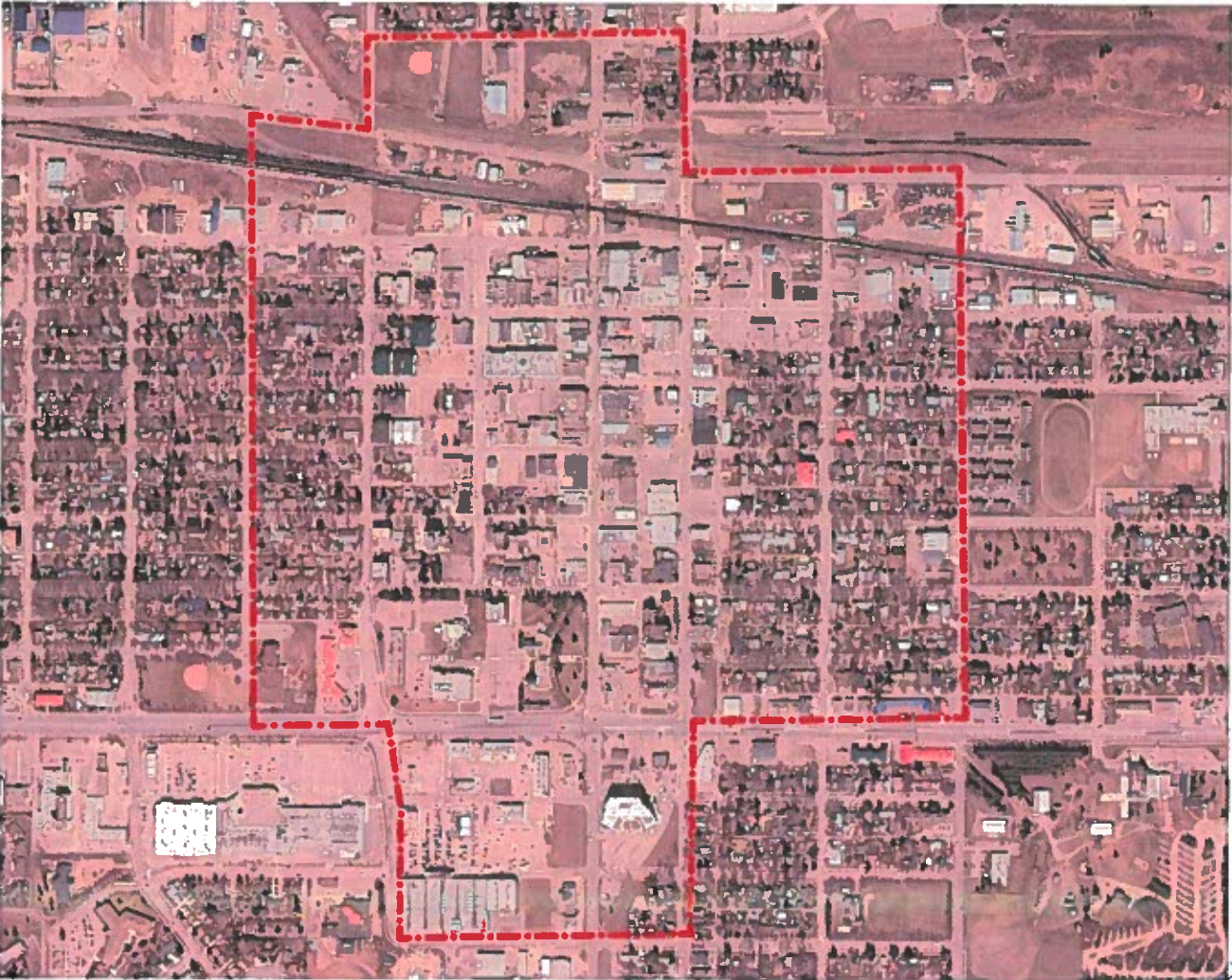
The purpose of the Downtown Area Redevelopment Plan (DARP) is to provide a 15-year vision and actionable priorities for the reinvigoration of downtown Lloydminster. The intent is for the plan to provide a framework and supporting policies that will guide:

- future public and private investment in downtown
- land use planning decisions in the downtown

The DARP is divided into 7 chapters:

- **CHAPTER 1: Introduction**
- **CHAPTER 2: Vision, Guiding Principles, and Goals**
- **CHAPTER 3: Public Realm**
- **CHAPTER 4: Land Use Policy**
- **CHAPTER 5: Design Guidelines**
- **CHAPTER 6: Actions**
- **CHAPTER 7: Implementation**

Figure 1: Map of the DARP Plan Area



1.2 PLAN AREA AND CONTEXT

1.2.1 Plan Area

The plan area for the Downtown ARP is delineated on **Figure 1**. This area is bounded by 41 Street on the south, 54 Street on the north, and by 47 and 53 Avenues on the east and west respectively. The plan area contains the historic downtown core and surrounding transition areas, as well as the major intersection between the TransCanada Yellowhead Highway (Highway 16) and Highway 17. The northern section of the study area is crossed by both the CN and CP railroads. Notable civic uses in the plan area, include City Hall, the Lloydminster Police Headquarters, and the Lloydminster Public Library. As a unique 'Border City', Lloydminster's downtown is bisected by the interprovincial border between Alberta and Saskatchewan which runs along Highway 17 (50 Avenue).

1.2.2 Historic Context

Prior to European settlement, the territory where Lloydminster now resides was inhabited by several Plains First Nations. One of these Nations is the Onion Lake Cree Nation, whom the City of Lloydminster shares a special relationship with today. Progressively, European influence became stronger in the area, first with fur trading and then with the establishment of the Northwest Territories of

Canada. In 1876, Treaty 6 was negotiated and signed between Indigenous leaders at Fort Pitt Saskatchewan, less than 100 km from the City of Lloydminster today. Following this were the first waves of permanent European settlement in the area.

In 1903, the Barr Colonists established the village of Lloydminster on the Fourth Meridian in the Northwest Territories. With its successful agricultural production, the town quickly grew. Multiple stores, restaurants, and a post office were established within the first year of settlement. By 1905, the village had a church, telegraph station, and police post. These were mostly located on Church Street, today known as 50 Street in downtown. The area soon became home to two hotels, the Royal George and the Britannia, as well as two banks, the Bank of Commerce and Royal Bank of Canada.

In 1905, the Fourth Meridian was selected as the boundary between the Provinces of Alberta and Saskatchewan, splitting the village in half. The creation of the new provinces also coincided with the arrival of the Canadian Northern Railway, which connected Lloydminster to Edmonton and Saskatoon. Both of the resulting villages were incorporated as towns shortly after: Alberta in 1906 and Saskatchewan in

Figure 2: View of Lloydminster downtown, 1909.



(Photo: Prairie Towns website)

Figure 3: Church Street looking East, 1921.



(Photo: Prairie Towns website)

Lloydminster Downtown Area Redevelopment





Figure 4: Downtown Lloydminster after the great fire of 1929. (Photo: Lloydminster Regional Archives)

1907. Lloydminster's most iconic building, "the Clocktower", was built in 1912 across from the Bank of Canada on Church Street within the Saskatchewan portion of Lloydminster. It served as the town's post office.

In 1929, the Great Lloydminster Fire destroyed the entire downtown core. The fire took out 53 buildings, causing over one million dollars in damage. The only building that survived the fire was the Bank of Canada. The fire, which impacted both Lloydminsters, provided part of the justification for their amalgamation into a single municipality once again. The downtown was then rebuilt, this time with brick buildings replacing the former wooden structures. The Clocktower was also rebuilt, with some design changes to its tower reflecting the then popular classical style.

On January 1st, 1958, the Town of Lloydminster received its Charter as the City of Lloydminster. More recently in 1994, in celebration of Lloydminster's status as Canada's only border city, the City's four iconic border markers were constructed along 50 Avenue. Designed like the original stakes used during surveying of the Saskatchewan-Alberta border, the four pillars are meant to represent oil and gas, the Barr Colonists, Agriculture, and First Nations and Métis. The project won a Canadian Society of Landscape Architects' Honour for the Prairie Region. The border markers have since become a part of Lloydminster's identity, and a well-known landmark on the Trans-Canada Highway.

1.2.3 Growth and Demographics

Lloydminster is one of the fastest growing communities in Canada. In 2016, the population of the city was 31,410 people. By 2041, the population is anticipated to almost double. This population growth will create demand for approximately 7,600 new residential units according to the lowest growth scenario in Lloydminster's Comprehensive Growth Strategy (2013). Most new residential growth has been focused in the south of Lloydminster, accommodated through annexation of lands in the surrounding County of Vermilion River, and the Rural Municipalities of Wilton and Britannia. The City's current planning documents project that most new residential growth will occur in the southwest and southeast of Lloydminster—far from the downtown core.

Very few people live downtown, and those who do are older adults. The 2015 Municipal Census identified approximately 400 people living in the core itself, a decrease of 45% from the 2013 Municipal Census. Neighbourhoods adjacent to downtown have a population of just under 5,000 people, meaning approximately one fifth (18%) of Lloydminsterites live in the inner core of the city. However, in stark contrast to the young population of the city overall, 58% of those living in the Central Business Area are over the age of 65, and only 1% are under the age of 14. This is vastly different from the City's average of 8.5% over 65 and 23% under 14 years of age. This aging demographic will require additional services, which must be balanced with the need to provide housing and amenities for younger families.

1.3 ISSUES AND OPPORTUNITIES

Downtown Lloydminster has faced several challenges prior to and since the last Downtown Area Redevelopment Plan, which was completed in 1988. This section provides a brief summary of the most relevant issues facing downtown as well as opportunities for revitalization. A full summary of issues and opportunities is located in Appendix B.

1.3.1 Issues

Land Use and Market Condition Issues

Though downtown remains the physical, historic, and civic heart of Lloydminster, its role as a commercial core has diminished. Much of the City's office and commercial development has relocated along the City's highways. Though there is still a commercial presence, there is a high turnover of businesses and an increasing number of vacant storefronts. Engagement with business, real estate, and development stakeholders indicated that there is little demand for commercial space downtown due to negative perceptions of the area and poor building conditions. Retail spaces are also too large to be economically viable for smaller or start up businesses. There is currently an imbalance in the mix of business, with more services than retail or restaurants. Services, though important to the overall mix of uses, do not activate public streets as much as a restaurants or storefronts. The sole remaining anchors in downtown, that consistently bring people to the core, are the movie theatre, Prairie-North Health Centre, and the Lloydminster Public Library.

Another missing ingredient is a diverse residential population. As noted in **1.2.3 Growth and Demographics**, there are few people living in the core. The majority of those who do are older adults and seniors. Currently, housing options are limited to seniors' residences, apartments, and small single-detached houses. There is a missing market of family-oriented units and more affordable options such as

town or rowhouses. With no residential population, activity declines significantly after business hours.

Public Realm and Open Space Issues

Downtown does not have an attractive public realm and is lacking public open space. Civic Square and the Clocktower Plaza are the only two public spaces, and they are both underutilized. Public sidewalks are deteriorating, and spaces are not well lit at night. Some previous street improvements were completed after the last plan, but they were isolated to a few intersections. The neglected public realm is compounded by a lack of private investment in the upkeep of storefronts. The perception is that downtown is empty and unsafe. Landowners do not want to be the first to spend money improving their buildings or redeveloping land until the surrounding conditions are improved.

Transportation and Parking Issues

Highway 17's passage through the downtown presents another series of issues. With the development of the north-south corridor project, the highway will be split into two one-way streets. 50 Avenue, the current entrance to downtown from Highway 16, will become southbound. This will make 49 Avenue the new entrance to downtown. This negates the impact of the border markers as an entrance feature. The design of the North-South Corridor has already been completed; however, the City should pursue opportunities to modify the design where possible to maintain and support the desired pedestrian nature of the downtown.

Another frequent complaint about the downtown is a lack of parking. The parking challenge is not a lack of parking in the downtown generally, but the perception of a lack of convenient parking and an unwillingness of Downtown visitors to walk more than a block to access a business.



1.3.2 Opportunities

Redefining Downtown's Commercial Role

Lloydminster's large commercial centres will continue to compete with downtown retail. This means downtown must find its own niche market. Lloydminster is a young, growing, and creative city, full of entrepreneurs, artists, and innovators. Downtown, with its clustered and affordable shopfronts has the potential to become a lively cultural, arts, and business incubation Area. The large number of underutilized spaces and vacant lots in downtown present opportunities to experiment with temporary uses and activities and collaborative spaces. The success of the Downtown Lloydminster Farmer's Market and development of Lloydminster's existing business incubator are early indicators of the potential that focusing on "made-in-Lloydminster" can have. With the right incentives and programming, downtown can become the centre for innovation and local business development in the city.

Strengthening Downtown as a Centre for Public Life

With the addition of vibrant public places and street activation, downtown can be more than just a place to shop - it can become the centre of public life for locals. Downtown has the advantage of being compact, pedestrian scaled, and walkable, unlike most car-oriented commercial development in the City. Existing surface parking lots provide an opportunity to easily convert to temporary or permanent public space. There is also opportunity to convert sections of east-west streets into shared streets, which are pedestrian focused and can be closed to traffic entirely for events or weekends. The two existing spaces, Civic Square and Clocktower Plaza, can also be redesigned to accommodate new amenities and features that will draw more people on a day-to-day basis. New and improved open space then presents opportunities for programming, which can catalyze additional activity downtown and lead to a greater feeling of safety and attractiveness.

Downtown also features several community facilities and services that draw people to the core, including the City's only public library and movie theatre. There is opportunity to harness these civic centres into catalysts for community gathering. The City has already indicated a need for a new

library in its Community Facilities Master Plan (2017). There is opportunity to locate and design this new facility to support downtown redevelopment goals. Another potential partnership is with local educational institutions, for the provision of student housing or a satellite campus.

Leveraging Streetscape Improvements

Though the North-South Corridor Project presents some challenges to redevelopment, it also presents an opportunity to leverage City and Provincial investment into improvement of 49 and 50 Avenues. A well-designed one-way couplet, that considers the needs of the downtown, could help to widen and improve sidewalks, lighting, crossings, and street parking. Downtown Lloydminster also has generous right of ways. These can be more effectively used to support pedestrian infrastructure and develop points of interest, such as public art installations or small gathering spaces. There is room to provide angled parking, which would provide an increased availability of spaces in front of local businesses and destinations than parallel parking.

Harnessing Residential Demand

Lloydminster is growing quickly and will require over 7,000 new residential units before 2041 according to the minimum scenario in the City's Comprehensive Growth Strategy (2013). There is an abundance of room in the downtown for compact, mixed use urban development and infill. With the right incentives and mix of units, Lloydminster can potentially direct some of its growth to building a more robust, and lively downtown community.



1.4 PLAN PROCESS

1.4.1 Development of the ARP

Work on the Downtown Area Redevelopment Plan started in July, 2018. O2 Planning + Design delivered a presentation to council on July 9th, which introduced the project team and started the Visioning phase of work. The team then conducted initial research on downtown Lloydminster, determining strengths, weaknesses, opportunities, and constraints (SWOC). In September, the team hosted the first phase of public engagement. At this time, the team also met for the first time with the Plan's Advisory Committee. The insights gained from this phase led to the development of a Plan Vision, Guiding Principles, and Goals. With these established, the team proceeded to develop preliminary public realm, land use, design, and programming recommendations. These recommendations were refined through a review by City Staff and the Advisory Committee in December 2018.

In the new year, the recommendations of the plan were further refined. The second phase of engagement was held in February 2019, where residents were asked to provide feedback on the plan recommendations and concepts. The draft plan was also reviewed by the Advisory Committee. This feedback helped to nuance the plan recommendations.

The Draft Plan was presented to Council in April 2019. After additional revisions, the final plan was presented in July 2019.

1.4.2 Public Participation

The City of Lloydminster prides itself on ensuring residents voices are heard in decision making that impacts their way of life. As part of the development of the Downtown Area Redevelopment Plan, the City hosted two Phases of Engagement with the public. The first phase, Visioning, helped to establish a direction for the plan and its guiding principles. This phase included a public open house, several popup events, and an online survey. Phase 2, Refinement, involved asking residents for their feedback on the first draft of the Plan. In addition to an open house, online survey, and popups, this phase also included a targeted stakeholder survey to solicit opinions from the development, real estate, and business community. Throughout the project, the team had over 700 interactions with members of the public including online and in-person engagement. Full summaries of both phases of engagement, Phase 1 and Phase 2, are included in Appendix A of the Plan.

In addition to public engagement, the project was guided by an Advisory Committee. The Advisory Committee was made up of 11 downtown stakeholders, including downtown business and property owners, arts/culture/faith/Aboriginal organizations, community members, and a Council representative. The Committee was essential in reaching out to community members and providing key insights into the development of the Downtown Area Redevelopment Plan.

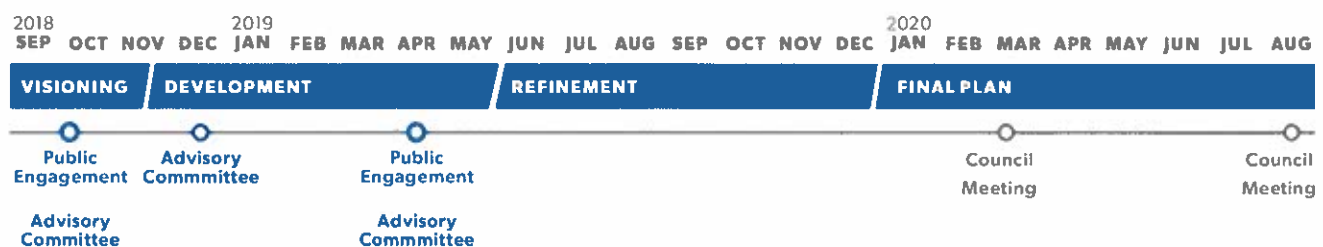


Figure 5: Project Timeline



1.5 AUTHORITY OF THE PLAN

The authority to govern the City of Lloydminster is determined by the Lloydminster Charter. The Charter dictates that, even though the City is located within both the Provinces of Alberta and Saskatchewan, for planning matters, Lloydminster is subject to Part 17 of the Alberta Municipal Government Act (MGA) and land use planning framework. Area Redevelopment Plans are adopted as bylaw by Council in accordance with the MGA Section 635, which states that ARPs:

a) *must describe:*

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

and

b) *may contain any other proposals that the council considers necessary.*

The Downtown Area Redevelopment Plan replaces the former 1988 Downtown Redevelopment Plan.

1.5.1 Plan Interpretation

Policy Interpretation

Where “must” or “shall” is used in a policy, the policy is considered mandatory. Exceptions are only be allowed where actual quantities or numerical standards are contained within a mandatory policy. The quantities or standards may be deviated from, provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where “should” is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced.

Figure and Map Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a Figure are conceptual only, not absolute, and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road and utility rights-of-way.

Non-Statutory Components of the Plan

All contextual information and appendices attached to the Plan are to be used as supporting information only and do not form part of the statutory ARP.



Limitations of the Plan

The Downtown Area Redevelopment Plan is a long-term planning document. As such, it promotes a vision for the area and puts in place policies and guidelines that work toward achieving that vision over time. The policies and guidelines in the ARP are not to be interpreted as an approval for a use on a specific site as the policies do not address the specific situation or condition of each site within the Plan area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as site conditions or constraints, including environmental contamination, must be assessed on a case-by-case basis as part of an application for Subdivision, Land Use, or Development Permit Approval.

Amendment to the Plan

There will always be new concepts and ideas that arise that may be constrained by or contradictory to certain policies that are not anticipated by this Plan. Where such new concepts and ideas respond to and meet the intent of the Vision, Guiding Principles, and Goals or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation, including, where necessary, amendments to the Plan.

To make any change to the text or maps within the Plan, an amendment to the Plan that includes a Public Hearing of Council shall be required in accordance with the MGA. Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

Monitoring the Plan

The policies within the Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. A review and report to Council will be undertaken on the progress of this Plan every five years. Such a report is to include an overall performance of plan in meeting intended objectives. Where determined necessary, policies shall be updated through the plan amendment process either generally or in response to a specific issue.



I am excited about

Biking 

of downtown Lloydminster

I am excited about

MORE FAMILY ACTIVITIES

for the future of downtown Lloydminster

about

The city finally caring about downtown!

for the future of downtown Lloydminster!

I am excited about

AREA WHICH REFLECTS INDIGENOUS CULTURE

for the future of downtown Lloydminster!

I am excited about

buildings downtown being upgraded/renovated

for the future of downtown Lloydminster!

I am excited about

an overpass or underpass of the railway!!

for the future of downtown Lloydminster!

I am excited about

Pedestrian Only Street(s)

for the future of downtown Lloydminster!

I am excited about

more people coming downtown & feeling safe.

for the future of downtown Lloydminster!

ALL ROMANTIC ENJOY! 

for the future of downtown Lloydminster!

I am excited about

Changing Views of DT being the change

for the future of downtown Lloydminster!

I am excited about

the potential for more green space.

for the future of downtown Lloydminster!

I am excited about

a coffee shop to hang out in

for the future of downtown Lloydminster!

I am excited about

Roof top patios!

for the future of downtown Lloydminster!

I am excited about

Beer Hall!

for the future of downtown Lloydminster!

I am excited about

making our downtown accessible for 'active transportation'

for the future of downtown Lloydminster!

about

More colors

for the future of downtown Lloydminster!

I am excited about

local artists having a place to sell/show/teach class

for the future of downtown Lloydminster!



2

VISION, GUIDING PRINCIPLES, & GOALS

The Vision, Guiding Principles, and Goals describe the desired outcomes of this plan, which are to be achieved by the implementation of the policies and actions. The desired outcomes stem directly from all public and stakeholder engagement.



2.1 VISION

Downtown is a safe, welcoming, vibrant, and walkable community that serves as a home, workplace, and destination where people gather for unique cultural, living, shopping, and entertainment experiences in the bi-provincial city.

The Vision is the Plan's definition of the successful revitalization of Downtown Lloydminster. The feedback received through public engagement, in which participants described how they imagined Downtown in 15 years, is the foundation of this plan.

2.2 GUIDING PRINCIPLES

From engagement with the community and stakeholders, the City established six Principles to guide the development of the policies and actions of this plan.

CIVIC HEART OF LLOYDMINSTER: People come to downtown to participate in public events and to celebrate the city's rich history, including its significance as part of Treaty 6 Territory.

A COMPLETE COMMUNITY: Everyone can live, work, and play downtown with all required services and amenities accessible within walking distance.

SAFE + INCLUSIVE: People feel safe downtown during the day and at night, and it is an inclusive and family-friendly place for everyone of all ages, mobility levels, incomes, and cultures.

VIBRANT + ACTIVE: Downtown is a vibrant, all-season, daytime and evening destination full of people shopping, gathering, making use of consumer services, and participating in entertainment and events.

WELCOMING + ATTRACTIVE: People feel welcome downtown because of its attractive and cohesive public realm which celebrates community heritage, Indigenous culture, and the city's unique position on the border.

CONNECTED + ACCESSIBLE: People can get to downtown by any mode of transportation and then enjoy a unique pedestrian focused and universally accessible area.



2.3 GOALS

The Goals provide strategic direction on how to achieve the Vision of the redevelopment of Downtown Lloydminster. The Goals are measurable to allow the City to track its progress in achieving the Plan. The five Goals of the DARP are:

1. To establish clear leadership for downtown revitalization.
2. To improve the quality of downtown's public realm and establish vibrant public spaces.
3. To increase the frequency and number of events hosted downtown.
4. To increase the number of residents living downtown.
5. To strengthen local business development and concentrate active frontage downtown.



**GOAL 1:
LEADERSHIP**
Establish clear
leadership for
downtown
revitalization

Revitalization of downtown requires energy and leadership from the council and the city's residents. Building relationships, fundraising, and implementing the DARP will all require leadership. To this end, Lloydminster needs champions to promote downtown, build public support, and see the vision of the DARP through to fruition. Therefore, one of the goals of the Plan is to establish clear leadership for downtown revitalization, to ensure the policies and actions of the plan are implemented and updated as required.



**GOAL 2:
PUBLIC REALM**
Improve the quality
of downtown's public
realm and establish
vibrant public spaces

To achieve its status as a destination, downtown Lloydminster needs to feel and offer something different from anywhere else in the city. Already, the compact built form of the area and pedestrian-oriented storefronts help to suggest that downtown is unique from other auto-oriented destinations in Lloydminster; however, where downtown falls short is its lack of high-quality public spaces.

Public spaces serve as the living room of urban communities. These are places where people can meet informally, kids can play, and people can socialize in a common space. These are the streets, parks, and plazas of the city. They are not the filler space between buildings, but destinations unto themselves that draw people in and encourage them to stay. Well designed public spaces are animated and contribute to a sense of place. One of the goals of the Plan is to develop a high-quality downtown public realm that provides green space, offers year-round destinations for residents, employees, and visitors, and supports downtown programming and events. This will improve the public perceptions of downtown and its sense of place.



GOAL 3: EVENTS
Increase the frequency
and number of events
hosted downtown

Events, large and small, bring people together in one place to share an experience. They give people a reason to come downtown and stay downtown, which in turn animates public space and provides customers for local businesses. Several successful annual events, such as Streetfest and the Parade of Lights, already bring large crowds into downtown Lloydminster, which is beneficial. One of the goals of the Plan is to increase the frequency and number of municipal and other events hosted downtown by the City and other organizations to bring more people into downtown regularly.



**GOAL 4:
RESIDENTIAL
DEVELOPMENT**
Increase the number
of residents living
downtown

Successful downtowns are not just places for play and work. They are also places where people live. When residents live downtown, there are many positive effects. For instance, there is an increase in foot traffic, vibrancy, and customer base for local businesses. Lloydminster's downtown has a small residential population, but this population primarily lives in the single-family residential neighbourhoods in the transition areas on the outer edge of downtown. To increase energy and activity in the heart of the city, one of the goals of the Plan is to encourage a diverse demographic of residents to move to the centre of downtown.



**GOAL 5: BUSINESS
DEVELOPMENT**
Strengthen local
business development
and concentrate active
frontage downtown

When picturing a downtown, many people envision a bustling commercial main street with beautiful storefronts and local businesses that encourage you to wander and draw you inside. Downtown Lloydminster does have a collection of unique local businesses, but these operate beside empty storefronts and non-street oriented uses. Therefore, one of the goals of this plan is to strengthen local business by concentrating active commercial frontages along targeted mainstreets. Active commercial frontages will create a pedestrian-focused shopping, service, and entertainment destination that will benefit businesses through co-location and the concentration of programming and public realm improvements.

The Vision, Guiding Principles, and Goals provide a clear direction for downtown redevelopment, around which the rest of the Plan is built. In the following sections, the vision, principles, and goals are translated into specific policies within the public realm concept, land use concept, design guidelines, and implementation actions.

3

PUBLIC REALM

Public realm includes all outdoor public space, including a network of public streets, parks, and plazas. This section provides a framework for the downtown public realm that the **Land Use** (Section 4) and **Design Guidelines** (Section 5) integrate with. It also sets the stage for the **Implementation** (Section 6) by creating spaces for programming and events.



3.1 PUBLIC REALM CONCEPT

The public realm concept for downtown Lloydminster includes a hierarchy of public streets and the identification of open space opportunities. The concept supports Goal 2 of the DARP, which is to improve the quality of downtown's public realm and establish vibrant public spaces.

The objectives of the public realm concept are:

- To ensure that downtown has the highest quality public realm in the city.
- To enhance the pedestrian experience on downtown streets.
- To develop high-quality public spaces that support downtown events and programming.
- To provide streets that support the circulation of all modes of transportation.
- To ensure there is adequate public parking to support local businesses.

Public spaces are where people participate in public life, from attending outdoor events to having coffee with a friend. Having a high-quality pedestrian focused public realm will set downtown Lloydminster apart from all other commercial centres in the city. Public spaces allow for movement as well as encourage people to stay because they are highly people focused. They help provide a unique sense of place and a welcoming character, which will bring more Lloydminsterites downtown.

The Public Realm Concept has two main components. The first is a high-quality primary pedestrian grid that links key destinations and public spaces downtown. The second is a vehicular circulation network that enables people to easily travel to and from downtown. The primary pedestrian grid connects landmarks, parks, and plazas through walking loops along the active commercial streets of downtown (Figure 6). This grid centres on 50 Avenue and 49 Avenue and their cross streets. This location is the historic focus of downtown development and contains the greatest number of existing storefronts. It will also encompass the city blocks

between the planned North-South Corridor Project on Highway 17 (50 Avenue and 49 Avenue). These streets are the focus for strategic public realm improvements that will enhance the feel of downtown as a destination. Focusing on these streets will encourage more use of new and improved outdoor spaces.

Figure 7 demonstrates a change in the functionality of the downtown vehicular circulation network including the connection to Highway 16. This Plan responds to the Province of Saskatchewan and the City of Lloydminster's North-South Corridor Project on Highway 17, which will create two one-way streets with 50 Avenue becoming the southbound route and 49 Avenue becoming the northbound route. As the primary route off of Highway 16, 49 Avenue becomes the main vehicular entrance to downtown. Improvements here will focus on increasing street parking stalls along 49 Avenue and enhancing cross street connections so that people can park and walk westward into downtown. Appendix C provides additional detail on how the DARP responds to the north-south corridor project.

Section 3.2 provides general policies for all downtown streets as well as specific policies for each of the following street classifications:

- 50 Avenue Meridian Mainstreet
- 49 Avenue Supporting Mainstreet
- Cross Town Streets
- Bridging Streets
- Highway 16
- Green Streets (all other streets in the Plan Area)

Section 3.3 provides general policies for parks and plazas and specific policies for:

- Civic Square Park
- 48 Street Pocket Park
- Clock Tower Plaza
- 49 Street Plaza



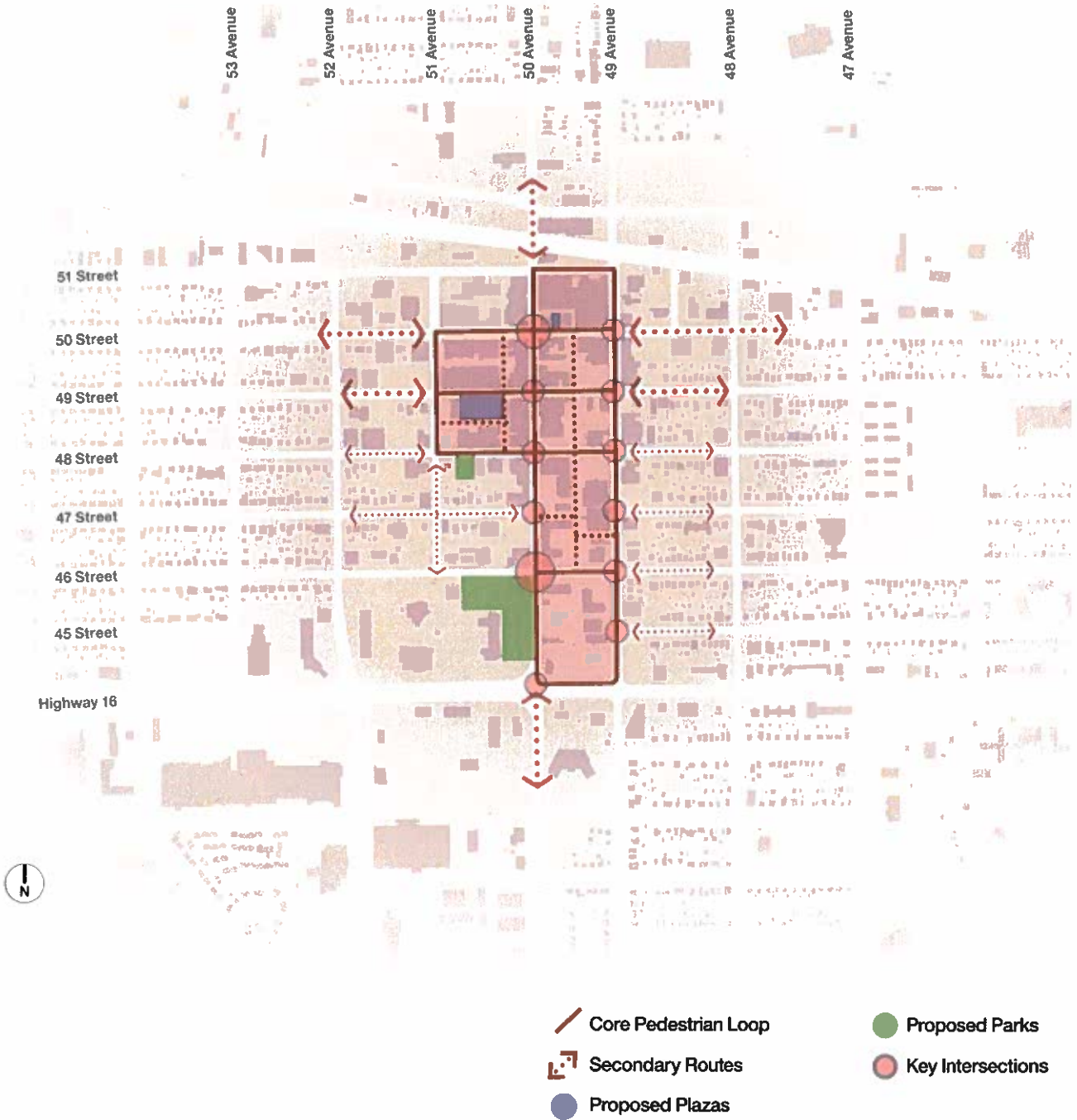


Figure 6: Public Realm Concept



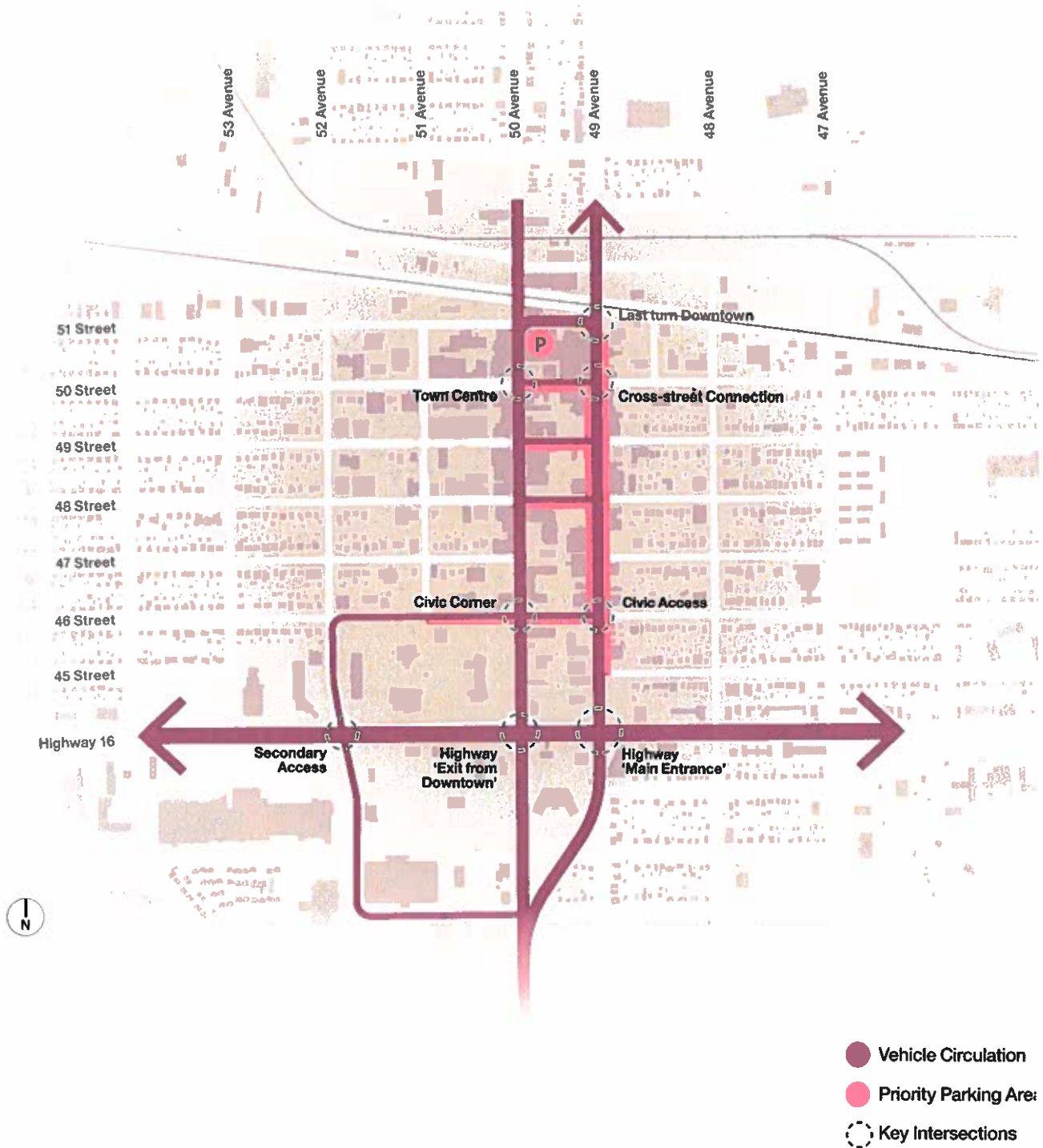


Figure 7: Vehicle Flow and Parking



3.2 PUBLIC STREETS

Streets are for more than just transportation. As the urban fabric between buildings, streets serve as important public spaces. They provide a network for pedestrian and vehicular movement while also offering places to stop, linger, and participate in civic activities. As a result, well designed streets contribute to many of the aims of a successful downtown. The policies in this section refer to the public right of way, which includes the roads and sidewalks.

The Plan identifies six classifications of streets as identified in **Figure 9**. These are:

- 50 Avenue Meridian Mainstreet
- 49 Avenue Supporting Mainstreet
- Cross Town Streets
- Bridging Streets
- Highway 16
- Green Streets (all other streets in the Plan Area)

Section 3.2.1 provides **general policies** that apply to all classifications of streets. **Sections 3.2.2 – 3.2.8** provide **specific policies** for each street class.

3.2.1 General Policies

The general policies apply to all streets downtown. The policies cover sidewalks, vegetation, and street furniture.

Sidewalks

- a) Provide a flat, even, and clear sidewalk surface to ensure pathways remain safe, accessible, and easy to maintain.
- b) Remove driveway curb cuts where they are no longer required to make sidewalks level.
- c) Consolidate traffic and parking signage where possible to reduce the total number of freestanding signposts on sidewalks.
- d) Locate utility infrastructure, municipal signage, and lighting standards so that they do not impede pedestrian flow on sidewalks.



Vegetation

- e) Provide street trees and landscaping along all public streets, where possible.
- f) Ensure street trees receive ample soil for root growth and protection from soil compaction.
- g) Cluster vegetation where possible.
- h) Combine street trees in tree trenches to collect stormwater, where possible.
- i) Provide a permeable surface under the drip lines of street trees, where possible.

Street Furniture

- j) Collaborate with private property owners to provide seating and street amenities in recessed building spaces and setbacks.
- k) Face seating towards active amenities and arrange seats in social clusters, where possible.
- l) Provide waste/recycling receptacles near street corners for ease of use and maintenance, where possible.
- m) Introduce public art elements to streets to support wayfinding.
- n) Do not impede pedestrian and driver sightlines with features such as landscaping, street furniture, signage, or public art. Mitigate blockage of business signage, where possible.



Figure 8: Example of a widened sidewalk with landscaped curb bumpouts, street trees, and street furniture, including planters, benches, and light standards in High River, AB (Photo: O2 Planning + Design).

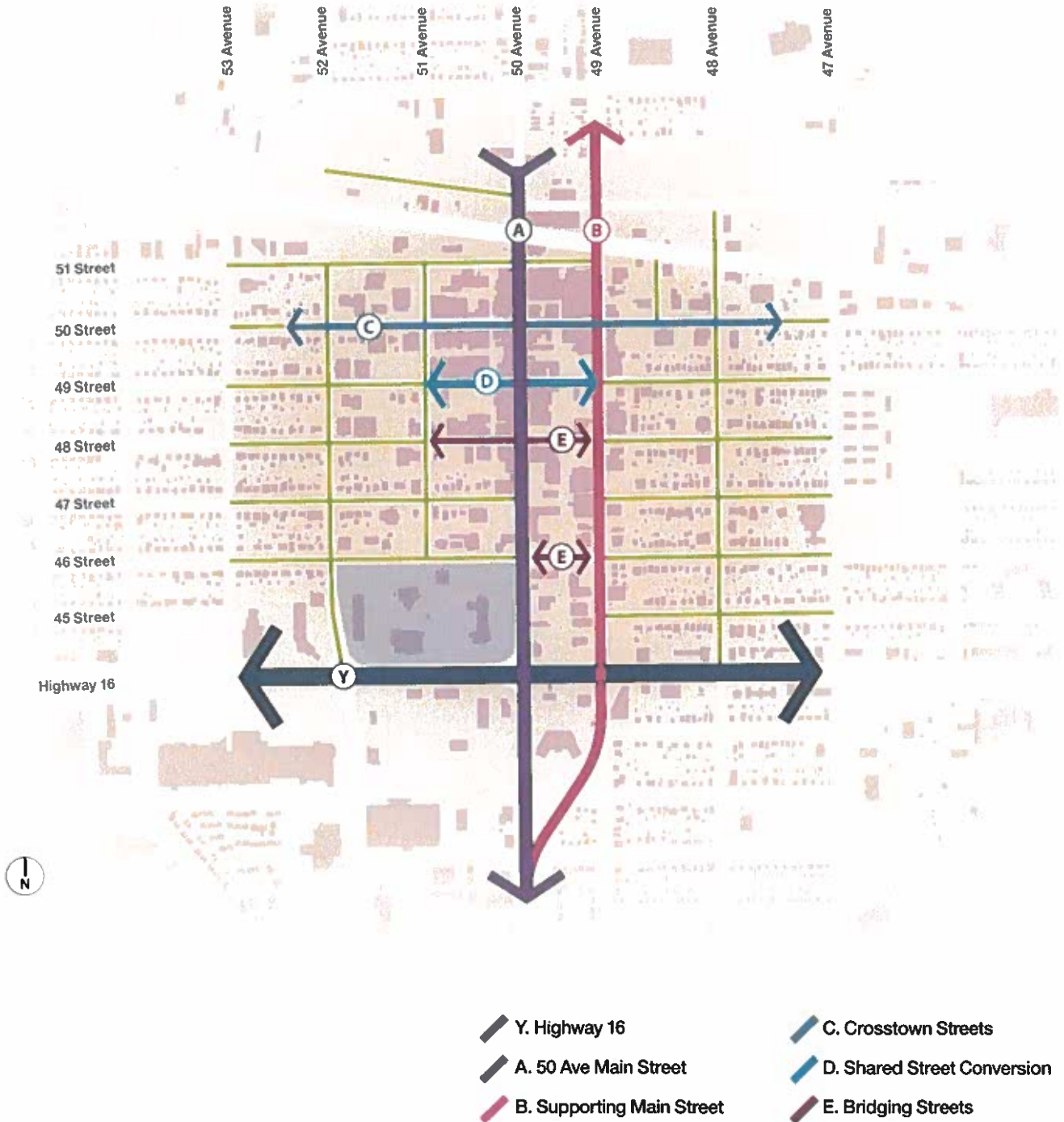


Figure 9: Character Streets



3.2.2 50 Avenue (Meridian) Main Street

50 Avenue, formerly known as Meridian Street, is the main street of downtown which connects City Hall to the Clocktower situated along the interprovincial border. With its conversion to a southbound one-way street, there is opportunity to widen sidewalks, provide additional bumpouts on 50 Avenue to calm traffic, demarcate parking areas, and provide landscaped rest areas. Here, the sidewalks will be given special and consistent surface treatment, lighting, landscaping, and other features. This process will highlight the unique character of the pedestrian priority street, attracting more foot traffic. Additionally, a concentration of active and high-quality retail frontages as directed by the policies of the Land Use Concept (Section 4) and Design Guidelines (Section 5) will become the backdrop to this inviting public street. The following policies apply to 50 Avenue:

Sidewalks

- a) Use surfacing treatment such as pavers or sawcut/patterned/coloured concrete on all the sidewalks to indicate pedestrian priority.
- b) Widen sidewalks to be a minimum of 2.0 metres on both sides of the street.
- c) Ensure pedestrian sidewalks are lit at night.

Intersections

- d) Enhance street corners as focal points/landmarks along streets with low-height, visible features such as landscaping, public art, and gathering spaces.
- e) Provide signage that signals the southbound entrance to downtown.

- f) Provide high-quality pedestrian focused treatment at every intersection on 50 Avenue from Highway 16 and 50 Street, including:
 - generous bumpouts
 - directional curb cuts
 - street braille
 - zebra/high visibility crosswalk markings on the roadway
 - pedestrian-scale focused lighting

Street Furniture

- g) Place accessible seating at least every 30-metres along the street.
- h) Provide pedestrian scale light fixtures that can be used for interchangeable displays such as festive signage/displays/banners.
- i) Enhance border artwork and markers to strengthen their significance as a historic / national landmark through improvements such as displaying Alberta and Saskatchewan Flags on either side of the border.

Parking

- j) Retain parallel parking on both sides of the street.
- k) Demarcate parallel parking areas with bumpouts.
- l) Designate parking along the street for short-term visitor/customer parking to support businesses.
- m) Ensure there is designated accessible street parking on every block.

Vegetation

- n) Introduce low height landscaped areas with low maintenance vegetation and local species on sidewalk bumpouts.



- o) Retain trees where possible or replace if not possible to retain.

3.2.3 Supporting Main Street

As the northbound street of the North-South Corridor, 49 Avenue will support the primary main street and become the new vehicular entrance to downtown. The street will be enhanced to signal that it is a new gateway into downtown; however, 50 Avenue will retain its precedence as downtown's main street. Improvements to 49 Avenue will activate the western edge of the street to create a unique pedestrian "gallery walk" experience by using murals, sculptural elements, landscaping, and street furniture. Street parking will concentrate along the eastern edge to accommodate those driving into downtown from Highway 16. As directed by the **Land Use** (Section 4) and the **Design Guidelines** (Section 5), the street will see a mix of high to moderately permeable commercial frontages, which creates a sense of arrival. All of these policies together will increase pedestrian traffic and improve the sense of place.

The following policies apply to 49 Avenue:

Sidewalks

- a) Prioritize extending and repairing the sidewalks along the west side of 49 Avenue between Highway 16 and 50 Street to improve safety and aesthetic appeal.
- b) Consider varied textures or color of the sidewalk, on the west edge of the street, to provide visual interest for pedestrians.
- c) Ensure all pedestrian sidewalks are lit at night to provide a safer environment.

Intersections

- d) Enhance street corners as focal points/landmarks along streets with low-height, visible features such as landscaping, public art, and gathering spaces.

- e) Provide signage to signal the northbound entrance to downtown.
- f) Provide high-quality pedestrian focused treatment at every intersection on 49 Avenue from Highway 16 and 50 Street, including:
 - generous bumpouts
 - directional curb cuts
 - street braille
 - zebra/high visibility crosswalk markings on the roadway
 - pedestrian-scale focused lighting
- g) Consider placing street furniture, landscaping, and street trees on north side intersection bumpouts where they do not impact driver visibility.

Street Furniture

- h) Place accessible seating at a minimum of 30-metre intervals along the street.
- i) Provide pedestrian scale lighting.
- j) Transform 49 Avenue into a gallery street by identifying locations for temporary and permanent public art, including murals, lighting, and sculptural elements.
- k) Use public art strategically to:
 - break up impermeable building façades
 - activate leftover spaces
 - screen vacant lots
 - signal important intersections
 - mitigate setbacks from the street

Parking

- l) Provide angled street parking along the east side of 49 Avenue.

3.2.4 Shared Street (49 Street)

The section of 49 Street between 49 and 51 Avenues will be converted into a shared street. A shared street or woonerf is a street in which pedestrians, cyclists, and vehicles share the same right of way. The street will receive special surface and landscaping treatment to indicate that it functions differently than other streets.

The following policies apply to the creation of the shared street:

Sidewalks

- a) Install unique and uniform surfacing treatment such as pavers or sawcut/patterned/coloured concrete throughout the sidewalk and roadway to encourage pedestrian movement between the sidewalk and roadway.

Street Furniture

- b) Place accessible seating at a minimum of 30-metre intervals along the street.
- c) Provide pedestrian scale lighting.

- d) Provide bike parking in clusters along the street.
- e) Incorporate events infrastructure, such as water and electrical hookups, into the street design.

Vegetation

- f) Introduce low-height landscaped areas, with low maintenance local vegetation, on both sides of the street.
- g) Retain and provide additional deciduous street trees on both sides of the street to provide some areas of shade.

Traffic Calming

- h) Eliminate one-way traffic flow and replace it with two-way traffic flow, with a drive aisle width of 3.0 metres.
- i) Install removable bollards, gates, or other infrastructure that can be used to close the shared street to vehicular traffic for special events. Closures must still allow access for emergency vehicles.



Figure 10: Stephen Avenue is an example of a Shared Street in Calgary where pedestrians, cyclists, and vehicles share the same right of way and the street can be closed to vehicles for events. (Photo: Tourism Calgary, 2019).

- j) Post signage indicating the start of the shared street and a speed limit of 10 km.
- k) Incorporate a chicane into the road design to reduce traffic speeds.

Parking

- l) Provide angled parking on the south side of the street.

3.2.5 Cross Town Street (50 Street)

As a key east-west street in downtown 50 Street serves as a vital connection between the lanes of the North-South Corridor. It also extends the primary pedestrian grid one block west. To capitalize on this space, the northern edges of the sidewalks on 50 Street will extend to take advantage of sun exposure for public space and expansion of restaurant and café patios and parklets. Convenient street parking on the southern shaded edge will serve customers of local businesses. Intersections with 50 Avenue and 49 Avenue will see new clear pedestrian crossings and bumpouts to improve everyone’s safety and calm traffic. The Cross Town Street will be shared between cyclists and drivers. 50 Street may occasionally be closed for festivals and events. All of these changes will enhance downtown and provide multiple reasons to spend time in the heart of the city.

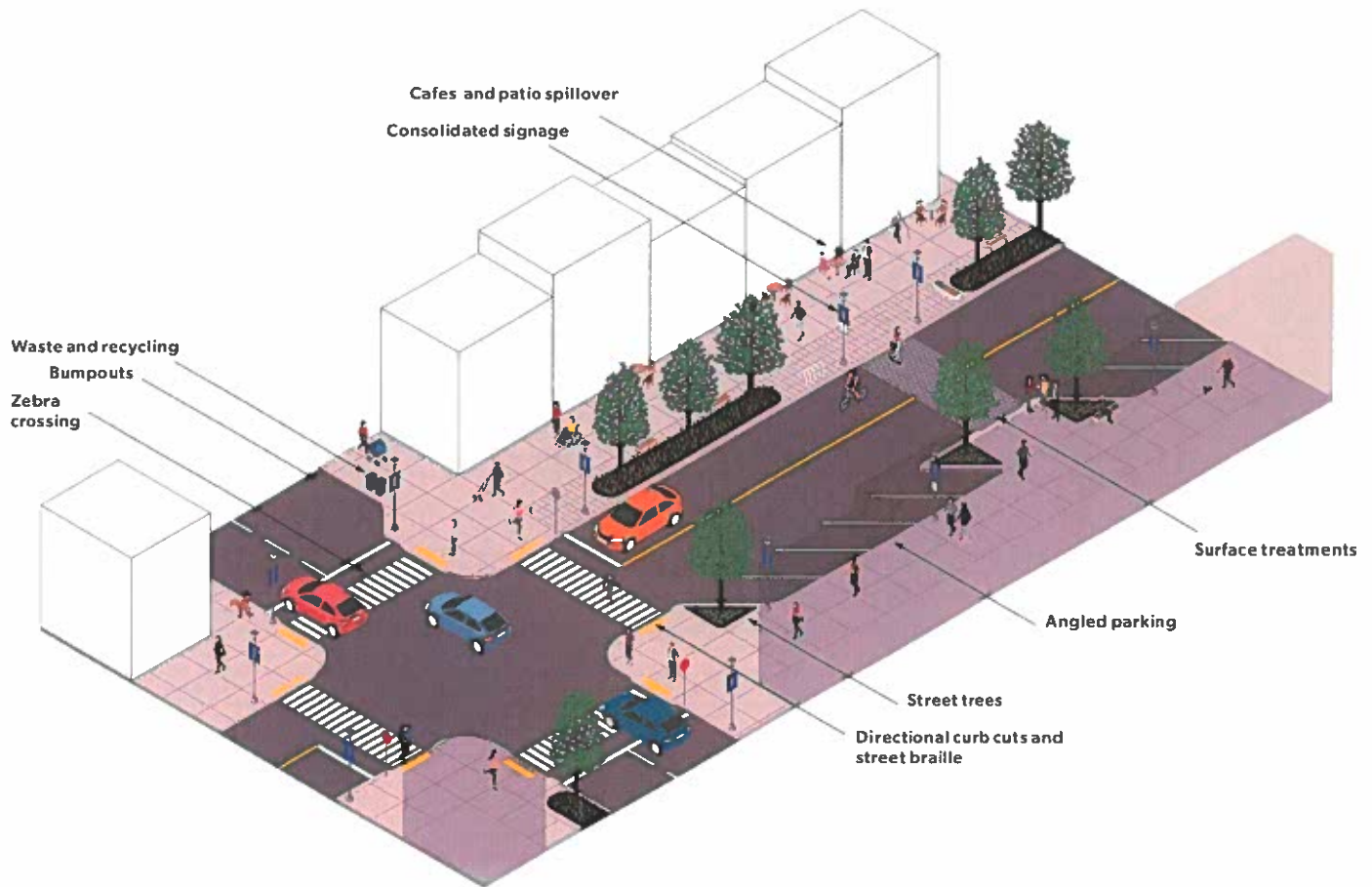


Figure 11: Cross Town Street Diagram



The following policies apply to the Cross Town Street:

Sidewalks

- a) Widen sidewalks on the sunny north edge of the street to provide space for parklets and outdoor patios.

Vegetation

- b) Introduce low-height landscaped areas, with low maintenance local vegetation, on the sunny north edge of the street and in bumpouts.
- c) Retain and provide additional deciduous street trees on the sunny north edge of the street to provide some areas of shade.

Street Furniture

- d) Provide bike parking in clusters on 50 Street.
- e) Provide ample seating on the sunny north edge of the street.

Parking

- f) Provide angled street parking on the south side of the streets.
- g) Demarcate angled parking areas with bumpouts including possible mid-block bumpouts.
- h) Provide accessible parallel street parking areas on the north side of the street, delineated by sidewalk bumpouts and accessibility labels/signage.
- i) Provide limited parallel parking on the north side of the street, demarcated by sidewalk bumpouts.

Traffic Calming

- j) Indicate that 50 Street has provisions for car and bicycle use.

- k) Allow the street to be closed to vehicular traffic for special events. Closures must still allow access for emergency vehicles.

3.2.6 Bridging Streets

46 Street and 48 Street are pedestrian linkages that stitch together the 50 Avenue and 49 Avenue in the southern section of downtown. They provide additional small walking loops that connect crucial locations such as Civic Square and the Movie Theatre. Though these are lower in the overall street hierarchy than the Cross Town Streets, they are major pedestrian entrances for residents living on the east side of downtown. They will help to direct those coming from Highway 16 to the 50 Avenue main street. Essential improvements to make these streets more enjoyable include widening north edge sidewalks and providing angled parking on the shaded south edges.

The following policies apply to the bridging streets:

Sidewalks

- a) Widen sidewalks on the sunny north edge of the street to provide additional public space.
- b) Introduce low height landscaped areas, with low maintenance local vegetation, on the sunny north edge street and in bumpouts.

Parking

- c) Provide angled street parking on the south side of the streets.
- d) Demarcate angled parking areas with bumpouts including possible mid-block bumpouts.



3.2.7 Highway 16

The section of Highway 16 adjacent to downtown should signal that you are entering the centre of the city. To accomplish this, Highway improvements will focus on providing safer pedestrian connections into downtown by buffering sidewalks from highway traffic on the north side and enhancing pedestrian priority at intersections.

The following policies apply to Highway 16:

Sidewalk

- a) Separate the north sidewalk from the curbside to create a buffer from the highway.

Intersections

- b) Improve the safety of pedestrian intersections at 50 Avenue and 49 Avenue by:
 - reducing crossing lengths
 - creating pedestrian refuge points
 - demarcating crossing points and signals
 - providing pedestrian scale lighting
- c) Indicate the turn for downtown at the 49 Avenue intersection to encourage more downtown visitors.

Sidewalk

- d) Place seating/street furniture along sidewalks setback from the highway to shelter rest points from traffic.

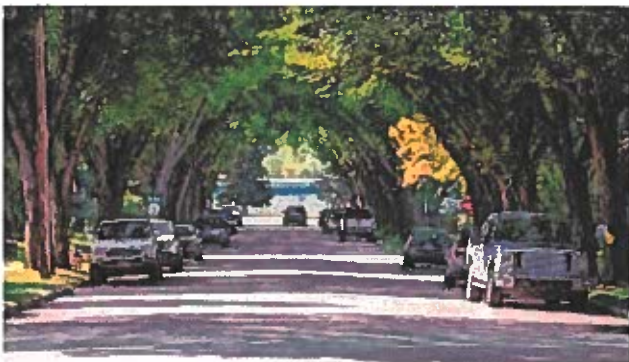


Figure 12: Existing green residential street, Lloydminster.

3.2.8 Green Streets

All streets in the downtown that are not explicitly classified in Sections 3.2.2 – 3.2.7 are considered Green Streets. These streets have a green, canopied character that fits with their primarily residential context. Existing tree canopies and vegetation will be retained and enhanced on these streets to maintain this character. When priority pedestrian grid streets intersect with Green Streets, these intersections will be given superior treatment, such as higher quality surfacing and landscaping, to ensure a cohesive transition of the primary pedestrian grid into surrounding neighbourhoods.

The following policies apply to Green Streets:

Sidewalk

- a) Retain the green boulevard between the sidewalk and the road where it already exists.

Intersections

- b) Prioritize improvements to intersections of green streets with the priority pedestrian streets.

Vegetation

- c) Retain and protect existing street trees.
- d) Replace street trees as needed.
- e) Provide new street trees as utility configurations allow.

Parking

- f) Encourage parallel parking on east-west streets.
- g) Do not allow additional curb cuts to the sidewalk.

3.3 PARKS AND PLAZAS

Parks and plazas should serve as the outdoor living room of downtown. They serve as a catalyst, concentrating people into a hub of activity. To that end, these spaces should include amenities that draw people together for play and interaction. They should also incorporate programmable space for small and large events. Seating is an essential component of parks and plazas, because it will encourage more activity in the area. Clear pedestrian connections to adjacent streets to allow for movement to and through the spaces will encourage use of the area. Additionally, downtown parks and plazas should be highly visible so residents and visitors can see and choose to participate in events. These changes will help to create a more positive perception of downtown, encouraging more people to visit.

The Plan provides direction for the redevelopment of downtown's only existing park and plaza, and identifies locations for the development of two new public spaces.

Redevelopment (existing):

- Civic Square
- Clocktower Plaza

New Spaces:

- 49 Street Plaza
- 48 Street Parklet

Section 3.3.1 provides general policies that apply to all parks and plazas. Sections 3.3.2 – 3.3.5 provide specific policies for each public space.

3.3.1 General Policies

The general policies apply to all parks and plazas identified in the DARP, and any additional parks or plazas that the City may choose to develop downtown. The policies provide direction on safety and comfort, surface treatment, street furniture, design, vegetation, and parking.

Safety + Comfort

- Ensure all public space is well lit.
- Maintain pedestrian sightlines on streets and in open spaces by avoiding dense vegetation and other visual barriers.
- Design pathways and hardscaped spaces to allow for snow removal and storage.
- Design spaces to take advantage of passive surveillance from surrounding buildings.
- Provide a mix of shaded seating areas and sunny seating areas that are protected from the wind.
- Ensure all public space has visible/defined entrances on public streets with pedestrian-scaled signage.
- Design public space to face and activate adjacent public streets.
- Design public spaces so that they are inclusive. Avoid defensive architecture.
- Ensure adequate washroom facilities are available to serve public spaces. Consider collaborating with adjacent building owners to allow public access to washrooms, providing temporary washrooms for events, and allowing public access to nearby City washroom facilities.



Surface Treatment

- j) Use a paving and surface treatments to indicate parks, plazas, and pathways.
- k) Use permeable surface treatments or vegetated areas to reduce runoff and add more green to the urban landscape.

Street Furniture

- l) Use consistent street furnishings to public streets for continuity in the public realm, including benches, bicycle racks, and waste receptacles.
- m) Locate bicycle parking areas near visible high foot traffic areas next to cycling routes.
- n) Ensure accessible seating is provided.
- o) Incorporate stationary and flexible seating into public space to allow for flexible programming and to encourage socialization.

Design

- p) Collaborate with local artists in the design of public spaces.
- q) Encourage the use of interactive art features in public space, for example, water elements, play structures, and light features.
- r) Design space to have one or more focal points for activity, such as a sculpture or water feature.
- s) Use high-quality, durable materials in the public realm to reduce maintenance needs.

Vegetation

- t) Conserve existing trees and vegetation and incorporate them into public space wherever possible.
- u) Provide waste receptacles in parks and plazas and in other appropriate areas to support programming.
- v) Where possible, design planters to be multi-functional, with borders that can also serve as seating.

Parking

- w) Design surface parking within or adjacent to public space so that it can be used as programmable space during events.



Figure 13: Example of a temporary "parklet" in Philadelphia where parking spaces were turned into public space with moveable seating (Photo: Ben Tran).

3.3.2 Civic Square Park

Civic Square will become a vibrant public park at the southern edge of 50 Avenue. Civic Square space will be able to accommodate larger city events as well as provide a space for all ages to play and socialize on non-event days. The space will combine a mix of green soft and hardscapes to connect to the street and support activities. A range of seating and park amenities will be provided to encourage people to spend time in the space. The design of Civic Square will be developed in collaboration with the community to celebrate the city's history, culture, and position on the border.

Engagement

- a) Engage the community in the redesign of Civic Square.
- b) Conduct community visioning to determine what main amenities Civic Square will host, such as a skating rink or splash park.
- c) Collaborate with local Indigenous communities to incorporate land acknowledgment and potential historical or cultural elements into the redesign of Civic Square.

Design

- d) Coordinate Civic Square Park design with plans for the expansion of City Hall.

- e) Remove visual barriers within the space by rearranging landscaping features and providing a clear pedestrian interface with the corner of 50 Avenue and 46 Street.
- f) Incorporate a variety of seating nodes throughout the park.
- g) Incorporate a variety of paved and vegetated spaces to provide variety and support City events by creating space for food trucks, performances, festivals, and others.
- h) Design the space to accommodate and welcome all ages, mobility levels, and cultures.
- i) Design the space with the infrastructure to support events and displays, such as electrical outlets for lighting, spaces for temporary washrooms.
- j) Consider the development of outdoor sheltered space, for instance, a bandstand or picnic shelter.
- k) Incorporate trees into the design of the space to provide shade and shelter.
- l) Use vegetation to improve stormwater infiltration and retention.



Figure 14: An example of a dynamic, programmed community park in Parksville, BC that features a children's water park (Photo: Parksville Splash Park, 2019).



Figure 15: Concept drawing of what a redesigned Clocktower Plaza could look like (O2 Planning + Design).

3.3.3 Clocktower Plaza

The Clocktower Plaza provides a unique opportunity to capitalize on one of Lloydminster's signature landmarks and enhance its function as public space. The improvements to the plaza focus on turning the alley space into an "urban room" through an improved connection to the street and the creation of a sense of enclosure.

Design

- a) Provide overhead string lighting across the space to create a sense of enclosure.
- b) Redesign the existing ramp as part of the overall plaza design to create a more accessible and integrated entrance to the building.
- c) Reorganize landscaping and seating to provide more usable space.
- d) Incorporate moveable tables and seating.
- e) Provide screening of the rear alley.
- f) Remove the barriers between the plaza and the street so that elements of the plaza can spill out onto the sidewalk.
- g) Provide additional lighting in the space at night.

3.3.4 49 Street Plaza

The 49 Street Plaza will be well connected to the adjacent pedestrian-oriented street, offering an inviting space to relax in. This hardscaped sunny plaza will serve as a gathering space for events and library programming. Moveable seating and vegetated edges will provide for a peaceful refuge on non-event days.

Engagement

- a) Engage with the community in the design of the plaza.

Design

- b) Coordinate design of the plaza with design of any other public amenity that is located on this site, such as a new public library.
- c) Design the space with the infrastructure to support events and displays for example electrical outlets, water hookups, and hardscaped areas for portable washrooms, lighting, and food trucks.
- d) Use high-quality paving materials to create an urban plaza space.
- e) Incorporate trees and other vegetation into the design of the space to provide shade and areas for stormwater retention.
- f) Incorporate wintertime functions into the space by creating opportunities such as space for a skating rink, warming shelters, or snow displays.

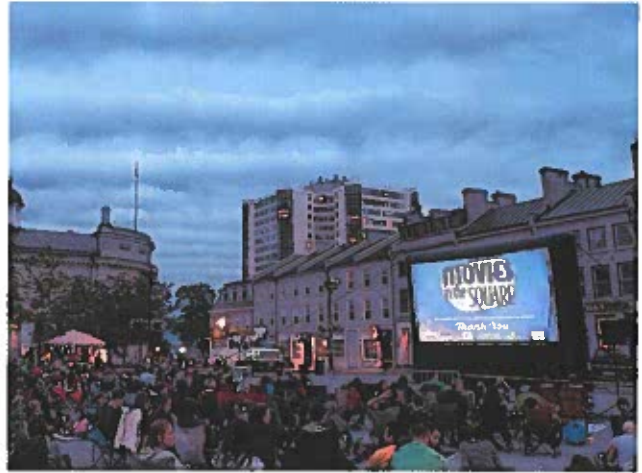


Figure 16: An example of an active plaza space in Kingston, Ontario (Photo: Garrett Elliot, 2019).



Figure 17: Richmond Terrace Park in Yarra Australia, by Hanson Partnership, an example of a community parklet or "pocket park" with community amenities including greenspace and seating (Photo: Andrew Lloyd).

3.3.5 48 Street Parklet

The 48 Street Parklet will introduce additional greenspace into the primarily hardscaped downtown. The parklet will be designed to serve downtown residents, with the potential to include amenities such as a fenced dog park, child play structures, and community gardens.

Engagement

- a) Engage with residents and stakeholders to determine community needs and incorporate these into the design of the parklet.

Design

- b) Ensure the design of the parklet addresses both 48 Street and the rear laneway.
- c) Provide several seating nodes and picnic tables to support community gathering.
- d) Incorporate trees and other vegetation into the design of the space to provide shade and areas for stormwater retention.
- e) Consider the provision of a small dog park or children's playground.

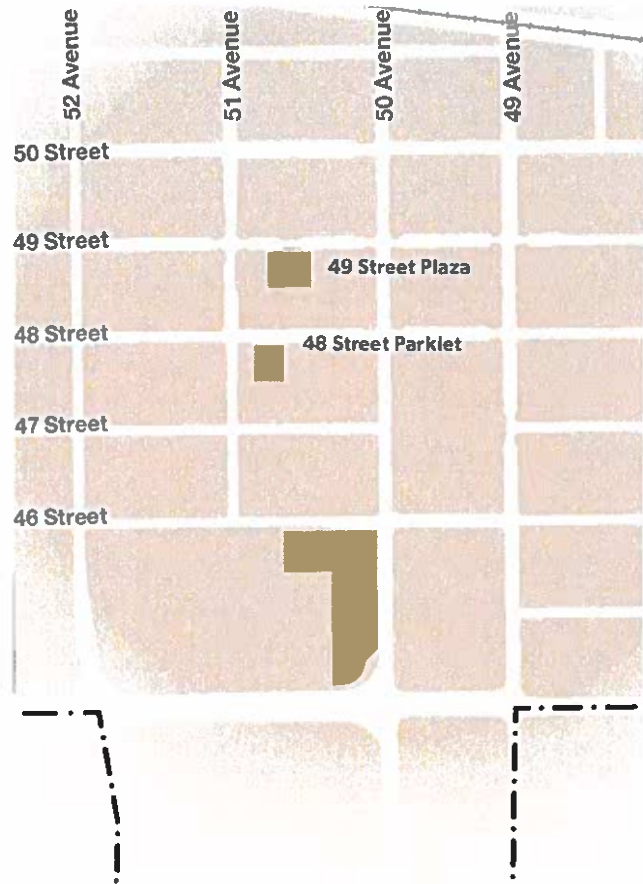


Figure 18: 49 Street Plaza and 48 Street Parklet





4

LAND USE

The Land Use Policies coordinate a pattern of cohesive development in Lloydminster's downtown over the next 15 years. The policies direct where specific uses should concentrate and how they should relate to public streets, plazas, and parks identified in the **Public Realm Concept** (Section 2). This section has three components: an overall Land Use Concept, General Policies, and Area Objectives and Policies.



4.1 LAND USE CONCEPT

The Land Use Concept provides direction on how to organize land uses within downtown throughout the next 15 years of redevelopment. The concept supports the Plans Goals of increasing residents, strengthening business development and frontage, and increasing the amount of public space downtown. It sets up the foundation for the Vision of a walkable community where Lloydminsterites can live, work, and play.

The objectives of the Land Use Concept are:

- To provide land uses and built forms that complement the Public Realm Concept.
- To promote a variety of uses throughout the Plan Area.
- To support intensification and the concentration of active frontage in the centre of downtown.
- To encourage additional residential development throughout the Plan Area.
- To ensure high quality, sustainable urban form.

The Concept promotes a strong mixed-use heart of downtown that concentrates active frontage along the primary pedestrian grid identified in the Public Realm Concept (**Figure 6**). Radiating from the central mixed-use heart to the east and west, the Concept supports additional medium and high-density residential development. These areas then transition into the existing stable residential neighbourhoods that link downtown to the rest of Lloydminster. North of the central heart, downtown transitions to creative industrial uses which provide a unique interface with the railway. The heart of downtown is further reinforced through stepped maximum building heights and building setbacks that preserve sunlight on the priority streets of the Public Realm Concept.

The Land Use Concept is defined through the designation of six distinct Land Use Areas. The Areas were determined through consideration of existing land uses, the intended character, and planned functions within downtown. The six Areas identified in **Figure 19** are:

- Core Mixed-Use Area
- Mixed-Use Transition Area
- Civic Area
- Creative Industrial Area
- Neighbourhood Residential Area
- Highway Commercial Area

Section 4.2 outline the **land use policies** for the entire Plan Area. **Section 4.3** provides **objectives and policies specific to each of the six Areas**. These Areas establish the basic requirements of development downtown, including land use, height, and relationship to public streets.



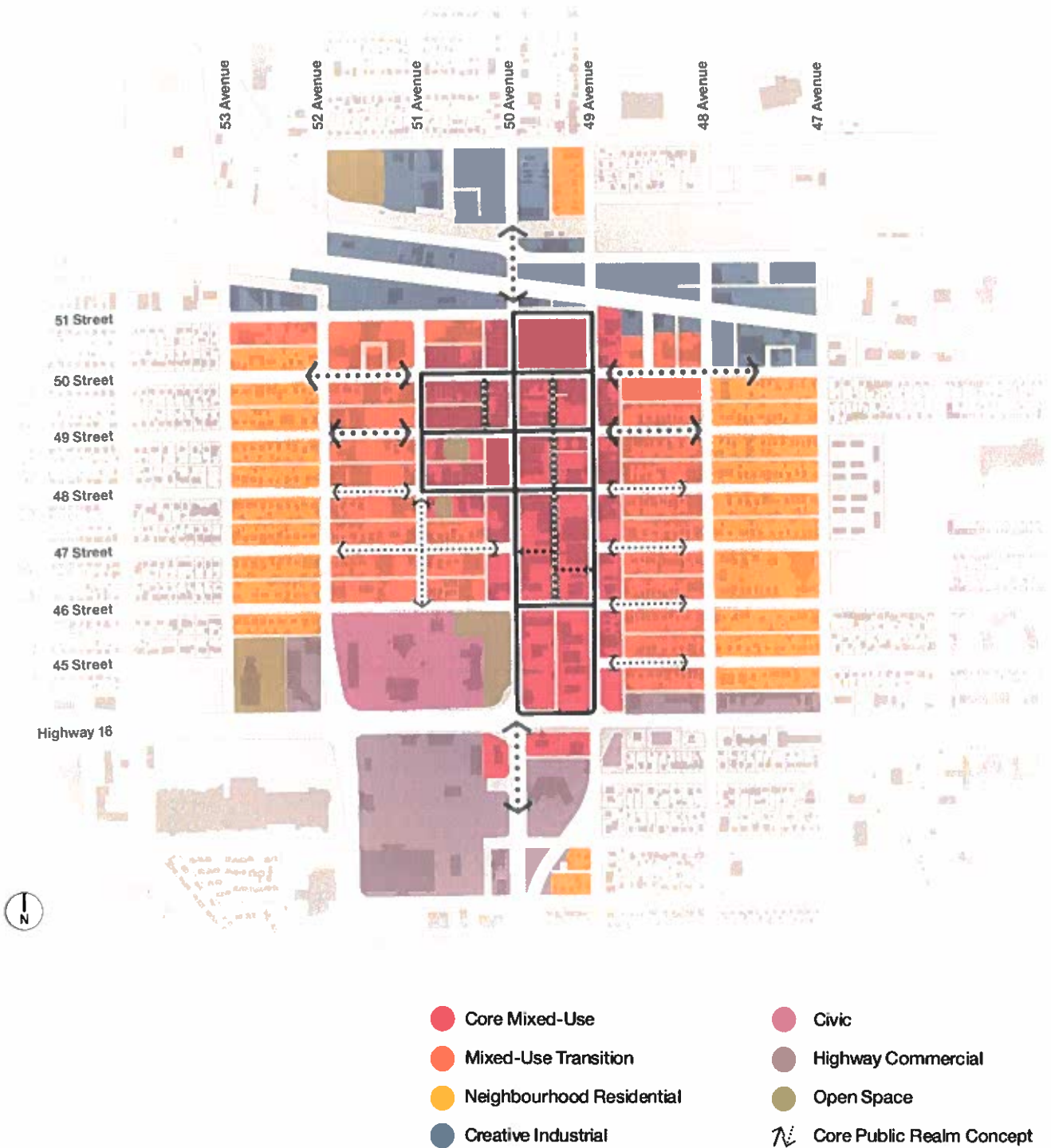


Figure 19: Land Use Concept and its relationship to the Public Realm Concept

4.2 GENERAL LAND USE POLICIES

The general land use policies apply to the entire Plan Area. These policies address compliance, shadowing, parking, servicing, and signage.

4.2.1 Compliance

- a) All existing development is considered conforming to this Plan.
- b) Future development must conform to the objectives of the relevant Area.
- c) Future land use re-designation must conform to the objectives of the relevant Area.

4.2.2 General

- a) Buildings should not cast shadow on the north sidewalk, measured as the area 3m from the north property line of the street, between March 21 and September 21 on streets identified in Figure 20.
- b) Off-street parking should be provided at the rear of the property to minimize automobile impacts on the public realm.
- c) Where provided, building servicing, utilities, and loading access must be at the rear of buildings with access provided from laneways or secondary streets.
- d) Easements between properties may be supported by the City to consolidate vehicle access points and parking.
- e) Overhead stand-alone pylons and highway-type signage is not permitted.



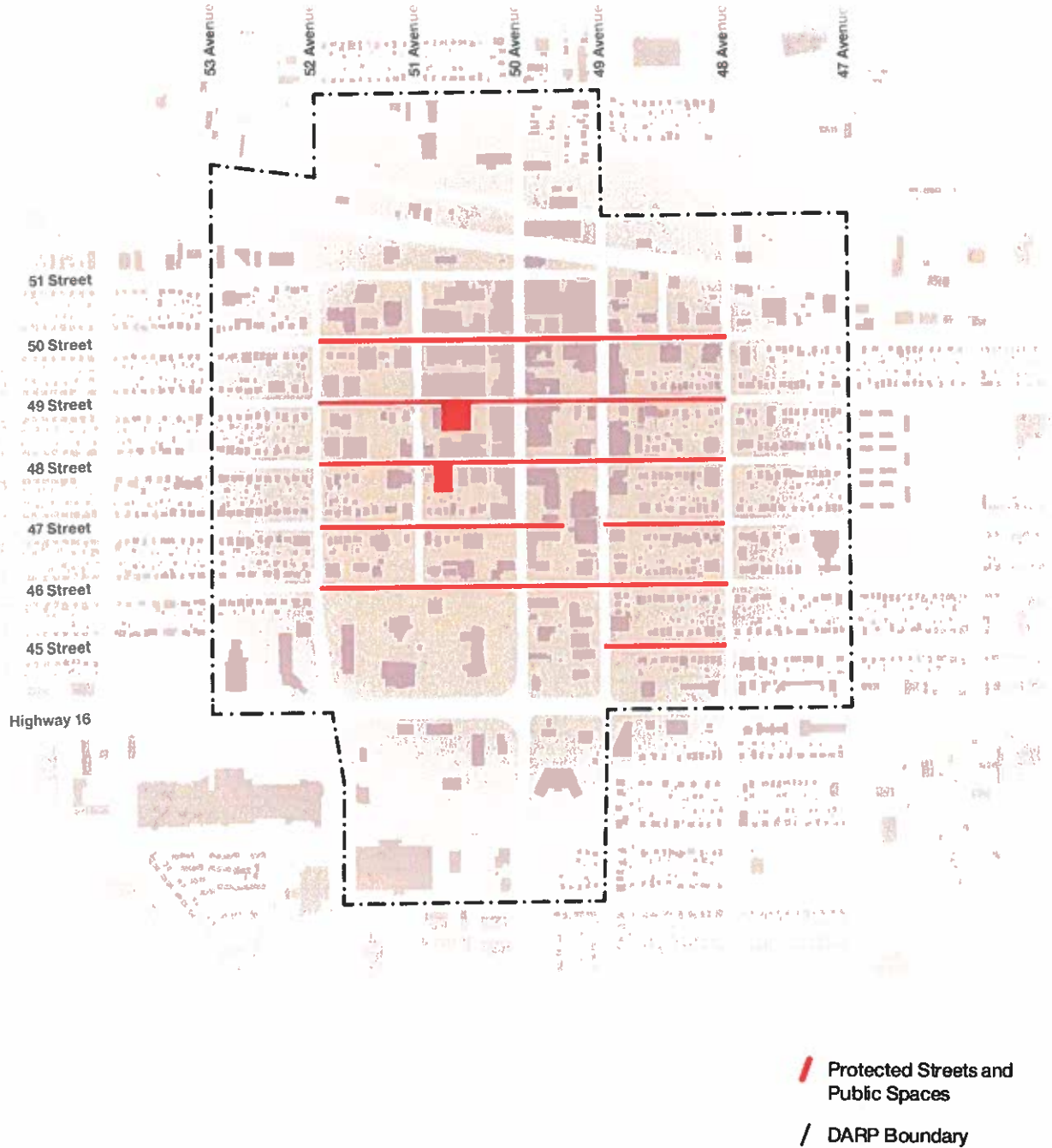


Figure 20: Shadow Protected Streets and Public Spaces.



4.3 LAND USE AREAS

The Area policies refer to specific areas identified in **Figure 19**. These Areas have unique land use and height considerations to provide structure for the next 15 years of redevelopment in downtown. The six Land Use Areas are:

1. Core Mixed-Use Area
2. Mixed-Use Transition Area
3. Civic Area
4. Creative Industrial Area
5. Neighbourhood Residential Area
6. Highway Commercial Area

4.3.1 Core Mixed Use Area

The Core Mixed-Use Area is a corridor centred on 50 Avenue and 49 Avenue from Highway 16 north 50 Street. Within this corridor is the historic centre of Lloydminster split by the interprovincial border and characterized by a concentration of small-scale pedestrian-oriented buildings. Lloydminster's icons – the Clocktower and the Border Markers are the anchors of this Area, which will serve as the heart of downtown activity.

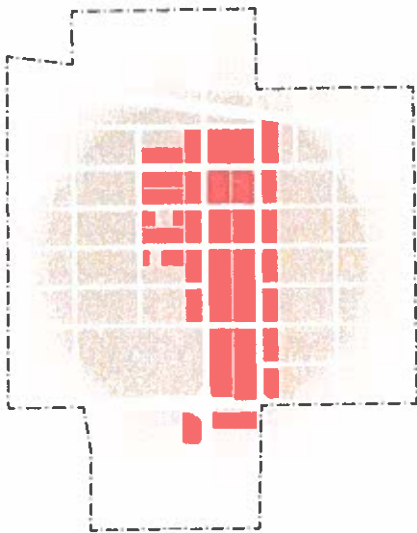


Figure 21: Core Mixed Use Area

Concept

This Area is the priority for redevelopment. The policies for the Core Mixed-Use Area support a vibrant commercial heart of downtown that concentrates activities, entertainment, and made-in-Lloydminster services and businesses into a compact, pedestrian-focused destination. All development in this area must have active commercial uses on the ground floor. The concentration of active frontage will provide co-location benefits for businesses and serve to animate the core pedestrian grid identified in the Public Realm Concept (Section 2). The Core Mixed-Use Area has the highest maximum building height out of all the Land Use Areas, providing an incentive to locate mixed-use development with a residential component here.

Objectives

The objectives of the Core Mixed Use Area are:

- To re-establish the area as the commercial, cultural, and entertainment centre of Lloydminster.
- To support the development of small scale, locally-owned businesses, consumer services, and entertainment venues.
- To encourage the development and adaptive reuse of existing buildings.
- To retain the compact, diverse, and street-oriented commercial character of the downtown core.
- To ensure development contributes to a high-quality public realm and pedestrian environment.
- To increase mixed-use commercial and commercial/residential development, while maintaining active retail and commercial uses at street level.
- To accommodate complementary public amenities, cultural facilities, civic buildings, and services in the centre of the city.

Land Use Policies

These policies apply only to the Core Mixed Use Area:



- a) The street-facing ground floor frontage of all buildings must consist of a minimum of 60% visible active commercial uses such as retail, consumer service, or restaurant. Less active uses, such as office or institutional uses are encouraged behind or above these uses.
- b) Residential uses may only be included above the main floor of mixed use buildings.
- c) New development should be a minimum of two storeys above grade, unless:
 - it is demonstrated that the proposed development will generate substantial activity in the downtown or will make a significant contribution to the streetscape;
 - the proposed one-storey development involves restoration of a building determined to have heritage value by the City;
 - extenuating circumstances require the rebuild of an existing one-storey building; or
 - the development merits allowance of a one-story building for other reasons at the at the discretion of the City.
- d) The front yard maximum setback is 2 metres to allow for expansion of the pedestrian realm while maintaining an active interface for pedestrians.
- e) On corner lots, the front yard setback applies to both street-facing lot lines.
- f) Buildings with frontages exceeding 15 metres should have multiple entrances on the street.
- g) Restaurants, drinking establishments, and entertainment establishments are encouraged to provide outdoor patio and informal performance space.
- h) The City supports the expansion of outdoor patios into public space and on public streets, provided a minimum 1.5 metre unobstructed pedestrian pathway is maintained.

- i) Driveways providing site access should be as narrow as possible to minimize impacts on the pedestrian environment.
- j) The maximum building height of the Land Use Area is 9 storeys, subject to shadowing policy 4.2.2 a.

4.3.2 Mixed Use Transition Area

The Mixed-Use Transition Area primarily flanks the Core Mixed-Use Area east and west between 52 Avenue and 51 Avenue, and between 48 Ave and the lane behind 49 Avenue. The area to the west currently contains single-family residential to the south with a mix of commercial uses and underutilized industrial lands to the north. The area to the east is primarily single-family residential uses, with a few medium and high-density residential apartments. To encourage redevelopment of these areas, the concept for the Mixed-Use Transition Area is to intensify residential development while providing opportunities to incorporate commercial services as part of a complete community.

Concept

The Mixed-Use Transition Area supports a variety of multi-family residential developments with the opportunity for mixed-use development. This mix will create highly integrated and walkable neighbourhoods. To this end, the policies identify land uses and building heights that support transition between the surrounding Neighbourhood Residential Areas and the Core Mixed-Use Area.

Objectives

The objectives of the Mixed Use Transition Area are:

- To maintain and enhance opportunities for mixed-use, retail, and office commercial developments.
- To ensure an appropriate transition in development and built near to adjacent residential areas to the east and west.
- To intensify residential development around the Core Mixed-Use Area.



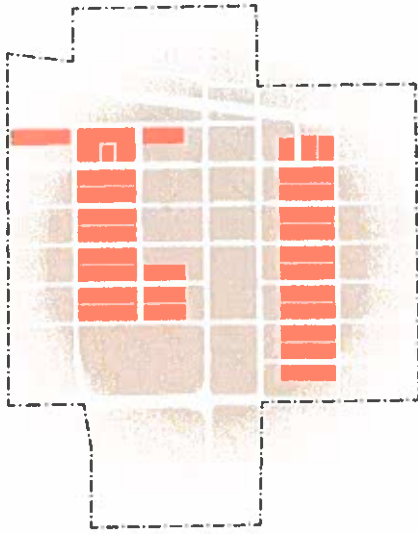


Figure 22: Mixed Use Transition Area

- To encourage retail and service amenities on the ground floor to serve new and existing downtown residents.
- To strengthen east-west pedestrian connections to adjacent residential and commercial areas.
- To ensure an appropriate transition in development and built form with the adjacent land use areas.

Land Use Policies

These policies only apply to the Mixed Use Residential Transition Area.

- a)** A mix of residential and commercial uses is encouraged in individual buildings and sites.
- b)** Single-use commercial or residential buildings are supported in the Area as long as they contribute to a high-quality public realm.
- c)** Commercial uses must be located on the ground floor in mixed-use buildings.

- d)** A range of housing types within a development is encouraged to accommodate different income levels, age groups, households, and lifestyles.
- e)** Both larger residential unit sizes and accessible units should be provided for families and seniors as appropriate.
- f)** City-developed affordable housing should be encouraged in this Area to take advantage of existing social services in the area.
- g)** New development should be a minimum of two storeys above grade, unless:
 - it can be demonstrated that the proposed one-storey development will generate substantial activity in the downtown and make a significant contribution to the streetscape;
 - the proposed one-storey development involves restoration of a building determined to have heritage value by the City; or
 - extenuating circumstances require the rebuild of an existing one-storey building
- h)** The maximum front yard setback is 3 metres to allow for expansion of the pedestrian realm while maintaining an active interface for pedestrians.
- i)** The front yard setback applies to both street-facing lot lines on corner lots.
- j)** The maximum building height of the Area is 7 storeys, subject to shadowing policy 4.2.2 a.



4.3.3 Civic Area

The Civic Area is located in the southwest corner of downtown, along Highway 16. This campus-style development contains City Hall, the Lloydminster RCMP headquarters, the school Area office, and the Legacy Community Centre with surface parking internal to the Area. Because of the importance of these functions, the concept for the area is to continue its institutional and public service functions while increasing its draw as a gathering space through the redevelopment and programming of Civic Square.

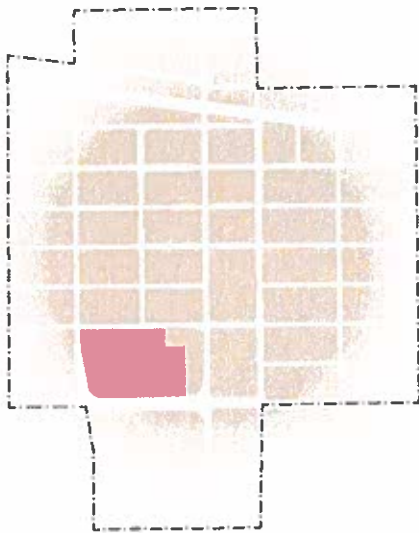


Figure 23: Civic Area

Concept

The Civic Area is part of the heart of downtown Lloydminster, housing key municipal functions. The concept for this Area is to continue to focus on its public and institutional uses with the potential addition of community amenities such as a library. Gathering space is to be a primary component of the Area, with the redevelopment of the northern edge of Civic Square as an anchoring public space. The combination of civic uses and public space will create stronger incentives to visit downtown.

Objectives

The objectives of the Civic Area are:

- To enhance the Area as the civic centre of Lloydminster.
- To improve pedestrian connections to the core.
- To maintain the site for future civic/institutional development and amenities.

Land Use Policies

These policies only apply to the Civic Area.

- a) New and expanded development should be primarily institutional uses, such as the relocation of additional community, cultural, educational, and civic uses to the Area.
- b) Built form may vary in height and massing to encourage creative and innovative building design reflecting the area's unique uses and context.
- c) Large setbacks from the street are required to retain public open space for civic gatherings, ceremonies, and celebrations.
- d) Commercial uses ancillary to the principal institutional use of the Area are encouraged.
- e) Parking should be consolidated and designed to accommodate programming during public events.

4.3.4 Creative Industrial Area

The Creative Industrial Area provides unique opportunities for innovative businesses and development that straddles the rail lines north of downtown. Neighboring areas to the west and east are primarily highway-oriented industrial and commercial use. To the north is primarily low-density residential, while to the south is the Core Mixed-Use Area. To further diversify economic activity downtown, the concept for the Creative Industrial Area creates a unique Area mixing light manufacturing, entertainment, commercial uses, and creative industry. Additionally, the Creative Industrial Area buffers downtown Lloydminster from the rail yards while simultaneously inviting new and innovative uses into the fabric of downtown.

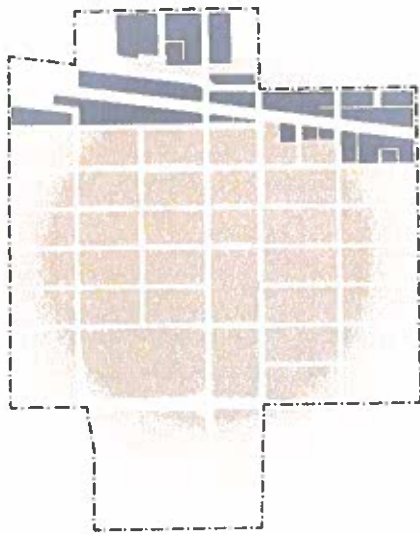


Figure 24: Creative Industrial Area

Concept

The Creative Industrial Area recognizes the interface Downtown has with the railroad tracks to the north. To strengthen this interface, this Area supports a range of light industrial, service commercial, and live-work uses. Industrial uses in the Area are limited to those that can demonstrate a low impact on adjacent uses. The City will encourage



Figure 25: Pilek restaurant and patio, Amsterdam
(Photo: Awesome Amsterdam).



Figure 26: Granville Island Adventure Zone, Vancouver
(Photo: Harriet Fancott).

creative uses such as workshops, microbreweries, gyms, or studios that require additional space and provide a sense of destination in this Area. All of these policies are intended to diversify employment opportunities and create additional reasons to visit downtown.



Objectives

The objectives of the Creative Industrial Area are:

- To allow for a range of employment uses in an industrial setting, including small scale manufacturing.
- To maximize the use of irregularly shaped parcels adjacent to the rail corridor.
- To provide a built-form buffer between the downtown and active rail lines.
- To minimize noise and nuisance impacts on adjacent uses.
- To provide an opportunity for warehouse-style uses, such as breweries and gyms that may not fit in the Core Mixed-Use or Mixed-Use Transition Areas.

Land Use Policies

These policies only apply to the Creative Industrial Area.

- a) Industrial, commercial, office, and live-work uses are encouraged in this Area.
- b) New development must be a minimum of two storeys above grade.
- c) Maximum building height is 4 storeys above grade.
- d) The maximum front yard setback is 2 metres to allow for expansion of the pedestrian realm while maintaining an active interface for pedestrians.
- e) Clusters of “Creative” uses requiring larger spaces, such as microbreweries, artist collectives, gyms are encouraged in this Area to create a sense of destination.
- f) Buildings should have active ground floor use(s), such as a storefront or reception space, in a prominent position in the building relative to the block face, such as at corners or adjacent to commercial frontages in neighbouring buildings.
- g) Industrial uses must be enclosed within buildings with no outside storage of materials or products to minimize any disruptive activities, such as dust, noise, odour, smoke, heat, high illumination levels or waste.
- h) Large format commercial, auto-oriented uses, and other uses that might be considered noxious or disruptive to adjacent uses are not permitted.



Figure 27: Cold Garden Brewery, Calgary (Photo: Suech & Beck).

4.3.5 Neighborhood Residential Area

The Neighbourhood Residential Area is primarily located along the east edge of downtown between 47 and 48 Avenues, from 50 to 45 Streets and the west edge between 52 and 53 Avenues, from 50 to 46 Streets. The area mainly contains mature residential neighbourhoods. The concept for the Neighbourhood Residential Area is to preserve the existing low-scale neighbourhood character adjacent to the mixed-use areas of downtown.

Concept

The Neighbourhood Residential Area is on the eastern and western edges of the downtown. These stable low-density

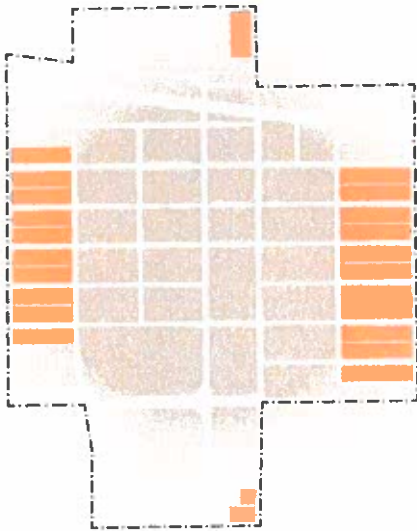


Figure 28: Neighbourhood Residential Area

residential neighbourhoods are characterized by beautiful tree-canopied streets and small houses with consistent front yard setbacks and rear residential laneways, creating a unique character in the centre of Lloydminster. These neighbourhoods are to retain their character with enhanced linkages to downtown and the neighbourhoods surrounding downtown.

Objectives

The objectives of the Neighbourhood Residential Area are:

- To maintain the existing small-scale residential neighbourhood character of the Area.
- To maintain the use of rear lanes for driveways and servicing.
- To maintain the existing frontage pattern.

Land Use Policies

These policies only apply to the Neighbourhood Residential Area:

- a) Single detached, semi-detached, townhouse, row house, and apartments are allowed in this Area.
- b) The minimum front yard setback is 3 metres and the maximum setback is 6 metres to preserve the existing neighbourhood character.
- c) Maximum building height in the Area is 2 storeys for single detached, semi-detached, townhouse, and rowhouse development.
- d) Maximum building height for apartments is 4 storeys.

4.3.6 Downtown Highway Commercial Area

The Highway Commercial Area is located in the south of downtown along Highway 16. This Area is characterized by highway commercial uses to the west, east, and south, affecting its future use. As a result, the future concept for the Highway Commercial Area is to announce downtown to highway travelers and to allow limited, low profile highway-oriented development.

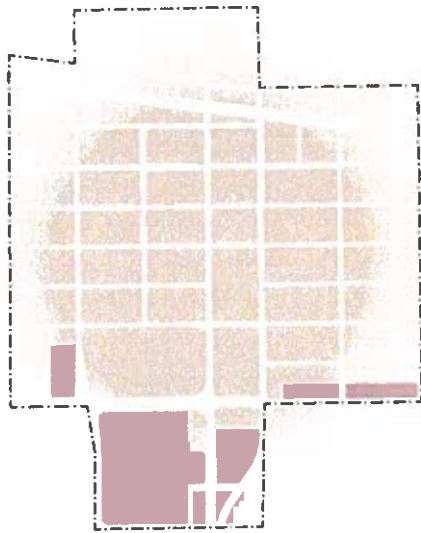


Figure 29: Highway Commercial Area

Concept

The Highway Area is focused on Highway 16, which the Area will be oriented towards. The uses in this Area are primarily auto-oriented commercial. This Area's concept differs from the Core Commercial Area by allowing for more substantial auto-oriented uses, as a result of the highway's proximity. Redevelopment in these areas should signal the entrance of downtown.

Objectives

The objectives of the Highway Commercial Area are:

- To announce the Downtown.
- To allow limited automobile-oriented uses.

Land Use Policies

These policies apply to the Highway Commercial Area.

- a) Auto-oriented commercial uses are permitted in this Area.
- b) Hotel or motel uses are encouraged in this Area.
- c) The maximum height in this Area is 5 storeys.
- d) Parking areas must be screened from the highway by buildings.
- e) Parking areas must have clear entrance and exit driveways to minimize conflicts with pedestrians using the sidewalks.





Mayor
City Clerk

5

DESIGN GUIDELINES

The design guidelines apply to development in the Core Mixed Use, Mixed-Use Transition, and Creative Industrial Land Use Areas. These guidelines speak to how development should be designed to contribute positively to the public realm. For this purpose, the design guidelines address frontage, accessibility, safety, inclusivity, and the placement of utilities.



5.1 DESIGN GUIDELINES

The objectives of the Design Guidelines are:

- To create a cohesive transition between the private and public realm.
- To ensure buildings contribute positively to the public realm and the pedestrian experience.
- To enhance the character and sense of place of Lloydminster.
- To provide safe, active, and attractive streetscapes.

5.1.1 Accessibility, Safety, and Inclusivity



- a) Ensure all development is universally accessible.
- b) Ensure all development employs Crime Prevention Through Environmental Design (CPTED) principles to promote user safety in public spaces and facilities.
- c) Ensure all outdoor spaces are well illuminated.

5.1.2 Frontages

Permeability



- a) Ensure front entrances face the street and are easily identifiable through material changes and/or colour accents.
- b) Consider a recessed entrance/setback to break up the building face and draw people inside.
- c) Make sure entrances are well lit.

- d) Activate buildings setback from the lot line with amenities to encourage use by residents and create visual interest. Patios, plazas, furniture, bike racks, public art, landscaping, gardens, and accessibility features are strongly encouraged.
- e) Use accent paving to invite pedestrians into the building and animate the street edge.
- f) Use clear glass windows and doors to maximize transparency of frontage on public streets. Consider providing larger windows on the ground floor.
- g) Do not use mirrored glass.
- h) Commercial and multi-residential buildings on corner lots should address the corner with one front entrance. Where this is not possible, the primary of the two adjacent streets should be addressed.

Façade Treatment



- i) Organize the façades of multi-tenant buildings to provide a consistent and robust repetition of the materials, details, styles, and shapes that provide visual interest to the streetscape.
- j) Ensure public buildings have high-quality architectural detailing, articulation, and design.
- k) Apply a small range of colour that compliments the façade and streetscape to the full façade or add as an accent.
- l) Incorporate vertical elements, windows, and doors to break up longer building façades.





- m)** Illuminate storefronts and upper storeys of buildings at night for pedestrian safety and to provide visual interest, in all Areas except Neighbourhood Residential.
- n)** Treat blank walls with:
 - Cladding that is complementary to the cladding of the building and adds interest to the look and texture of the wall and building,
 - Painted murals; or
 - Other artwork approved by the City.

Materiality



- o)** Use high-quality materials, such as wood, masonry, metal, and textured concrete in façade design.
- p)** Limit the number of materials used in one façade.
- q)** Emphasize the architectural features of a building façade with material changes.
- r)** Preserve existing historic architectural details where possible.
- s)** Consider distinguishing a base, middle and cap of the storefront with material accents.

Signage



- t)** Limit the number of signs used.
- u)** Compliment the architectural style of the building through sign design.
- v)** Minimize the use of window signs to prevent obstructing the view from the sidewalk.
- w)** Ensure that signs are visible from the sidewalk and do not impede pedestrian movement.

Weather Protection

- x)** Provide snow, wind, and rain protection with canopies, awnings, recessed entrances. Weather protection elements may encroach over the sidewalk if they do not obstruct pedestrian movement.
- y)** Maintain consistent heights of weather protection elements.
- z)** Compliment the building and street with the material and colour of weather protection elements.
- aa)** Install weather protection elements across the full façade, or only above the entrance to serve as an accent.

5.1.3 Utilities

- a)** Enclose all utility equipment within buildings or screened from view where feasible.
- b)** Ensure utilities, vents, and other utilitarian elements are not on the lower levels of facades adjacent to the public realm.

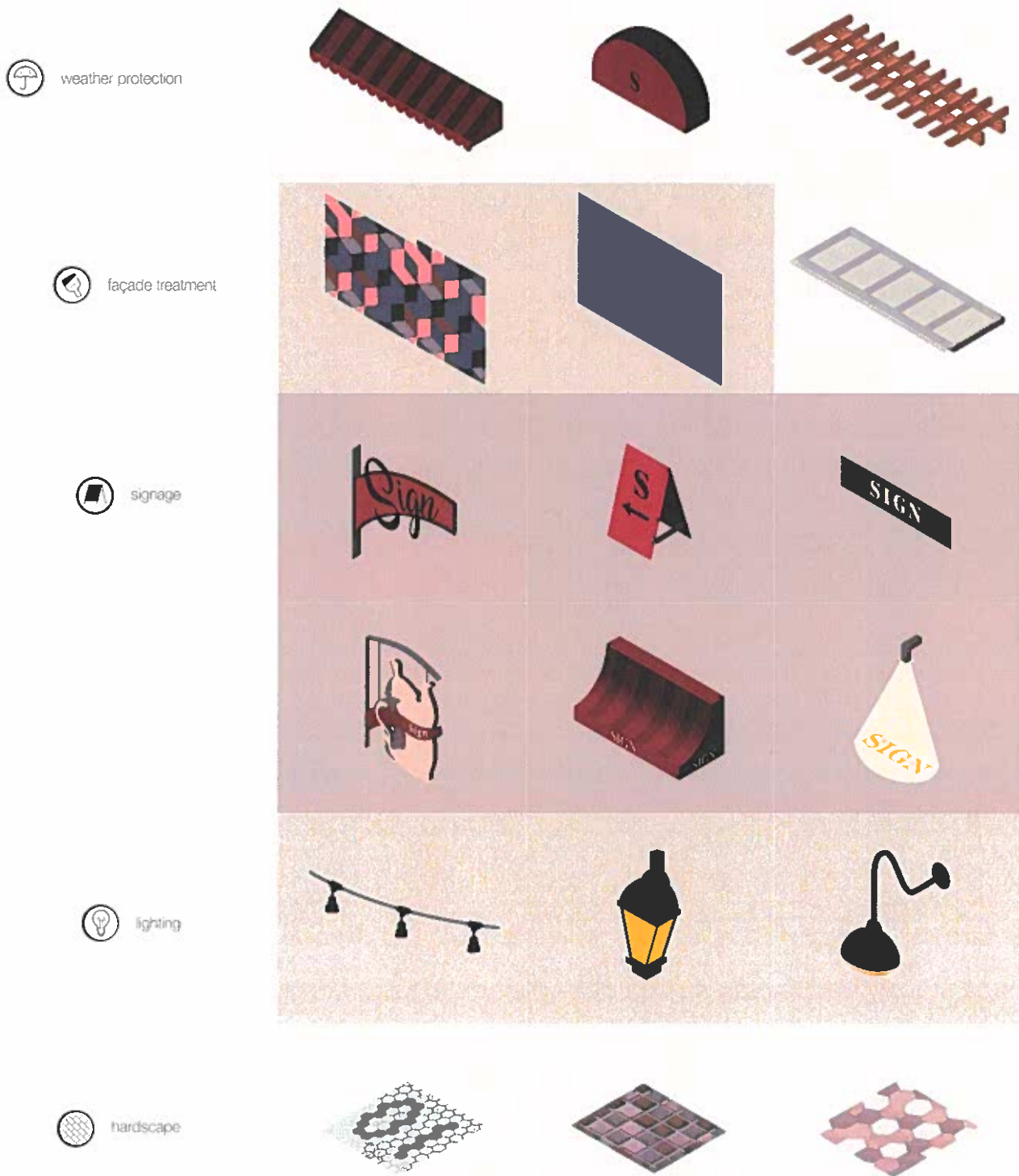
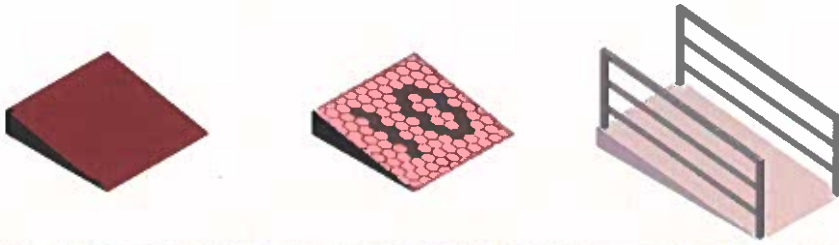


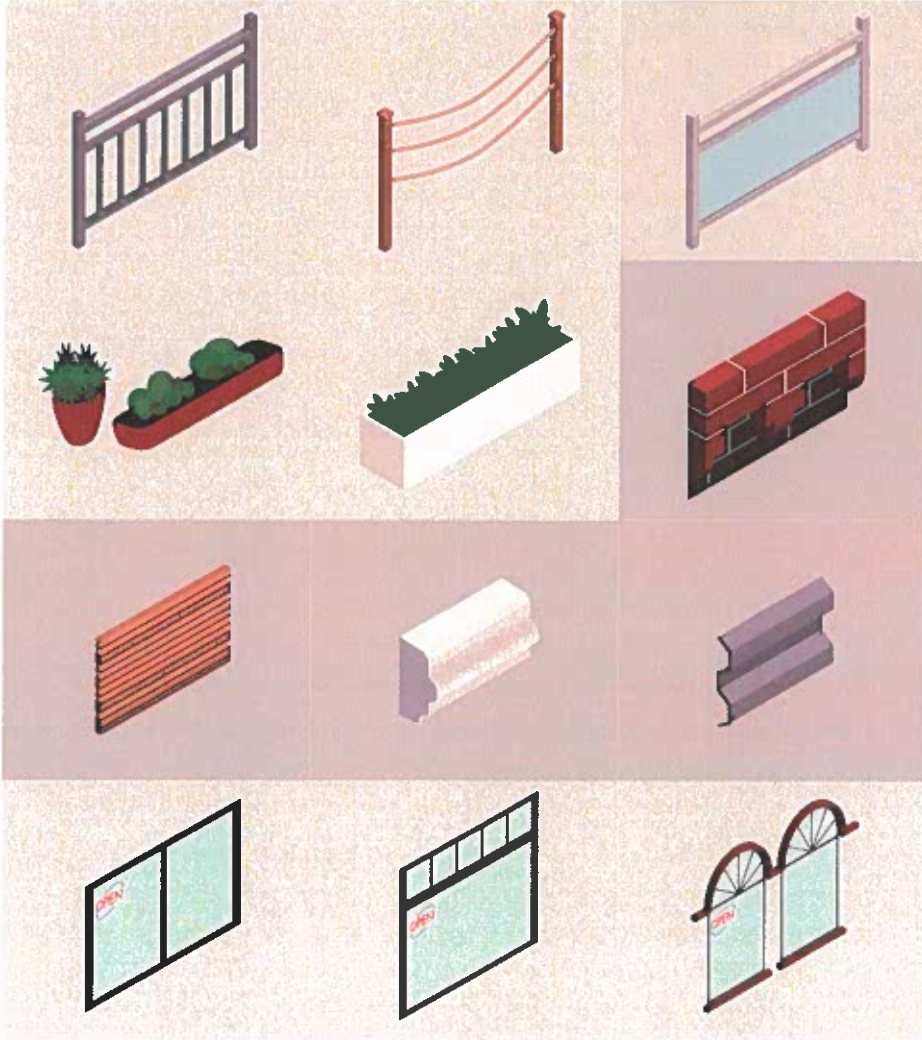
Figure 30: Façade Toolkit



Schedule A DARP Plan



accessibility 



enclosure 

materiality 



clear entrance 


Mayor
City Clerk

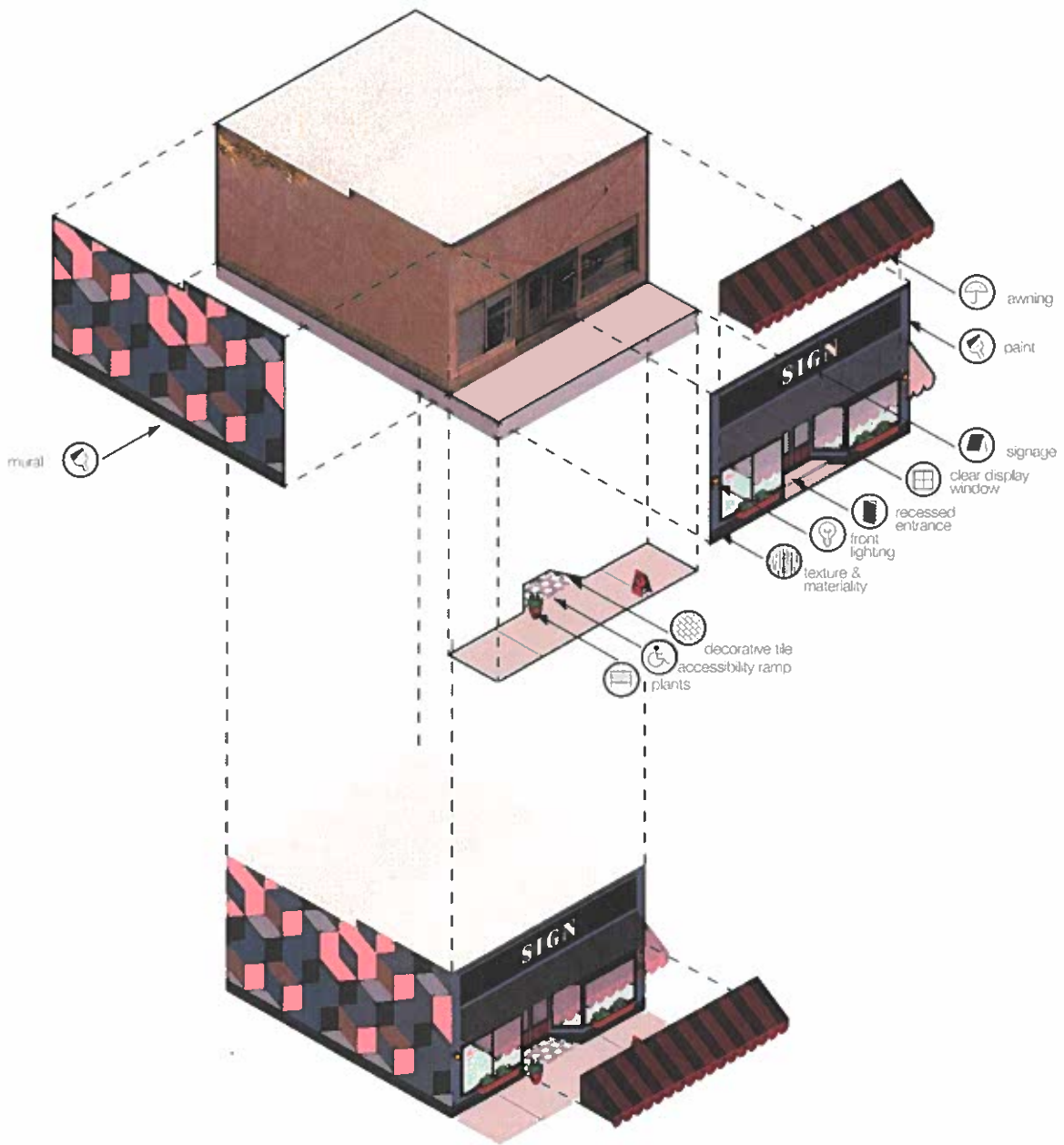


Figure 31: Sample Application of the Design Guidelines



Figure 32: Sample Application of the Design Guidelines with varying levels of investment

Mayor
City Clerk



 Mayor
 City Clerk

6

IMPLEMENTATION

Implementation of this Plan will require sustained political and economic support for the downtown area. The following sections outline prioritized actions necessary to achieve the Plan Vision and Goals in the next 15 years. Actions include strategies for incentivizing certain types of development, fostering the growth of local business, improving the public realm, and encouraging more people to visit downtown. All actions were engaged on with the public and stakeholders to assess level of support in February 2019.



6.1 IMPLEMENTATION SCHEDULE

The implementation schedule sets out Short, Medium, and Long-term actions that will require public investment over the lifespan of the Plan. The actions support the effectiveness of the Public Realm Concept, Land Use Concept, and Design Guidelines. There are three categories of implementation actions: Stimulate, Build, and Activate Actions.

Stimulate Actions are the “behind the scenes” tactics, such as policy or grant programs intended to incentivize development, generate economic and social activity. Together these tactics will encourage investment in a cohesive public and private realm interface in the downtown. Previous market analysis, best practice research, and engagement with Lloydminster’s business and development community has informed these actions.

Build Actions are capital improvements ranging from small to large scale projects including streetscape improvements and development of public space. These actions are tied to the objectives and priorities outlined in the Public Realm Concept.

Activate Actions are a series of small programming tactics used to generate activity, bring people downtown, and strengthen the downtown’s unique sense of place. These actions focus on animating the improved public gathering spaces and streets outlined in the Public Realm Concept. These are low cost and easy to implement tactics that will serve to generate activity in the public realm and change perceptions of downtown. These Actions were also prioritized through public engagement.

Each of the 30 Actions is presented in the following table with an estimate of level of investment required, overall level of public support from engagement, and the Plan Goals the action helps to fulfill. The actions are organized by their recommended phase and priority. The three phases are short term (0-5 years), medium term (5-10 years), and long term (10-15 years). The phases indicate an approximate timeframe for when actions are to be completed throughout the life span of the Plan.

Priority ranges from low to high. Actions that have the highest priority are intended to be completed earlier in the phase (first 1-2 years), as they are integral to the success of other Actions. Interrelationships between complimentary actions are also indicated. Approval of this Plan is the first implementation step.

	Short Term (0-5 years)
	Medium Term (5-10 years)
	Long Term (10-15 years)
\$	Low Cost (<\$10,000)
\$\$	Medium Cost (\$10,000 – \$50,000)
\$\$\$	High Cost (>\$50,000)
♡	Low Public Support
♡♡♡♡♡	High Public Support
LOW	Low Priority
HIGH	High Priority



ACTION

DESCRIPTION

INVESTMENT

PUBLIC SUPPORT

PRIORITY

SHORT TERM (0-5 YEARS)

PLAN GOAL 1: LEADERSHIP



Downtown Coordinator

Hire a municipal employee to collaborate with municipal staff, Council, the public, local community groups, and local businesses and manage downtown programming. The coordinator is accountable for the implementation and championing of all the Actions of the DARP, and should be hired within 2 years of approval of this Plan. The coordinator's role includes managing revitalization initiatives, liaising between staff and local businesses, designing marketing and promotion for the downtown, administering grants, coordinating events, and overseeing the cultural and economic development of the downtown area.

\$



HIGH

Downtown Committee

Establish a volunteer based committee whose mandate is to promote the downtown and assist the downtown coordinator with the successful implementation of the DARP. It is recommended that one of the members be a City Councillor.

\$

N/A

HIGH

PLAN GOAL 2: PUBLIC REALM



Parklets and Low-Cost Placemaking

Use temporary low-cost 'tactical urbanism' interventions to activate streets and develop parklets. Examples include developing seating in street parking spaces, painting designs at intersections, creating interactive play features, installing overhead or on the ground art displays, and introducing a series of interpretive signage.

\$



MED

Mural Program











Continue to support a community mural program which partners the local business and arts community.

\$



MED




ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
PLAN GOAL 3: EVENTS				
Downtown Events Grant	Develop and administer a program event grants to support downtown events run by community organizations and businesses.	\$		HIGH
Downtown Farmer's Market	Support an outdoor farmer's market downtown.	\$		HIGH
Food Trucks	Support a rotating program of food vendors on streets, in public space, or in underutilized parking areas. Provide moveable outdoor seating, power and water hookups, and coordinate with other downtown programs.	\$		MED
Winter City Programming	Develop wintertime programs in collaboration with local businesses, such as lighting displays, outdoor ice sculptures, snow playgrounds, etc.	\$		MED
Outdoor Movies	Partner with local businesses to host outdoor, family-friendly movie events in underutilized spaces in the summertime.	\$		LOW
PLAN GOAL 4: RESIDENTIAL DEVELOPMENT				
Development Fee Exemption	Provide reduced development fee rates for Downtown mixed-use development.	\$		MED
Residential Incentive Grant	Develop a grant that provides unconditional funding per new residential unit built of a certain size in target areas Downtown. The grant will be used to encourage property owners to either develop new residential housing, redevelop existing properties for mixed-use or multi-tenant use, or turn second-floor spaces above commercial storefronts into residential units.	\$\$\$		HIGH
Redevelopment Tax Incentives	Develop a tax incentive program where taxes in the downtown are frozen at pre-development rates for some time until a development is complete.	\$\$		MED



ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
PLAN GOAL 5: BUSINESS DEVELOPMENT				
Building Improvement Grant	Develop a grant program that provides grants for upgrading existing commercial space downtown.	\$\$	N/A	HIGH
Marketing Strategy	Develop a City branding and marketing strategy for Downtown. This may include creation of a downtown logo, a tagline, a wayfinding system, and signage. Branding and marketing will help to change perceptions of the area and tell the story of revitalization.	\$\$	♡♡	HIGH

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
MEDIUM TERM (5-10 YEARS)				

PLAN GOAL 2: PUBLIC REALM				
Shared Street Conversion	Redevelop 49 Street as a Shared Street or "woonerf" as recommended in the Public Realm Concept.	\$\$\$	♡♡♡♡	MED-HIGH
Surface Parking to Plaza Conversion	Convert underutilized surface parking lots to public space. Engage with the community in the design of the spaces and coordinate with the public library and shared street. Use as a place for downtown programming and events.	\$\$	♡♡♡	MED-HIGH
East-West Priority Street Improvements	Develop a Capital Improvement Plan for recommended public realm improvements to key East-West streets identified in the Public Realm Concept. Implement	\$	♡♡♡♡♡	HIGH
50 Street String Lighting	Utilize existing streetlamps to string lights across the street similar to the 1950s Downtown Lloydminster lights.	\$	♡♡♡	LOW
Public Art Program	Develop a funding mechanism and selection criteria for providing permanent and temporary public art installations downtown.	\$\$	♡♡	MED

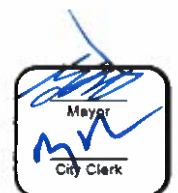


ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
Community Pianos	Place some revitalized old pianos in high traffic areas Downtown.	\$	♡	LOW
Street Performance Program	Develop a summertime live music program and designate busking stations along 49 Street and 50 Street. Consider hosting an annual busker festival.	\$	♡♡	MED-LOW

PLAN GOAL 5: BUSINESS DEVELOPMENT



Arts/Business Incubator Program	Develop a business incubation program in which the City subsidizes lease rates in vacant storefronts for start-up businesses.	\$\$	♡♡♡♡	HIGH
Business Attraction Grants	Determine suitable locations in downtown for particular types of businesses and incentivize their redevelopment through a grants program.	\$\$	N/A	HIGH
Façade Improvement Grants	Develop a grant to improve the facades of businesses through window treatments, exterior finishes, lighting, seating, landscaping, awnings, and other improvements as specified in the Interface Design Guidelines (section 4).	\$\$	♡♡♡♡♡	MED



ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
LONG TERM (10-15 YEARS)				

PLAN GOAL 1: LEADERSHIP



New Downtown Public Library	Fundraise for and develop a new public library downtown. Ensure the library is developed in a location that supports downtown revitalization initiatives. Design should include community gathering space, an anchor café, and other active community uses. Design and siting must be supportive of the Public Realm Concept.	\$\$\$	♥♥♥♥	HIGH
------------------------------------	---	---------------	------	-------------

PLAN GOAL 2: PUBLIC REALM



Civic Square Redesign	Engage with the community to re-imagine the northern interface of Civic Square. Potential activators for the public space could include a playground, splash pad, or outdoor skating rink as well as seating nodes. Interventions can be trialed before permanent installation.	\$\$	♥♥♥♥♥	MED-HIGH
Clocktower and Plaza Upgrades	Revitalize the Clocktower building and turn it into a focal point of activity by restoring its southern entrance on 50 Street, creating a dynamic “urban room” in the adjacent open space, and engaging with the local business community to reprogram the building.	\$\$	♥♥♥♥	MED
Mainstreet Improvements	Implement public realm upgrades to 49 and 50 Avenues in coordination with the North-South Corridor Project.	\$\$\$	♥♥♥♥♥	MED
Wayfinding Strategy	Develop a cohesive wayfinding system that provides direction to key locations Downtown using signage or on-ground markers. Pilot the system first, using low-cost temporary wayfinding.	\$\$\$	♥	LOW-MED
Cycle Network and Infrastructure	Build cycle infrastructure through the downtown, including painted lanes on principal streets and bike racks.	\$\$	♥♥	LOW-MED



6.2 INTERRELATIONSHIPS / AREAS OF INFLUENCE

The DARP is intended to be implemented through a compliment of large and small public investments. Smaller, low cost actions are aimed at activating existing spaces and bringing attention and focused energy to downtown. Larger investments in downtown are focused on improving the public realm and creating a supportive environment for new mixed use development. Though several of the larger investments are longer term, to be completed as funds are available, it is recommended that some of these larger investments are completed near the start of the Plan. This will help to build confidence in the City's commitment to downtown revitalization.

Unique from the implementation schedule, presented in **Section 6.1**, the Implementation Map demonstrates the interrelationships between the various implementation actions of the Plan. The Map also directly links the actions to the Plan Goals. It specifies which actions are integral to the success of the plan overall.

Implementation of this Plan is also structured to prioritize public space and street improvements to east-west streets first. This will allow for enhancement of the downtown public realm prior to the development of the North-South Corridor, which is intended to trigger improvements to 49 and 50 Avenues. Currently, there is no established timeline for the North-South Corridor Project. Prioritizing beautification of east-west streets will ensure the momentum of the Plan is maintained, even if North-South Corridor is not built within the lifespan of the plan.



Lloydminster Downtown Area Redevelopment P



IMPLEMENTATION MAP

Short Term (0-5 years)



STIMULATE

Downtown coordinator
Downtown committee
Events grants

Development fee exemptions
Redevelopment tax incentive
Building improvement grants
Residential development incentives

Business attraction grants
Marketing strategy



BUILD

Pocket parks and low cost placemaking



ACTIVATE

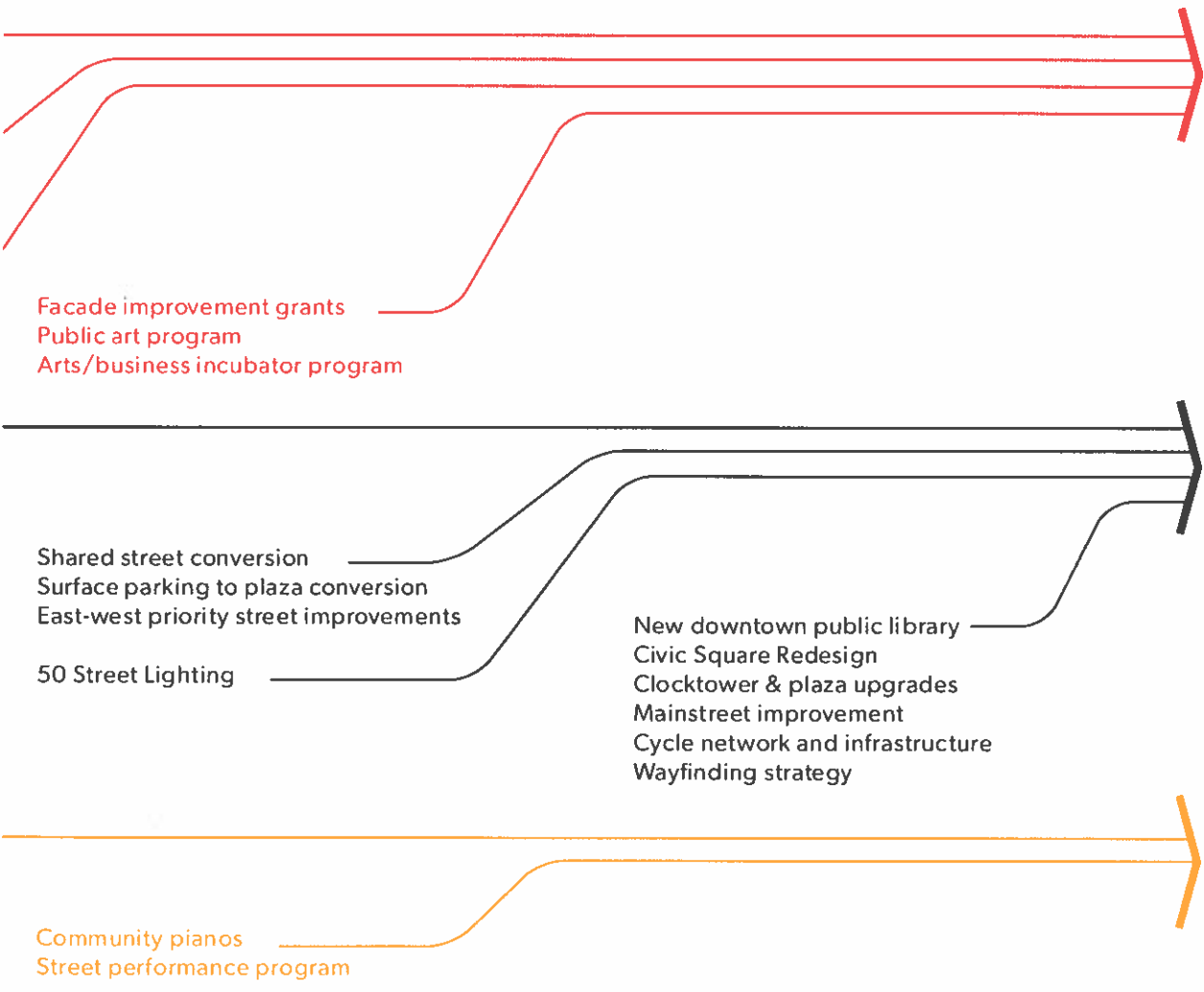
Mural program
Support downtown farmer's market
Food trucks
Winter city programming
Outdoor movies





Medium Term (5-10 years)

Long Term (10-15 years)



Facade improvement grants
Public art program
Arts/business incubator program

Shared street conversion
Surface parking to plaza conversion
East-west priority street improvements
50 Street Lighting

New downtown public library
Civic Square Redesign
Clocktower & plaza upgrades
Mainstreet improvement
Cycle network and infrastructure
Wayfinding strategy

Community pianos
Street performance program



6.3 PLAN ADMINISTRATION

The following internal actions will be required to support implementation of the DARP:

Update N-S Corridor Project Design	Incorporate recommended streetscape improvements to 49 and 50 Avenue into the north-south corridor project design.
Transportation Master Plan	Update the Transportation Master Plan to align with the DARP Public Realm Concept.
Design Guidelines	Incorporate Design Guidelines in development approval process.
Affordable Housing	Site future City owned non-market/affordable housing downtown.
Land Use Bylaw	Update Land Use Bylaw: Land Use Areas.



GLOSSARY

Built Form: Built form describes what a building looks like on the outside, such as how tall it is, what the building looks like, how far it is set back from the sidewalk, and how much of the lot it takes up.

Bumpout: A bumpout is an extension of a curb, usually used to extend sidewalks, reduce pedestrian crossing distances, and calm traffic.

Chicaning: Chicaning is used to describe a street that curves and bends. Chicaning a street is used as a traffic calming measure.

Couplet: A couplet is when a two-way road is split into a pair of one-way streets. This transportation technique is usually implemented to allow for better traffic flow and volume.

Main Street: A main street, sometimes called a high street, is the principal street of a city, which is traditionally the site of commercial activities, financial institutions, and other businesses.

Parklet: A parklet is a small-scale park space that usually contains seating. Parklets can be permanent or temporary. Some even fit in a parking space.

Sense of Place: Sense of place is the unique combination of multiple visual, social, environmental, and cultural characteristics that provide meaning to a location. Sense of place is what makes one place feel special and different compared to another place.

Setback: A setback is how far back a building must be built from the property line. Setbacks can be established for the front, rear, and sides of a property.

Stepback: A stepback is the distance that the face of a building must be stepped in at a certain height. Stepbacks are primarily used to reduce building shadow and massing impacts.

Storey: A storey is a part of a building that includes all of the rooms that are on the same level.

Street Furniture: Street furniture means any seating, lighting standards, and decorative features installed on the street.

Tactical Urbanism: Sometimes known as DIY urbanism, tactical urbanism is the creation of generally short-term, low-cost placemaking projects and initiatives, often used to test or build momentum for future changes to public space.

Urban Room: An urban room is a type of public space that is outside but makes a person feel like they are partially inside or in an enclosure. Usually an urban room is defined by building walls and has an awning or string lighting across it to give the perception of a "roof".

Woonerf: A woonerf is a street that is shared by pedestrians, bikes, and cars. There are no separate lanes or sidewalks and the street is usually paved with a material that makes it unique to other streets. Woonerfs are typically used as a way to calm traffic and support a pedestrian focused environment.



FIGURES

Figure 1: Map of the DARP Plan Area	2	Figure 16: An example of an active plaza space with food trucks at Harvard University (Photo: Project for Public Spaces).	32
Figure 2: View of Lloydminster downtown, 1909.	3	Figure 17: Richmond Terrace Park in Yarra Australia, by Hanson Partnership, an example of a community parklet or "pocket park" with community amenities including greenspace and seating (Photo: Andrew Lloyd).	32
Figure 3: Church Street looking East, 1921.	3	Figure 18: 49 Street Plaza and 48 Street Parklet	33
Figure 4: Downtown Lloydminster after the great fire of 1929. (Photo: Lloydminster Regional Archives)	4	Figure 19: Land Use Concept and its relationship to the Public Realm Concept	37
Figure 5: Project Timeline	7	Figure 20: Shadow Protected Streets and Public Spaces.	39
Figure 6: Public Realm Concept	17	Figure 21: Core Mixed Use Area	40
Figure 7: Vehicle Flow and Parking	18	Figure 22: Mixed Use Transition Area	42
Figure 8: Example of a widened sidewalk with landscaped curb bumpouts, street trees, and street furniture, including planters, benches, and light standards in High River, AB (Photo: O2 Planning + Design).	20	Figure 23: Civic Area	43
Figure 9: Character Streets	21	Figure 24: Creative Industrial Area	44
Figure 10: Example of a "Woonerf" Shared Street in Naarden where pedestrians, cyclists, and vehicles share the same right of way (Photo: Midtown Community Works, 2017)	24	Figure 25: Pliëk restaurant and patio, Amsterdam (Photo: Awesome Amsterdam).	44
Figure 11: Cross Town Street Diagram	25	Figure 26: Granville Island Adventure Zone, Vancouver (Photo: Harnet Fancott).	44
Figure 12: Existing green residential street, Lloydminster.	27	Figure 27: Cold Garden Brewery, Calgary (Photo: Suech & Beck).	45
Figure 13: Example of a temporary "parklet" in Philadelphia where parking spaces were turned into public space with moveable seating (Photo: Ben Tran).	29	Figure 28: Neighbourhood Residential Area	46
Figure 14: An example of a dynamic, programmed Civic Park in Warragul Australia, by Fitzgerald Landscape Architecture (Photo: Andrew Lloyd, 2017).	30	Figure 29: Highway Commercial Area	47
Figure 15: Concept drawing of what a redesigned Clocktower Plaza could look like (O2 Planning + Design).	31	Figure 30: Façade Toolkit	52
		Figure 31: Sample Application of the Design Guidelines	54
		Figure 32: Sample Application of the Design Guidelines with varying levels of investment	55



Lloydminster Downtown Area Redevelopment F



Mayor


City Clerk



LLOYDMINSTER

Schedule "B1"
DASP Plan Area

February 13, 2008



City Clerk
Mayor
City Clerk



BYLAW NO. 07-2020

SCHEDULE "B2" – LEGAL DESCRIPTION OF DOWNTOWN PROPERTIES

- 03-50-28-W3M
- 01-50-01-W4M
- 02-50-28-W3M
- 36-49-01-W4M
- 34-49-28-W3M

DOWNTOWN PROPERTIES DESCRIPTION (LOT-BLOCK-PLAN)

	LOT-BLOCK-PLAN	STREET ADDRESS
1	Lot: 43 Block: 16 Plan: 102196122	4705 45 Street
2	Lot:19-21 Block:16 Plan:B 1127	4702 44 Street
3	Lot:ET 17-18 Block:16 Plan:B 1127	4701 45 Street
4	Lot: 44 Block: 14 Plan: 102109890	4620 47 Avenue
5	Lot:13-14 Block:15 Plan:B 1127	4709 46 Street
6	Lot:15-16 Block:15 Plan:B 1127	4705 46 Street
7	Lot:17-18 Block:15 Plan:B 1127	4701 46 Street
8	Lot:20 Block:15 Plan:B 1127	4704 45 Street
9	Lot:19 Block:15 Plan:B 1127	4702 45 Street
10	Lot:1 Block:15 Plan:B 1127	4735 46 Street
11	Lot:2-WT 3 Block:15 Plan:B 1127	4733 46 Street
12	Lot:ET 3-4 Block:15 Plan:B 1127	4729 46 Street
13	Lot:5-6 Block:15 Plan:B 1127	4727 46 Street
14	Lot:7 Block:15 Plan:B 1127	4723 46 Street
15	Lot:8-9 Block:15 Plan:B 1127	4719 46 Street
16	Lot:10 Block:15 Plan:B 1127	4717 46 Street
17	Lot:11-12 Block:15 Plan:B 1127	4713 46 Street
18	Lot: Unit 6 Block: Condo PI Plan: 98B 02639	4732 46 Street
19	Lot: Unit 7 Block: Condo PI Plan: 98B 02639	4730 46 Street
20	Lot: Unit 8 Block: Condo PI Plan: 98B 02639	4728 46 Street
21	Lot:38 Block:14 Plan:98B 02219	4726 46 Street
22	Lot:39 Block:14 Plan:98B 02219	4724 46 Street
23	Lot:40 Block:14 Plan:98B 02219	4722 46 Street
24	Lot:41 Block:14 Plan:98B 02219	4720 46 Street
25	Lot:42 Block:14 Plan:98B 02219	4718 46 Street
26	Lot:43 Block:14 Plan:98B 02219	4716 46 Street
27	Lot: Unit 5 Block: Condo PI Plan: 98B 02639	4607 48 Avenue
28	Lot: Unit 4 Block: Condo PI Plan: 98B 02639	4609 48 Avenue
29	Lot: Unit 1 Block: Condo PI Plan: 98B 02639	4729 47 Street
30	Lot:5 Block:14 Plan:B 1127	4727 47 Street
31	Lot:6 Block:14 Plan:B 1127	4725 47 Street
32	Lot:7 Block:14 Plan:B 1127	4723 47 Street



BYLAW NO. 07-2020

33	Lot:8 Block:14 Plan:B 1127	4721 47 Street
34	Lot:9-11 Block:14 Plan:B 1127	4715 47 Street
35	Lot: Unit 3 Block: Condo PI Plan: 98B 02639	4733 47 Street
36	Lot: Unit 2 Block: Condo PI Plan: 98B 02639	4731 47 Street
37	Lot:35-36 Block:13 Plan:B 1127	4736 47 Street
38	Lot:33-34 Block:13 Plan:B 1127	4732 47 Street
39	Lot:31-32 Block:13 Plan:B 1127	4728 47 Street
40	Lot:30 Block:13 Plan:B 1127	4724 47 Street
41	Lot:35-36 Block:16 Plan:B 1127	4736 44 Street
42	Lot:22-ET 23 Block:7 Plan:B 1127	4808 45 Street
43	Lot:15 Block:8 Plan:B 1127	4807 45 Street
44	Lot:42 Block:7 Plan:101923679	4804 45 Street
45	Lot:16 Block:8 Plan:B 1127	4805 45 Street
46	Lot:17 Block:8 Plan:B 1127	4803 45 Street
47	Lot:19 Block:7 Plan:B 1127	4802 45 Street
48	Lot:18 Block:8 Plan:B 1127	4801 45 Street
49	Lot:36 Block:15 Plan:B 1127	4736 45 Street
50	Lot:1-WT 4 Block:16 Plan:B 1127	4731 45 Street
51	Lot:34-35 Block:15 Plan:B 1127	4732 45 Street
52	Lot:WT 32-33 Block:15 Plan:B 1127	4730 45 Street
53	Lot:ET 4-WT 6 Block:16 Plan:B 1127	4729 45 Street
54	Lot:38 Block:15 Plan:98B 08202	4728 45 Street
55	Lot:ET 6-7 Block:16 Plan:B 1127	4723 45 Street
56	Lot:37 Block:15 Plan:98B 08202	4724 45 Street
57	Lot:8-9 Block:16 Plan:B 1127	4721 45 Street
58	Lot:27-28 Block:15 Plan:B 1127	4720 45 Street
59	Lot:10-11 Block:16 Plan:B 1127	4715 45 Street
60	Lot:25-26 Block:15 Plan:B 1127	4716 45 Street
61	Lot:12-13 Block:16 Plan:B 1127	4713 45 Street
62	Lot:23-24 Block:15 Plan:B 1127	4710 45 Street
63	Lot:14-15 Block:16 Plan:B 1127	4709 45 Street
64	Lot:21-22 Block:15 Plan:B 1127	4706 45 Street
65	Lot:25-26 Block:7 Plan:B 1127	4814 45 Street
66	Lot:WT 23-24 Block:7 Plan:B 1127	4812 45 Street
67	Lot:10-WT 11 Block:7 Plan:B 1127	4817 46 Street
68	Lot:ET 11-12 Block:7 Plan:B 1127	4813 46 Street
69	Lot:13 Block:7 Plan:B 1127	4811 46 Street
70	Lot:14 Block:7 Plan:B 1127	4809 46 Street
71	Lot:15-16 Block:7 Plan:B 1127	4805 46 Street
72	Lot:17-18 Block:7 Plan:B 1127	4801 46 Street
73	Lot:27 Block:6 Plan:B 1127	4818 46 Street
74	Lot:26 Block:6 Plan:B 1127	4816 46 Street



BYLAW NO. 07-2020

75	Lot:25 Block:6 Plan:B 1127	4814 46 Street
76	Lot:24 Block:6 Plan:B 1127	4812 46 Street
77	Lot:23 Block:6 Plan:B 1127	4810 46 Street
78	Lot:22 Block:6 Plan:B 1127	4808 46 Street
79	Lot: Unit 1 Block: Condo PI Plan: 92B 16992	4804 46 Street
80	Lot: Unit 2 Block: Condo PI Plan: 92B 16992	4802 46 Street
81	Lot: Unit 3 Block: Condo PI Plan: 92B 16992	4602 48 Avenue
82	Lot: Unit 1 Block: Condo PI Plan: 99B 05838	4815 47 Street
83	Lot: Unit 2 Block: Condo PI Plan: 99B 05838	4813 47 Street
84	Lot: Unit 3 Block: Condo PI Plan: 99B 05838	4811 47 Street
85	Lot: Unit 4 Block: Condo PI Plan: 99B 05838	4809 47 Street
86	Lot: Unit 5 Block: Condo PI Plan: 99B 05838	4807 47 Street
87	Lot:16-WT 17 Block:6 Plan:B 1127	4805 47 Street
88	Lot:ET 17-18 Block:6 Plan:B 1127	4803 47 Street
89	Lot:PT 26-27 Block:5 Plan:B 1127	4816 47 Street
90	Lot:PT 24-PT26 Block:5 Plan:B 1127	4812 47 Street
91	Lot:23-PT 24 Block:5 Plan:B 1127	4810 47 Street
92	Lot:22 Block:5 Plan:B 1127	4808 47 Street
93	Lot:21 Block:5 Plan:B 1127	4806 47 Street
94	Lot:19-20 Block:5 Plan:B 1127	4802 47 Street
95	Lot:WT 27-32 Block:8 Plan:B 1127	4818 44 Street
96	Lot:19-ET 27 Block:8 Plan:B 1127	4802 44 Street
97	Lot:1-3 Block:16 Plan:B 1271	4517 50 Avenue
98	Lot: 22 Block: 16 Plan: 102006841	4511 50 Avenue
99	Lot:6-PT 7 Block:16 Plan:B 1271	4509 50 Avenue
100	Lot:PT 7-10 Block:16 Plan:B 1271	4505 50 Avenue
101	Lot:11 Block:16 Plan:B 1271	4419 50 Avenue
102	Lot:12 Block:16 Plan:B 1271	4417 50 Avenue
103	Lot:13-19 Block:16 Plan:B 1271	4411 50 Avenue
104	Lot:PT 13-20 Block:1 Plan:B 1271	4510 49 Avenue
105	Lot:11-PT 13 Block:1 Plan:B 1271	4502 49 Avenue
106	Lot:7-10 Block:1 Plan:B 1271	4418 49 Avenue
107	Lot:3-6 Block:1 Plan:B 1271	4406 49 Avenue
108	Lot:PT 2-PT 3 Block:7 Plan:B 1127	4511 49 Avenue
109	Lot:PT 3-4 Block:7 Plan:B 1127	4509 49 Avenue
110	Lot:33-36 Block:7 Plan:B 1127	4505 49 Avenue
111	Lot:1-2 Block:8 Plan:B 1127	4413 49 Avenue
112	Lot:3-4 Block:8 Plan:B 1127	4409 49 Avenue
113	Lot:33-36 Block:8 Plan:B 1127	4401 49 Avenue
114	Lot:5-6 Block:7 Plan:B 1127	4827 46 Street
115	Lot:31-32 Block:7 Plan:B 1127	4826 45 Street
116	Lot:5-6 Block:8 Plan:B 1127	4827 45 Street



BYLAW NO. 07-2020

117	Lot:7 Block:7 Plan:B 1127	4825 46 Street
118	Lot:29-30 Block:7 Plan:B 1127	4822 45 Street
119	Lot:7-8 Block:8 Plan:B 1127	4825 45 Street
120	Lot:8 Block:7 Plan:B 1127	4821 46 Street
121	Lot:9 Block:7 Plan:B 1127	4819 46 Street
122	Lot:28 Block:7 Plan:B 1127	4820 45 Street
123	Lot:9-WT 10 Block:8 Plan:B 1127	4821 45 Street
124	Lot:27 Block:7 Plan:B 1127	4818 45 Street
125	Lot:ET 10-11 Block:8 Plan:B 1127	4817 45 Street
126	Lot:12-WT 13 Block:8 Plan:B 1127	4813 45 Street
127	Lot:ET 13-14 Block:8 Plan:B 1127	4809 45 Street
128	Lot:1-NT 3 Block:12 Plan:B 1271	5321 50 Avenue
129	Lot:18-20 Block:5 Plan:B 1271	4903 54 Street
130	Lot:7 Block:12 Plan:B 1271	5311 50 Avenue
131	Lot:6 Block:12 Plan:B 1271	5313 50 Avenue
132	Lot:15 Block:5 Plan:B 1271	5308 49 Avenue
133	Lot:5 Block:12 Plan:B 1271	5315 50 Avenue
134	Lot:16 Block:5 Plan:B 1271	5310 49 Avenue
135	Lot:ST 3-4 Block:12 Plan:B 1271	5317 50 Avenue
136	Lot:17 Block:5 Plan:B 1271	5312 49 Avenue
137	Lot:PT 9-PT13 Block:1 Plan:B 1127	5012 48A Avenue
138	Lot:25-27 Block:2 Plan:B 1127	5015 48A Avenue
139	Lot: Block:10B Plan:B 1127	5020 47 Avenue
140	Lot:PT 9 Block:1 Plan:B 1127	5020 48A Avenue
141	Lot:30-32 Block:9 Plan:B 1127	5103 48 Avenue
142	Lot:5-7 Block:2 Plan:B 1127	5104 48 Avenue
143	Lot: 37 Block: 1 Plan: 101958071	4819 52 Street
144	Lot:33-36 Block:1 Plan:B 1127	5125 49 Avenue
145	Lot:1-4 & 33-36 Block:2 Plan:B 1127	4801 52 Street
146	Lot:35-36 Block:9 Plan:B 1127	4729 52 Street
147	Lot:PT 18-20 Block:3 Plan:B 1271	4913 50 Street
148	Lot: Block:D Plan:AQ 3856	4927 50 Street
149	Lot: Block:C Plan:AQ 3856	4921 50 Street
150	Lot: Block:A-B Plan:AQ 3856	4917 50 Street
151	Lot:B Block:13 Plan:AM 4330	4920 50 Street
152	Lot:A - PT B Block:13 Plan:AM 4330	4916 50 Street
153	Lot:39 Block:13 Plan: 102123100	4902 50 Street
154	Lot:PT 20-PT21 Block:1 Plan:B 1127	5003 49 Avenue
155	Lot:14A Block:4 Plan:B 1271	4902 51 Street
156	Lot:23A-23 & 24 Block:13 Plan:B 1271	4920 51 Street
157	Lot:15A-19 Block:4 Plan:B 1271	5106 49 Avenue
158	Lot: Block:A Plan:75B 01138	4906 52 Street



BYLAW NO. 07-2020

159	Lot:10-14 Block:12 Plan:B 1271	5301 50 Avenue
160	Lot:21 Block:5 Plan:76B 08858	5216 49 Avenue
161	Lot:10 Block:5 Plan:B 1271	5222 49 Avenue
162	Lot:22 Block:5 Plan:102138410	5302 49 Avenue
163	Lot:13-14 Block:5 Plan:B 1271	5306 49 Avenue
164	Lot:1-4 & 33-34 Block:9 Plan:B 1127	4723 52 Street
165	Lot:1-4 & 33-36 Block:10 Plan:B 1127	4701 52 Street
166	Lot:1-PT 2 Block:3 Plan:B 1127	4925 49 Avenue
167	Lot:PT 2 Block:3 Plan:B 1127	4921 49 Avenue
168	Lot:36 Block:1 Plan:102126024	5013 49 Avenue
169	Lot:34 Block:1 Plan:01B 20568	5011 49 Avenue
170	Lot:18A & 19-21 Block:1 Plan:B 1127	5005 49 Avenue
171	Lot:PT 19 Block:1 Plan:B 1127	5001 49 Avenue
172	Lot:35 Block:1 Plan:01B 20568	5008 48A Avenue
173	Lot:16-18 Block:1 Plan:B 1127	5006 48A Avenue
174	Lot:A Block:3 Plan:86B 08706	4815 50 Street
175	Lot:19-24 Block:2 Plan:B 1127	5003 48A Avenue
176	Lot:B Block:3 Plan:86B 08706	4805 50 Street
177	Lot:11-12 Block:2 Plan:B 1127	5014 48 Avenue
178	Lot:13-14 Block:2 Plan:B 1127	5012 48 Avenue
179	Lot:15-18 Block:2 Plan:B 1127	4802 50 Street
180	Lot:23-26 Block:9 Plan:B 1127	5009 48 Avenue
181	Lot:22 Block:9 Plan:B 1127	5007 48 Avenue
182	Lot:21 Block:9 Plan:B 1127	5005 48 Avenue
183	Lot:19-20 Block:9 Plan:B 1127	5001 48 Avenue
184	Lot:1 Block:10 Plan:101836852	4720 50 Street
185	Lot:2 Block:10 Plan:101836852	5008 47 Avenue
186	Lot:WT 19-21 Block:10 Plan:B 1127	4712 50 Street
187	Lot: 37-39 Block: 10 Plan: 101511076	4708 50 Street
188	Lot:A-B Block:10 Plan:AN 3517	4702 50 Street
189	Lot:25 Block:12 Plan:B 1127	4714 48 Street
190	Lot:23-24 Block:12 Plan:B 1127	4710 48 Street
191	Lot:22 Block:12 Plan:B 1127	4708 48 Street
192	Lot:21 Block:12 Plan:B 1127	4706 48 Street
193	Lot:19-20 Block:12 Plan:B 1127	4702 48 Street
194	Lot:12-13 Block:12 Plan:B 1127	4713 49 Street
195	Lot:14 Block:12 Plan:B 1127	4709 49 Street
196	Lot:15 Block:12 Plan:B 1127	4707 49 Street
197	Lot:16 Block:12 Plan:B 1127	4705 49 Street
198	Lot:17 Block:12 Plan:B 1127	4703 49 Street
199	Lot:18 Block:12 Plan:B 1127	4701 49 Street
200	Lot:25 Block:11 Plan:B 1127	4714 49 Street



BYLAW NO. 07-2020

201	Lot:WT 23-24 Block:11 Plan:B 1127	4712 49 Street
202	Lot:21-ET 23 Block:11 Plan:B 1127	4708 49 Street
203	Lot:19-20 Block:11 Plan:B 1127	4702 49 Street
204	Lot:ET 11-12 Block:11 Plan:B 1127	4713 50 Street
205	Lot:13-14 Block:11 Plan:B 1127	4709 50 Street
206	Lot:15 Block:11 Plan: B 1127	4707 50 Street
207	Lot:16 Block:11 Plan:B 1127	4705 50 Street
208	Lot:17-18 Block:11 Plan:B 1127	4701 50 Street
209	Lot:1-2 Block:13 Plan:B 1127	4735 48 Street
210	Lot:3-WT 4 Block:13 Plan:B 1127	4731 48 Street
211	Lot:ET 4-5 Block:13 Plan:B 1127	4727 48 Street
212	Lot:37 Block:13 Plan:01B 05454	4723 48 Street
213	Lot:PT 33-36 Block:12 Plan:B 1127	4732 48 Street
214	Lot:32-PT 33 Block:12 Plan:B 1127	4728 48 Street
215	Lot:31 Block:12 Plan:B 1127	4726 48 Street
216	Lot:PT 29-30 Block:12 Plan:B 1127	4722 48 Street
217	Lot:28-PT 29 Block:12 Plan:B 1127	4720 48 Street
218	Lot:27 Block:12 Plan:B 1127	4718 48 Street
219	Lot:26 Block:12 Plan:B 1127	4716 48 Street
220	Lot:3 Block:12 Plan:B 1127	4731 49 Street
221	Lot:4 Block:12 Plan:B 1127	4729 49 Street
222	Lot:5-8 Block:12 Plan:B 1127	4721 49 Street
223	Lot:9 Block:12 Plan:B 1127	4719 49 Street
224	Lot:10 Block:12 Plan:B 1127	4717 49 Street
225	Lot:11 Block:12 Plan:B 1127	4715 49 Street
226	Lot:35 Block:11 Plan:B 1127	4734 49 Street
227	Lot:33-34 Block:11 Plan:B 1127	4730 49 Street
228	Lot:32 Block:11 Plan:B 1127	4728 49 Street
229	Lot:31 Block:11 Plan:B 1127	4726 49 Street
230	Lot:30 Block:11 Plan:B 1127	4724 49 Street
231	Lot:28-29 Block:11 Plan:B 1127	4720 49 Street
232	Lot:27 Block:11 Plan:B 1127	4718 49 Street
233	Lot:26 Block:11 Plan:B 1127	4716 49 Street
234	Lot:1-3 Block:11 Plan:B 1127	4729 50 Street
235	Lot:4-5 Block:11 Plan:B 1127	4727 50 Street
236	Lot:6-7 Block:11 Plan:B 1127	4723 50 Street
237	Lot:8 Block:11 Plan:B 1127	4721 50 Street
238	Lot:9 Block:11 Plan:B 1127	4719 50 Street
239	Lot:10-WT 11 Block:11 Plan:B 1127	4717 50 Street
240	Lot:8 Block:5 Plan:B 1127	4821 48 Street
241	Lot:9 Block:5 Plan:B 1127	4819 48 Street
242	Lot:10-WT 11 Block:5 Plan:B 1127	4817 48 Street



BYLAW NO. 07-2020

243	Lot:ET 11-12 Block:5 Plan:B 1127	4813 48 Street
244	Lot:13 Block:5 Plan:B 1127	4811 48 Street
245	Lot:14 Block:5 Plan:B 1127	4809 48 Street
246	Lot:15 Block:5 Plan:B 1127	4807 48 Street
247	Lot:WT 28-29 Block:4 Plan:B 1127	4822 48 Street
248	Lot:27-ET 28 Block:4 Plan:B 1127	4820 48 Street
249	Lot:25-26 Block:4 Plan:B 1127	4814 48 Street
250	Lot:23-24 Block:4 Plan:B 1127	4812 48 Street
251	Lot:9 Block:4 Plan:B 1127	4819 49 Street
252	Lot:10 Block:4 Plan:B 1127	4817 49 Street
253	Lot:11-12 Block:4 Plan:B 1127	4815 49 Street
254	Lot:13-14 Block:4 Plan:B 1127	4811 49 Street
255	Lot:15 Block:4 Plan:B 1127	4807 49 Street
256	Lot:16-17 Block:4 Plan:B 1127	4803 49 Street
257	Lot:18 Block:4 Plan:B 1127	4801 49 Street
258	Lot:1-2 Block:12 Plan:B 1127	4733 49 Street
259	Lot:27-28 Block:3 Plan:B 1127	4818 49 Street
260	Lot:26 Block:3 Plan:B 1127	4816 49 Street
261	Lot:25 Block:3 Plan:B 1127	4814 49 Street
262	Lot:24 Block:3 Plan:B 1127	4812 49 Street
263	Lot:23 Block:3 Plan:B 1127	4810 49 Street
264	Lot:22 Block:3 Plan:B 1127	4808 49 Street
265	Lot:21 Block:3 Plan:B 1127	4806 49 Street
266	Lot:20 Block:3 Plan:B 1127	4804 49 Street
267	Lot:19 Block:3 Plan:B 1127	4802 49 Street
268	Lot:36 Block:11 Plan:B 1127	4736 49 Street
269	Lot:4 & PT 33 Block:5 Plan:B 1127	4709 49 Avenue
270	Lot:17-18 Block:2 Plan:B 1271	4712 49 Avenue
271	Lot:5-7 Block:5 Plan:B 1127	4823 48 Street
272	Lot:1-3 Block:5 Plan:B 1127	4709 49 Avenue
273	Lot:19-20 Block:2 Plan:B 1271	4718 49 Avenue
274	Lot:1-2 Block:3 Plan:B 1271	4802 49 Avenue
275	Lot:33-36 Block:4 Plan:B 1127	4801 49 Avenue
276	Lot:31-32 Block:4 Plan:B 1127	4826 48 Street
277	Lot:30 Block:4 Plan:B 1127	4824 48 Street
278	Lot:3 Block:3 Plan:B 1271	4806 49 Avenue
279	Lot:4-6 Block:3 Plan:B 1271	4812 49 Avenue
280	Lot:41 Block:4 Plan:101925312	4811 49 Avenue
281	Lot:5-6 Block:4 Plan:B 1127	4827 49 Street
282	Lot:7-8 Block:4 Plan:B 1127	4823 49 Street
283	Lot:39 Block:4 Plan:101925312	4813 49 Avenue
284	Lot:B-C Block:3 Plan:BL 3833	4909 49 Street



BYLAW NO. 07-2020

285	Lot:E Block:3 Plan:BW 1027	4816 49 Avenue
286	Lot:40 Block:4 Plan:101925312	4833 49 Street
287	Lot:A Block:3 Plan:BL 3833	4816 49 Avenue
288	Lot:12-14 Block:3 Plan:B 1271	4902 49 Avenue
289	Lot:37 Block:3 Plan:96B 01717	4901 49 Avenue
290	Lot:31-32 Block:3 Plan:B 1127	4824 49 Street
291	Lot:29-30 Block:3 Plan:B 1127	4822 49 Street
292	Lot:38 Block:3 Plan:96B 01717	4907 49 Avenue
293	Lot:C,D,E,F Block:3 Plan:68B 02204	4901 50 Street
294	Lot:33 Block:3 Plan:B 1127	4911 49 Avenue
295	Lot:4 Block:3 Plan:B 1127	4913 49 Avenue
296	Lot:5 Block:3 Plan:B 1127	4827 50 Street
297	Lot:6-8 Block:3 Plan:B 1127	4825 50 Street
298	Lot:3 Block:3 Plan:B 1127	4919 49 Avenue
299	Lot:38 Block:13 Plan:01B 05454	4721 48 Street
300	Lot:28-29 Block:13 Plan:B 1127	4722 47 Street
301	Lot:9-10 Block:13 Plan:B 1127	4719 48 Street
302	Lot:WT 26-27 Block:13 Plan:B 1127	4718 47 Street
303	Lot:11-12 Block:13 Plan:B 1127	4715 48 Street
304	Lot:25-ET 26 Block:13 Plan:B 1127	4714 47 Street
305	Lot:13 Block:13 Plan:B 1127	4711 48 Street
306	Lot:WT 23-24 Block:13 Plan:B 1127	4712 47 Street
307	Lot:14 Block:13 Plan:B 1127	4709 48 Street
308	Lot:22-ET 23 Block:13 Plan:B 1127	4710 47 Street
309	Lot:15 Block:13 Plan:B 1127	4707 48 Street
310	Lot:16 Block:13 Plan:B 1127	4705 48 Street
311	Lot:21 Block:13 Plan:B 1127	4706 47 Street
312	Lot:17-18 Block:13 Plan:B 1127	4703 48 Street
313	Lot:20 Block:13 Plan:B 1127	4704 47 Street
314	Lot:19 Block:13 Plan:B 1127	4702 47 Street
315	Lot:1-PT 2 Block:7 Plan:B 1127	4513 49 Avenue
316	Lot:PT 17-20 Block:15 Plan:B 1271	4603 50 Avenue
317	Lot:1-4 Block:2 Plan:B 1271	4602 49 Avenue
318	Lot:34-36 Block:6 Plan:B 1127	4601 49 Avenue
319	Lot:WT 31-32 Block:6 Plan:B 1127	4828 46 Street
320	Lot:30-ET 31 Block:6 Plan:B 1127	4824 46 Street
321	Lot:29 Block:6 Plan:B 1127	4822 46 Street
322	Lot:28 Block:6 Plan:B 1127	4820 46 Street
323	Lot:PT 10-17 Block:15 Plan:B 1271	4615 50 Avenue
324	Lot:38 Block:6 Plan:00B 18287	4607 49 Avenue
325	Lot:5-PT 6 Block:2 Plan:B 1271	4610 49 Avenue
326	Lot:5-WT 6 Block:6 Plan:B 1127	4827 47 Street



BYLAW NO. 07-2020

327	Lot:ET 6-7 Block:6 Plan:B 1127	4825 47 Street
328	Lot:8 Block:6 Plan:B 1127	4821 47 Street
329	Lot:9-10 Block:6 Plan:B 1127	4819 47 Street
330	Lot:37 Block:6 Plan:00B 18287	4611 49 Avenue
331	Lot:PT 6-11 Block:2 Plan:B 1271	4612 49 Avenue
332	Lot:1-2 Block:6 Plan:B 1127	4615 49 Avenue
333	Lot:PT 9-PT 10 Block:15 Plan:B 1271	4701 50 Avenue
334	Lot:12-16 Block:2 Plan:B 1271	4704 49 Avenue
335	Lot:ST 35-36 Block:5 Plan:B 1127	4701 49 Avenue
336	Lot:32 Block:5 Plan:B 1127	4826 47 Street
337	Lot:30-31 Block:5 Plan:B 1127	4824 47 Street
338	Lot:42 Block:5 Plan:102206461	4820 47 Street
339	Lot:PT 2-PT 9 Block:15 Plan:B 1271	4719 50 Avenue
340	Lot:PT 33-NT35 Block:5 Plan:B 1127	4705 49 Avenue
341	Lot:1-PT 2 Block:15 Plan:B 1271	4725 50 Avenue
342	Lot:D Block:3 Plan:BL 3833	4913 49 Street
343	Lot:23 Block:14 Plan:101756202	4911 49 Street
344	Lot:K Block:14 Plan:73B 00920	4910 49 Street
345	Lot:PT 3 Block:14 Plan:B 1271	4935 50 Street
346	Lot:6-7-8 Block:3 Plan:5690 S	4102 50 Avenue
347	Lot: Block:MR17 Plan:102121186	4909 42 Street
348	Lot:13 Block:3 Plan:BM 4510	4910 41 Street
349	Lot:12 Block:3 Plan:BM 4510	4908 41 Street
350	Lot:11 Block:3 Plan:BM 4510	4906 41 Street
351	Lot:10 Block:3 Plan:BM 4510	4904 41 Street
352	Lot:9 Block:3 Plan:BM 4510	4902 41 Street
353	Lot:18 Block:3 Plan:102121186	4915 42 Street
354	Lot:4-5 Block:3 Plan:5690 S	4108 50 Avenue
355	Lot:6 Block:3 Plan:BM 4510	4905 42 Street
356	Lot:7 Block:3 Plan:BM 4510	4903 42 Street
357	Lot:8 Block:3 Plan:BM 4510	4901 42 Street
358	Lot: 12 Block: 1 Plan: 102121186	4908 42 Street
359	Lot: 13 Block: 1 Plan: 102121186	4309 49 Avenue
360	Lot:11 Block:1 Plan:93B 07485	4911 44 Street
361	Lot:9 Block:1 Plan:BM 4510	4903 44 Street
362	Lot:1-2 Block:1 Plan:B 1271	4402 49 Avenue
363	Lot:2 Block:68 Plan:832 1420	5017 46 Street
364	Lot:6 Block:8 Plan:LXXXVI (RN86)	5018 47 Street
365	Lot: Unit 2A Block: Condo PI Plan: 002 4989	5024 46 Street
366	Lot: Unit 5 Block: Condo PI Plan: 972 4441	5022 46 Street
367	Lot:23 Block:8 Plan:952 4972	5016 47 Street
368	Lot:10 Block:10 Plan:LXXXVI (RN86)	5015 47 Street



BYLAW NO. 07-2020

369	Lot: Unit 6 Block: Condo PI Plan: 972 4441	5020 46 Street
370	Lot:24 Block:8 Plan:952 4972	5014 47 Street
371	Lot: Unit 7 Block: Condo PI Plan: 972 4441	5018 46 Street
372	Lot:11 Block:10 Plan:LXXXVI (RN86)	5013 47 Street
373	Lot: Unit 8 Block: Condo PI Plan: 972 4441	5016 46 Street
374	Lot:25 Block:10 Plan:002 3959	5010 46 Street
375	Lot:12-14 Block:10 Plan:LXXXVI (RN86)	5009 47 Street
376	Lot:SE (PT OF) Block:SEC 1 Plan:T50-R1-W4	4420 50 Avenue
377	Lot:15-17 Block:10 Plan:LXXXVI (RN86)	4612 50 Avenue
378	Lot:18-19 Block:10 Plan:LXXXVI (RN86)	4608 50 Avenue
379	Lot:20-22 Block:10 Plan:LXXXVI (RN86)	4602 50 Avenue
380	Lot:1 Block:68 Plan:832 1420	4420 50 Avenue
381	Lot:14 Block:9 Plan:LXXXVI (RN86)	5113 47 Street
382	Lot:PT 6-7 Block:9 Plan:LXXXVI (RN86)	5114 46 Street
383	Lot:6 Block:7 Plan:LXXXVI (RN86)	5112 47 Street
384	Lot:PT 4-PT 6 Block:9 Plan:LXXXVI (RN86)	5110 46 Street
385	Lot:5 Block:7 Plan:LXXXVI (RN86)	5110 47 Street
386	Lot:3-4 Block:7 Plan:LXXXVI (RN86)	5106 47 Street
387	Lot:3-PT 4 Block:9 Plan:LXXXVI (RN86)	5106 46 Street
388	Lot:1-2 Block:9 Plan:LXXXVI (RN86)	5102 46 Street
389	Lot: 22 Block: 9 Plan: 122 0668	5101 47 Street
390	Lot:7 Block:8 Plan:LXXXVI (RN86)	5020 47 Street
391	Lot:23 Block:10 Plan:982 6549	5019 47 Street
392	Lot: Unit 1A Block: Condo PI Plan: 002 4989	5026 46 Street
393	Lot:24 Block:10 Plan:982 6549	5017 47 Street
394	Lot:C Block:33 Plan:6657 KS	5216 44 Street
395	Lot:9 Block:11 Plan:3460 Q	5218 46 Street
396	Lot:2 Block: Plan:3407 HW	5217 46 Street
396	Lot:13 Block:11 Plan:3460 Q	5215 47 Street
397	Lot:8 Block:11 Plan:3460 Q	5216 46 Street
398	Lot:3 Block: Plan:3407 HW	5215 46 Street
399	Lot:14 Block:11 Plan:3460 Q	5213 47 Street
400	Lot:PT 6-7 Block:11 Plan:3460 Q	5212 46 Street
401	Lot:4 Block: Plan:3407 HW	5213 46 Street
402	Lot:15 Block:11 Plan:3460 Q	5211 47 Street
403	Lot:5 Block: Plan:3407 HW	5211 46 Street
404	Lot:5-PT 6 Block:11 Plan:3460 Q	5210 46 Street
405	Lot:5 Block:12 Plan:3460 Q	5210 47 Street
406	Lot:16 Block:11 Plan:3460 Q	5209 47 Street
407	Lot:10 Block:33 Plan:042 3409	5207 46 Street
408	Lot:4 Block:12 Plan:3460 Q	5208 47 Street
409	Lot:17 Block:11 Plan:3460 Q	5207 47 Street



BYLAW NO. 07-2020

410	Lot:4 Block:11 Plan:3460 Q	5208 46 Street
411	Lot:B Block:33 Plan:1464 HW	4402 52 Avenue
412	Lot:11 Block:33 Plan:042 3409	5205 46 Street
413	Lot:3 Block:12 Plan:3460 Q	5206 47 Street
414	Lot:18 Block:11 Plan:3460 Q	5205 47 Street
415	Lot:3 Block:11 Plan:3460 Q	5206 46 Street
416	Lot:8 Block: Plan:3407 HW	5203 46 Street
417	Lot:PT 2 Block:12 Plan:3460 Q	5204 47 Street
418	Lot:2 Block:11 Plan:3460 Q	5204 46 Street
419	Lot:1-PT 2 Block:12 Plan:3460 Q	5202 47 Street
420	Lot:1 Block:11 Plan:3460 Q	5202 46 Street
421	Lot:9 Block: Plan:3407 HW	5201 46 Street
422	Lot:23 Block:9 Plan:142 2391	5119 47 Street
423	Lot:8-10 Block:9 Plan:LXXXVI (RN86)	5116 46 Street
424	Lot:8 Block:7 Plan:LXXXVI (RN86)	5116 47 Street
425	Lot:13 Block:9 Plan:LXXXVI (RN86)	5115 47 Street
426	Lot:7 Block:7 Plan:LXXXVI (RN86)	5114 47 Street
427	Lot:42 Block:1 Plan: 162 2097	5027 44 Street
428	Lot:40 Block:1 Plan:862 2052	4310 50 Avenue
429	Lot:36 Block:3 Plan:5690 S	5009 42 Street
430	Lot:9 Block:3 Plan:5690 S	5008 41 Street
431	Lot:1-3 Block:3 Plan:5690 S	4112 50 Avenue
432	Lot:11 Block:11 Plan:3460 Q	5219 47 Street
433	Lot:10 Block:11 Plan:3460 Q	5220 46 Street
434	Lot:1 Block: Plan:3407 HW	5219 46 Street
435	Lot:12 Block:11 Plan:3460 Q	5217 47 Street
436	Lot:7 & 15-17 Block:25 Plan:3460 Q	52 54 Street
437	Lot:STN GRNDS Block: Plan:* CNR	5104 50 Avenue
438	Lot:1-5 Block:16 Plan:3460 Q	5202 51 Street
439	Lot:Area 1 Block: Plan:962 2233	51 52 Avenue
440	Lot:23 Block:15 Plan:3460 Q	5205 51 Street
441	Lot:3-4 Block:15 Plan:3460 Q	5206 50 Street
442	Lot:24 Block:15 Plan:3460 Q	5203 51 Street
443	Lot:1-2 Block:15 Plan:3460 Q	5202 50 Street
444	Lot:25 Block:15 Plan:3460 Q	5201 51 Street
445	Lot: Block:25 Plan:3460 Q	54 52 Avenue
446	Lot:NE Block:SEC 1 Plan:T50-R1-W4	5119 53 Street
447	Lot:35 Block:4 Plan:782 2740	5109 51 Street
448	Lot:36 Block:4 Plan:782 2740	5124 50 Street
449	Lot:8-14 Block:25 Plan:3460 Q	51 54 Street
450	Lot:E Block:24 Plan:074 1124	5105 54 Street
451	Lot:1 Block:1 Plan:022 6982	5105 52 Street



BYLAW NO. 07-2020

452	Lot:F Block:24 Plan:092 1747	5320 51 Avenue
453	Lot:G Block:24 Plan:092 1747	5304 51 Avenue
454	Lot:2 Block:1 Plan:022 6982	5015 52 Street
455	Lot:10 Block:23 Plan:3460 Q	50 54 Street
456	Lot:12 Block:23 Plan:922 3361	5302 50 Avenue
457	Lot:RAILWAY Block: Plan:3999 R	50 52 Street
458	Lot: Block:T Plan:101935177	4912 52 Street
459	Lot:STN GRNDS Block: Plan:* CNR	5104 50 Avenue
460	Lot:11 Block:16 Plan:932 2965	5220 51 Street
461	Lot:16-19 Block:15 Plan:3460 Q	5217 51 Street
462	Lot:12 Block:16 Plan:932 2965	5214 51 Street
463	Lot: Unit 3 Block: Condo PI Plan: 942 2532	5220 50 Street
464	Lot: Unit 5 Block: Condo PI Plan: 942 2532	5220 50 Street
465	Lot: Unit 4 Block: Condo PI Plan: 942 2532	5220 50 Street
466	Lot:6 Block:16 Plan:3460 Q	5212 51 Street
467	Lot:20 Block:15 Plan:3460 Q	5211 51 Street
468	Lot:21 Block:15 Plan:3460 Q	5209 51 Street
469	Lot:6-7 Block:15 Plan:3460 Q	5212 50 Street
470	Lot:22 Block:15 Plan:3460 Q	5207 51 Street
371	Lot:5 Block:15 Plan:3460 Q	5210 50 Street
472	Lot:15 Block:15 Plan:3460 Q	5230 50 Street
473	Lot:12 Block:2 Plan:LXXXVI (RN86)	5019 50 Street
474	Lot:13 Block:2 Plan:LXXXVI (RN86)	5017 50 Street
475	Lot:14-16 Block:2 Plan:LXXXVI (RN86)	5013 50 Street
476	Lot:17-18 Block:2 Plan:LXXXVI (RN86)	5009 50 Street
477	Lot: Block: H Plan:63B 07863	4919 50 Avenue
478	Lot: Block:F Plan:AQ 3856	4933 50 Street
479	Lot: Block:E Plan:AQ 3856	4931 50 Street
480	Lot:PCL B Block: Plan:1879 HW	4914 50 Avenue
481	Lot:PCL A Block: Plan:1879 HW	5007 50 Street
482	Lot:PT 19-20 Block:2 Plan:LXXXVI (RN86)	4916 50 Avenue
483	Lot:7-9 Block:4 Plan:LXXXVI (RN86)	5114 50 Street
484	Lot:33 Block:4 Plan:4725 NY	5006 51 Avenue
485	Lot:10-11 Block:1 Plan:LXXXVI (RN86)	5026 50 Street
486	Lot:9 Block:1 Plan:LXXXVI (RN86)	5024 50 Street
487	Lot:7-8 Block:1 Plan:LXXXVI (RN86)	5020 50 Street
488	Lot:6 Block:1 Plan:LXXXVI (RN86)	5018 50 Street
489	Lot:5 Block:1 Plan:LXXXVI (RN86)	5016 50 Street
490	Lot:36-38 Block:13 Plan:B 1271	5001 50 Avenue
491	Lot:3-4 Block:1 Plan:LXXXVI (RN86)	5012 50 Street
492	Lot:PT 1-2 Block:1 Plan:LXXXVI (RN86)	5010 50 Street
493	Lot:PT 1 Block:1 Plan:LXXXVI (RN86)	5008 50 Street



BYLAW NO. 07-2020

494	Lot:29-31 Block:1 Plan:LXXXVI (RN86)	5006 50 Avenue
495	Lot:28 Block:1 Plan:LXXXVI (RN86)	5008 50 Avenue
496	Lot:27 Block:1 Plan:LXXXVI (RN86)	5010 50 Avenue
497	Lot:12-13 Block:1 Plan:LXXXVI (RN86)	5027 51 Street
498	Lot:14-17 Block:1 Plan:LXXXVI (RN86)	5019 51 Street
499	Lot:18-22 Block:1 Plan:LXXXVI (RN86)	5009 51 Street
500	Lot:26 Block:1 Plan:LXXXVI (RN86)	5012 50 Avenue
501	Lot:25 Block:1 Plan:LXXXVI (RN86)	5014 50 Avenue
502	Lot:23-24 Block:1 Plan:LXXXVI (RN86)	5018 50 Avenue
503	Lot:AREA C Block: Plan:972 2431	5106 51 Street
504	Lot:1 Block:E Plan:112 2157	5008 51 Street
505	Lot:D Block: Plan:992 6284	5002 51 Street
506	Lot:A Block: Plan:962 0094	50 52 Street
507	Lot:12 Block:13 Plan:3460 Q	5217 49 Street
508	Lot:13 Block:13 Plan:3460 Q	5215 49 Street
509	Lot:14 Block:13 Plan:3460 Q	5213 49 Street
510	Lot:15 Block:13 Plan:3460 Q	5211 49 Street
511	Lot:16 Block:13 Plan:3460 Q	5209 49 Street
512	Lot:17 Block:13 Plan:3460 Q	5207 49 Street
513	Lot:18 Block:13 Plan:3460 Q	5205 49 Street
514	Lot:19 Block:13 Plan:3460 Q	5203 49 Street
515	Lot:20 Block:13 Plan:3460 Q	5201 49 Street
516	Lot:11-13 Block:6 Plan:LXXXVI (RN86)	5115 49 Street
517	Lot:9 Block:14 Plan:3460 Q	5218 49 Street
518	Lot:8 Block:14 Plan:3460 Q	5216 49 Street
519	Lot:7 Block:14 Plan:3460 Q	5214 49 Street
520	Lot:6 Block:14 Plan:3460 Q	5212 49 Street
521	Lot:2 Block:14 Plan:3460 Q	5204 49 Street
522	Lot:1 Block:14 Plan:3460 Q	5202 49 Street
523	Lot:13-14 Block:14 Plan:3460 Q	5223 50 Street
524	Lot:17 Block:14 Plan:3460 Q	5217 50 Street
525	Lot:18 Block:14 Plan:3460 Q	5215 50 Street
526	Lot:19-20 Block:14 Plan:3460 Q	5211 50 Street
527	Lot:21-22 Block:14 Plan:3460 Q	5207 50 Street
528	Lot:23-WT 24 Block:14 Plan:3460 Q	5205 50 Street
529	Lot:ET 24-25 Block:14 Plan:3460 Q	5201 50 Street
530	Lot:11-WT 13 Block:5 Plan:LXXXVI (RN86)	5129 50 Street
531	Lot:ET 13-WT15 Block:5 Plan:LXXXVI (RN86)	5123 50 Street
532	Lot:14 Block:15 Plan:3460 Q	5228 50 Street
533	Lot:13 Block:15 Plan:3460 Q	5226 50 Street
534	Lot:8-9 Block:15 Plan:3460 Q	5216 50 Street
535	Lot: Unit 1 Block: Condo PI Plan: 942 2532	5220 50 Street



BYLAW NO. 07-2020

536	Lot: Unit 2 Block: Condo Pl Plan: 942 2532	5220 50 Street
537	Lot:11 Block:13 Plan:3460 Q	5219 49 Street
538	Lot:10 Block:14 Plan:3460 Q	5220 49 Street
539	Lot:11-12 Block:14 Plan:3460 Q	5227 50 Street
540	Lot:PT 12-13 Block:7 Plan:LXXXVI (RN86)	5115 48 Street
541	Lot:14 Block:7 Plan:LXXXVI (RN86)	5113 48 Street
542	Lot:15-16 Block:7 Plan:LXXXVI (RN86)	5109 48 Street
543	Lot:17-20 Block:7 Plan:LXXXVI (RN86)	5101 48 Street
544	Lot:8 Block:8 Plan:LXXXVI (RN86)	5019 48 Street
545	Lot:9 Block:8 Plan:LXXXVI (RN86)	5017 48 Street
546	Lot:21 Block:6 Plan:082 3794	5110 48 Street
547	Lot:4 Block:6 Plan:LXXXVI (RN86)	5108 48 Street
548	Lot:PT 2-3 Block:6 Plan:LXXXVI (RN86)	5106 48 Street
549	Lot:1-PT 2 Block:6 Plan:LXXXVI (RN86)	5102 48 Street
550	Lot:7 Block:3 Plan:LXXXVI (RN86)	5020 48 Street
551	Lot:5-6 Block:3 Plan:LXXXVI (RN86)	5016 48 Street
552	Lot:14 Block:6 Plan:LXXXVI (RN86)	5113 49 Street
553	Lot:15 Block:6 Plan:LXXXVI (RN86)	5111 49 Street
554	Lot:16 Block:6 Plan:LXXXVI (RN86)	5109 49 Street
555	Lot:17-PT 18 Block:6 Plan:LXXXVI (RN86)	5107 49 Street
556	Lot:PT 18 Block:6 Plan:LXXXVI (RN86)	5105 49 Street
557	Lot:19-20 Block:6 Plan:LXXXVI (RN86)	5101 49 Street
558	Lot:8 Block:3 Plan:LXXXVI	5023 49 Street
559	Lot:9 Block:3 Plan:LXXXVI (RN86)	5021 49 Street
560	Lot:10 Block:3 Plan:LXXXVI (RN86)	5017 49 Street
561	Lot:PT 6 Block:5 Plan:LXXXVI (RN86)	5112 49 Street
562	Lot:5 Block:5 Plan:LXXXVI (RN86)	5110 49 Street
563	Lot:4 Block:5 Plan:LXXXVI (RN86)	5108 49 Street
564	Lot:3 Block:5 Plan:LXXXVI (RN86)	5106 49 Street
565	Lot:1-2 Block:5 Plan:LXXXVI (RN86)	4902 51 Avenue
566	Lot:ET 15-16 Block:5 Plan:LXXXVI (RN86)	5121 50 Street
567	Lot:21-22 Block:5 Plan:LXXXVI (RN86)	5109 50 Street
568	Lot:23-26 Block:5 Plan:LXXXVI (RN86)	5101 50 Street
569	Lot:8-9 Block:2 Plan:LXXXVI (RN86)	5025 50 Street
570	Lot:10 Block:2 Plan:LXXXVI (RN86)	5023 50 Street
571	Lot:11 Block:2 Plan:LXXXVI (RN86)	5021 50 Street
572	Lot:PT 3-PT 4 Block:8 Plan:LXXXVI (RN86)	5012 47 Street
573	Lot:PT 2-PT 3 Block:8 Plan:LXXXVI (RN86)	5010 47 Street
574	Lot:1-PT 2 Block:8 Plan:LXXXVI (RN86)	5008 47 Street
575	Lot:19-22 Block:8 Plan:LXXXVI (RN86)	4708 50 Avenue
576	Lot:23-24 Block:8 Plan:762 0359	4712 50 Avenue
577	Lot:10 Block:8 Plan:LXXXVI (RN86)	5015 48 Street



BYLAW NO. 07-2020

578	Lot:11-12 Block:8 Plan:LXXXVI (RN86)	5011 48 Street
579	Lot:13-14 Block:8 Plan:LXXXVI (RN86)	5009 48 Street
580	Lot:4 Block:3 Plan:LXXXVI (RN86)	5014 48 Street
581	Lot:3 Block:3 Plan:LXXXVI (RN86)	5012 48 Street
582	Lot:1-2 Block:3 Plan:LXXXVI (RN86)	5008 48 Street
583	Lot:PT 21 Block:3 Plan:188 MC	4802 50 Avenue
584	Lot:PT 17-20 Block:14 Plan:B 1271	4801 50 Avenue
585	Lot:PT 20-PT 21 Block:3 Plan:188 MC	4806 50 Avenue
586	Lot:PT 19-PT 20 Block:3 Plan:188 MC	4810 50 Avenue
587	Lot:22 Block:14 Plan:98B 13003	4809 50 Avenue
588	Lot:18A Block:3 Plan:922 1988	4816 50 Avenue
589	Lot:11 Block:3 Plan:LXXXVI (RN86)	5015 49 Street
590	Lot:12 Block:3 Plan:LXXXVI (RN86)	5013 49 Street
591	Lot:13-PT 17 Block:3 Plan:LXXXVI (RN86)	4820 50 Avenue
592	Lot:13-PT 17 Block:3 Plan:LXXXVI (RN86)	4820 50 Avenue
593	Lot:21 Block:14 Plan:98B 13003	4817 50 Avenue
594	Lot:PT12-PT 13 Block:14 Plan:B 1271	4819 50 Avenue
595	Lot:1-7 Block:2 Plan:LXXXVI (RN86)	5012 49 Street
596	Lot:26 Block:2 Plan:LXXXVI (RN86)	4902 50 Avenue
597	Lot:PT 8-9 Block:14 Plan:B 1271	4901 50 Avenue
598	Lot:7-PT 8 Block:14 Plan:B 1271	4905 50 Avenue
599	Lot:25 Block:2 Plan:LXXXVI (RN86)	4904 50 Avenue
600	Lot:24 Block:2 Plan:LXXXVI (RN86)	4906 50 Avenue
601	Lot:PT 6 Block:14 Plan:B 1271	4907 50 Avenue
602	Lot:PT 23 Block:2 Plan:LXXXVI (RN86)	4908 50 Avenue
603	Lot:4-PT 6 Block:14 Plan:B 1271	4911 50 Avenue
604	Lot:22-PT 23 Block:2 Plan:LXXXVI (RN86)	4910 50 Avenue
605	Lot:21 Block:2 Plan:LXXXVI (RN86)	4912 50 Avenue
606	Lot:10 Block:13 Plan:3460 Q	5220 48 Street
607	Lot:11-WT 12 Block:12 Plan:3460 Q	5221 48 Street
608	Lot:10 Block:12 Plan:3460 Q	5220 47 Street
609	Lot:9 Block:13 Plan:3460 Q	5218 48 Street
610	Lot:9 Block:12 Plan:3460 Q	5218 47 Street
611	Lot:ET 12-13 Block:12 Plan:3460 Q	5217 48 Street
612	Lot:8 Block:13 Plan:3460 Q	5216 48 Street
613	Lot:8 Block:12 Plan:3460 Q	5216 47 Street
614	Lot:7 Block:13 Plan:3460 Q	5214 48 Street
615	Lot:14 Block:12 Plan:3460 Q	5213 48 Street
616	Lot:7 Block:12 Plan:3460 Q	5214 47 Street
617	Lot:6 Block:13 Plan:3460 Q	5212 48 Street
618	Lot:15 Block:12 Plan:3460 Q	5211 48 Street
619	Lot:6 Block:12 Plan:3460 Q	5212 47 Street



BYLAW NO. 07-2020

620	Lot:5 Block:13 Plan:3460 Q	5210 48 Street
621	Lot:16-PT 17 Block:12 Plan:3460 Q	5209 48 Street
622	Lot:4 Block:13 Plan:3460 Q	5208 48 Street
623	Lot:PT 17 Block:12 Plan:3460 Q	5207 48 Street
624	Lot:3 Block:13 Plan:3460 Q	5206 48 Street
625	Lot:18 Block:12 Plan:3460 Q	5205 48 Street
626	Lot:1-2 Block:13 Plan:3460 Q	5202 48 Street
627	Lot:19 Block:12 Plan:3460 Q	5203 48 Street
628	Lot: Unit 4 Block: Condo PI Plan: 992 5419	5201 47 Street
629	Lot: Unit 3 Block: Condo PI Plan: 992 5419	5201 47 Street
630	Lot:20 Block:12 Plan:3460 Q	5201 48 Street
631	Lot: Unit 2 Block: Condo PI Plan: 992 5419	5201 47 Street
632	Lot: Unit 1 Block: Condo PI Plan: 992 5419	5201 47 Street
633	Lot:11 Block:7 Plan:LXXXVI (RN86)	5119 48 Street
634	Lot:10 Block:7 Plan:LXXXVI (RN86)	5120 47 Street
635	Lot:PT 12 Block:7 Plan:LXXXVI (RN86)	5117 48 Street
636	Lot:9 Block:7 Plan:LXXXVI (RN86)	5118 47 Street



Mayor


City Clerk