

BYLAW NO. 09-2019

A BYLAW OF THE CITY OF LLOYDMINSTER  
IN THE PROVINCES OF ALBERTA AND  
SASKATCHEWAN TO APPROVE AN AREA  
STRUCTURE PLAN FOR LAKESIDE

WHEREAS pursuant to the *Lloydminster Charter*, AND *Part 17 of the Municipal Government Act*, Council of the City of Lloydminster may pass a bylaw approving an Area Structure Plan to provide framework for subsequent subdivision and development of an area of land.

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

1. This Bylaw shall be cited as "The Lakeside Area Structure Plan Bylaw".
2. The Lakeside Area Structure Plan, attached as Schedule "A" is hereby adopted.

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

INTRODUCED AND READ a first time this 27<sup>th</sup> day of May, 2019, A.D.

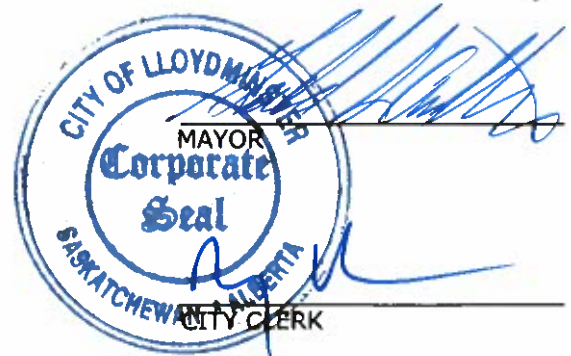
PUBLIC HEARING held this 24th day of June, 2019, A.D.

READ a second time this 24th day of June, 2019, A.D.

READ a third time this 24th day of June, 2019, A.D.

Date signed JUN 27 2019

Date signed JUN 27 2019





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**SCHEDULE "A" ATTACHED TO  
BYLAW NO. 09-2019**





# LAKESIDE

## Area Structure Plan

June 2019

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# 1 INTRODUCTION

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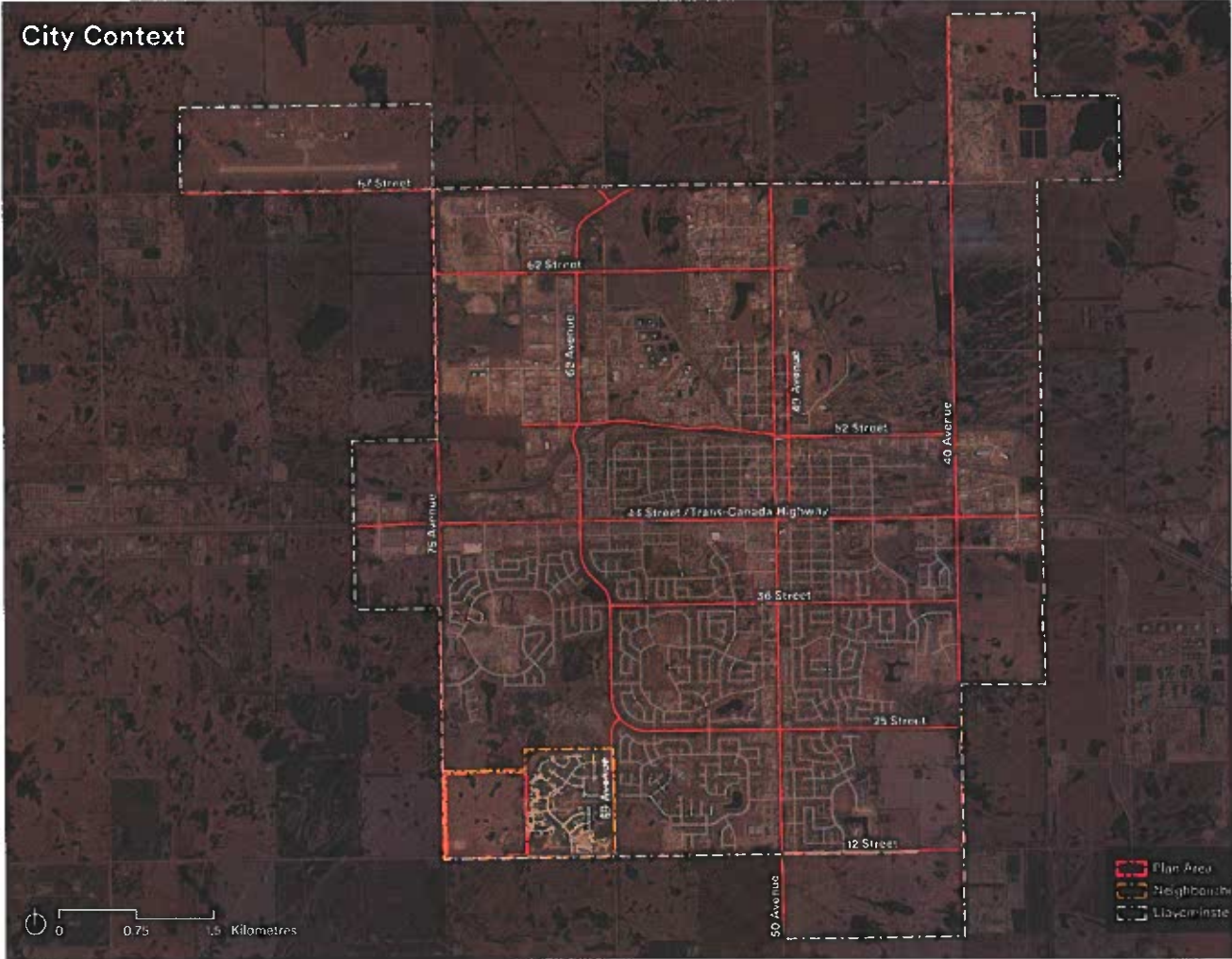
## 1.1 Purpose + Intent of the Plan

Musgrave Development Ltd. initiated the Lakeside Area Structure Plan (ASP) to provide a land use, infrastructure, and policy framework for the Lakeside neighbourhood's logical completion. In conformance with Section 633 of the Municipal Government Act, this ASP provides an overall vision for the community and identifies a conceptual land use plan, the sequencing of development, major transportation routes, and major public utilities (compiled in Appendix A). The Plan complies with the City of Lloydminster's Municipal Development Plan and Intermunicipal Development Plan and considers the City's Land Use Bylaw, adjacent ASPs, the Municipal Development Standards, and all other relevant municipal studies.

## 1.2 Background + Location

The Lakeside community is located in the City of Lloydminster's southwest corner. Composed of roughly two quarter sections of land, the neighbourhood is bounded by 75 Avenue to the west, 59 Avenue to the east, 12 Street to the south, and Lakeland College, Bud Miller All Seasons Park, and the Parkview Estates neighbourhood to the north. The eastern quarter section of Lakeside is built-out with low density residential uses and small gateway commercial parcels where 61 Avenue meets 12 Street. The Lakeside Area Structure Plan (outlined in Figure 1 on the following page) is composed of the western quarter section, currently occupied by undeveloped agricultural land and an electrical substation at the corner of 12 Street and 75 Avenue.

Figure 01: Lakeside ASP context within the City of Lloydminster



### 1.3 Land Ownership

The plan area is 58.66 hectares (144.96 acres) and legally described as SW-26-49-1-4 under the Alberta Township Survey System. Musgrave Agencies Ltd. holds the title to this quarter section with the exception of two rights-of-way on the property: Plan 0125126 for a natural gas pipeline held by the County of Vermilion River, and Plan 9925788 for an electrical substation held by ATCO. Four abandoned wells are also located in the plan area. Detailed information about these rights-of-way and wells are provided in Appendix B.



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## 1.4 Statutory Compliance

Planning and developing land in the City of Lloydminster is subject to Alberta law, statutory plans, and municipal policies. The Lakeside ASP addresses these requirements, rules, and regulations.

### 1.4.1 Lloydminster Charter

The Lloydminster Charter (2012) harmonizes Alberta and Saskatchewan's legislation within the City by providing a unified legal framework for governance and decision-making. The Charter outlines the powers, duties, and functions necessary for the City to fulfill its role as a municipality, including the implementation of planning and statutory land use policy.

Section 7(2) of the Charter establishes that Part 17 of Alberta's Municipal Government Act (MGA) and all regulations under that Part apply to the whole City, except in respect to subdivision and replotting of land in Saskatchewan. This means the Lakeside ASP is subject exclusively to the MGA.

### 1.4.2 Municipal Government Act

Section 633 of the Municipal Government Act authorizes municipalities to establish and adopt ASPs that provide a framework for the subdivision and development of land. The MGA requires ASPs to describe proposed land uses, population densities, general location of transportation and public amenities, and sequencing of development. ASPs must also consider any matters Council deems necessary while remaining consistent with all applicable intermunicipal and municipal development plans.

As per Section 633 of the MGA, Lloydminster's Area Structure Plan Policy 016-2017 outlines all Council considerations for ASPs and reflects the City's terms of reference for ASP requirements and formatting. The Lakeside ASP meets all the requirements and formatting standards outlined in this policy. The Lakeside ASP area is regulated by the Lloydminster Municipal Development Plan and the County of Vermillion River and City of Lloydminster Intermunicipal Development Plan.

### 1.4.3 Lloydminster Municipal Development Plan

Lloydminster's Municipal Development Plan (MDP) was approved by Council in 2013 and provides a vision for land use planning and development in the City to 2032. The MDP intends to respect local character while supporting sustainable growth, diversifying the economy, protecting the environment, and creating a more balanced community. The Lakeside ASP reflects this vision and aligns with several of the MDP's key strategic priorities by providing a range of housing options, a mix of commercial development opportunities, and improving connectivity of parks and open space. The MDP also outlines a framework of requirements to aid the preparation of ASPs (Section 16.1.4) that the Lakeside ASP adheres to.

### 1.4.4 County of Vermillion River and the City of Lloydminster Intermunicipal Development Plan

The County of Vermillion River and the City of Lloydminster Intermunicipal Development Plan (IDP) is a regional framework for managing land use, subdivision, and development. The IDP aims to secure a stable, long-term economic base and facilitate intermunicipal communication by establishing land development consistency in three "expansion areas". The Lakeside ASP is within the Central Urban Expansion Area and abuts lands in the South Urban Expansion Area.

### 1.4.5 Neighbouring Area Structure Plans

#### Central Urban Expansion Area Structure Plan

Most of the Lakeside ASP falls within the Central Urban Expansion ASP. This area is identified in the IDP as the first priority for residential development on the Alberta side of Lloydminster. The Central Urban Expansion ASP establishes a Conceptual Urban Layout that includes major planning elements such as future transportation, servicing, and land use considerations. The Lakeside ASP's transportation, servicing, and land use elements all conform to the intent of the Conceptual Urban Layout.

### South Urban Expansion Area Structure Plan

The South Urban Expansion ASP lies directly south of Lakeside. This ASP's Conceptual Urban Layout establishes road network alignments between the Lakeside plan area and future southern development. The Lakeside ASP conforms with this alignment.

### Parkview Estates Area Structure Plan

The Parkview Estates ASP is located directly north of the plan area, with development phased north to south. The Lakeside ASP carefully considers its interaction with Parkview Estates and, when built-out, Lakeside and Parkview will provide complementary land uses, road alignments, and parks and open space connectivity

### Lloydminster Land Use Bylaw No. 5-2016

Lloydminster's Land Use Bylaw (LUB) regulates the use and development of land in the City. Undeveloped lands in the Lakeside ASP are currently designated "Urban Transition," a district that recognizes existing agricultural and rural land uses prior to anticipated development and utilities servicing. The Lakeside ASP adheres to the framework established by the LUB and will be developed through the appropriate redesignation processes

### Integrated Community Sustainability Plan

Lloydminster's Integrated Community Sustainability Plan (ICSP) was approved alongside the City's MDP in 2013. The ICSP commits the City to sustainable growth

principles that include developing complete, walkable neighbourhoods. The goals, objectives, and strategic actions of the ICSP informed the Lakeside ASP's development.

### City of Lloydminster Comprehensive Growth Strategy

The Comprehensive Growth Strategy makes recommendations for where growth should occur within and beyond the city limits over the next 30 years. The Strategy recommends the South Urban Expansion lands identified in the IDP as a priority area for future growth, making development of Lakeside a logical stepping stone towards recognizing this strategic growth direction.

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## 1.5 Public Consultation

A public open house was held on Wednesday, May 15 at the Best Western Plus Meridian Hotel to provide an opportunity for the public to share concerns and learn more about the Lakeside ASP. The event was an opportunity for the public to discuss concerns and questions with Musgrave Agencies, City Council, and City Administration, and was attended by approximately 40 people. Reception from the public was generally positive, with questions predominantly focused on prospective tenants of the Lakeside Shopping Centre, trail connectivity to the existing Lakeside development, and the higher-density multi-family housing in the Urban Village.



**Figure 02: The Lakeside ASP Public Open House**

# 2 SITE CONTEXT + DEVELOPMENT CONSIDERATIONS

## 2.1 Site Context

### 2.1.1 Surrounding Site Context

The Lakeside neighbourhood abuts the municipal boundary between the City of Lloydminster and the County of Vermilion River to the south and west. The site is bounded by 75 Avenue to the west, 59 Avenue to the east, 12 Street to the south, and the Lloydminster neighbourhoods of Bud Miller / Lakeland College and Parkview Estates to the north. To the east across 59 Avenue is the neighbourhood of College Park.



Figure 03: Site Context

### **Bud Miller All Seasons Park**

Bud Miller All Seasons Park is an 80.9 hectare (200 acre) urban park north of Lakeside. The park provides opportunities for passive and active recreation including multi-use trails, playgrounds, picnic areas, a spray park, Canada's largest sundial, programmed sports fields, mini golf, and more. A primary focus of the Lakeside ASP is establishing strong active transportation connections and access to Bud Miller All Seasons Park.

### **Lakeland College**

Lakeland College is a post-secondary college located north of Lakeside and west of 59 Avenue. The campus is located within walking distance for most Lakeside residents through Lloydminster's multi-use trail system.

### **Parkview Estates**

Parkview Estates is located directly north of Lakeside and west of Bud Miller All Seasons Park. The neighbourhood is a City-owned development regulated by the Parkview Estates ASP. Developing from north to south, Parkview Estates will connect to Lakeside through Lloydminster's multi-use trail system and road network.

Minor alignment issues have been identified between the Parkview Estates and Lakeside ASPs. However, the City of Lloydminster's Land Division has acknowledged this and is committed to amending the Parkview Estates ASP in order to best meet the needs of Lakeside, Parkview Estates, and the community as a whole (see Appendix H - Lloydminster Land Division Letter of Acknowledgment).

### **College Park**

College Park is a primarily residential community east of Lakeside across 59 Avenue. College Park is connected to Lakeside via arterial streets and multi-use trail crossings.

### **County of Vermilion River**

The County of Vermilion River lies south and west of the Lakeside ASP area across 12 Street and 75 Avenue. This land is currently used for agricultural purposes but is subject to Urban Expansion ASPs co-developed by the

County and City of Lloydminster through the IDP process. The IDP envisions the lands surrounding Lakeside developing as predominantly lower-density residential, and the Lakeside ASP reflects this vision.

### **2.1.2 On-Site Context**

Figure 4 on the following page shows the existing land uses in the Lakeside neighbourhood. The Lakeside ASP area is currently undeveloped agricultural land, designated as "Urban Transition" under the Land Use Bylaw. The southwest corner of the plan area is occupied by an electrical substation and designated a "Public Utility" land use. East of the plan area is the already-developed Lakeside community, comprised primarily of low-density housing, with neighbourhood commercial lands where 61 Avenue meets 12 Street.

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## **2.2 Development Considerations**

### **2.2.1 Topography**

Lakeside is predominantly flat, with City-provided lidar data indicating an elevation variance of 5 metres across the ASP area. The plan area drains west to southeast with the elevation decreasing from approximately 666 metres along 75 Avenue to 661 metres at the southeast corner.

### **2.2.2 Natural + Ecological Areas**

The plan area is generally clear of natural and ecological areas of interest due to generations of agricultural use. Some low areas exist in the quarter section, but these are not proposed for preservation in their natural state and will instead be incorporated into the on-site stormwater management system (shown in Section 5).

### **2.2.3 Natural Resource Facilities**

There are four abandoned wells and a natural gas pipeline right-of-way located in the plan area. Two of the four wells have had their licences reclaimed, while two are exempt from Alberta's licence reclamation requirements. Musgrave Development Ltd. has negotiated access rights-of-way to all four wells, and these have been incorporated into the Lakeside ASP. The natural gas pipeline will be decommissioned and relocated to a new

**Figure 04: Existing Land Use**



right-of-way along the perimeter of the plan area by Musgrave Development Ltd. prior to any development occurring on the site. Detailed information regarding these natural resource facilities can be found in Appendix B.

### 2.2.4 Transportation Systems

Road widenings will be required on 12 Street and 75 Avenue in order to support future development in the southwest of Lloydminster. Allowances for these widenings have been integrated into the Land Use Concept.

The ASP also considers the transportation system demands of future and existing development surrounding Lakeside. The plan's Active Transportation and Road Networks (shown in Section 4) will reflect the City's goals and objectives for transportation connectivity.

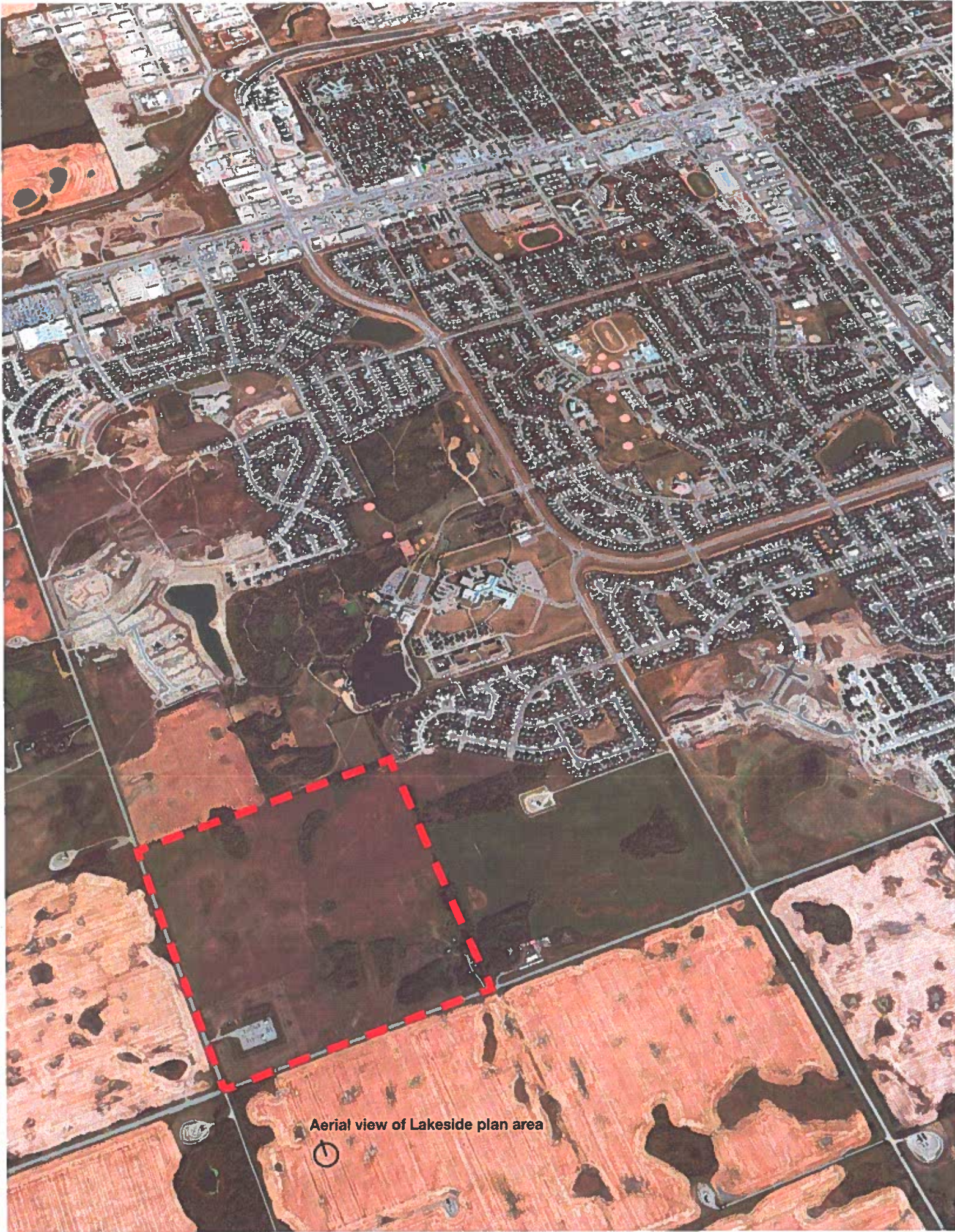
### 2.2.5 Servicing Infrastructure

Municipal sanitary sewer, water distribution, and stormwater management servicing for the plan area will be accessed from the Parkview Estates neighbourhood to the north. These services will flow south and east, connecting to existing services in Lakeside's developed portion. Where possible these deep utilities will be co-located to reduce maintenance costs.

Electrical, gas, telecommunication, and other third-party servicing are already provided in the existing Lakeside community and will be incorporated into the plan area at the time of subdivision application.

### 2.2.6 Supporting Documents

Musgrave Development Ltd. commissioned several technical studies to support development of the Lakeside community, and these have been provided to the City. A list of these studies are included as Appendix C to this plan.



Aerial view of Lakeside plan area



# 3 DEVELOPMENT CONCEPT

The Development Concept outlines the proposed patterns of development and land use policy for Lakeside. The Development Concept is divided into two parts:

1. A Vision for the desired future of the Lakeside community; and
2. A Land Use Concept informed by the Vision and Municipal Development Plan that explains the intent, development objectives, and policies for each land use designation.

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## 3.1 Vision

As the logical completion of Lakeside this ASP establishes a desirable and inclusive neighbourhood that meets the everyday needs of its residents. Lakeside's shopping centre provides regional commercial amenities and its urban village creates a community heart offering a range of services and employment opportunities. The community is safe for all modes of transportation, and its comprehensive parks and open space connect residents to the Urban Village, Bud Miller All Seasons Park, and entire City. Lakeside's range of housing types and densities reflects the desires of Lloydminsterites and establishes Lakeside as a community for all.

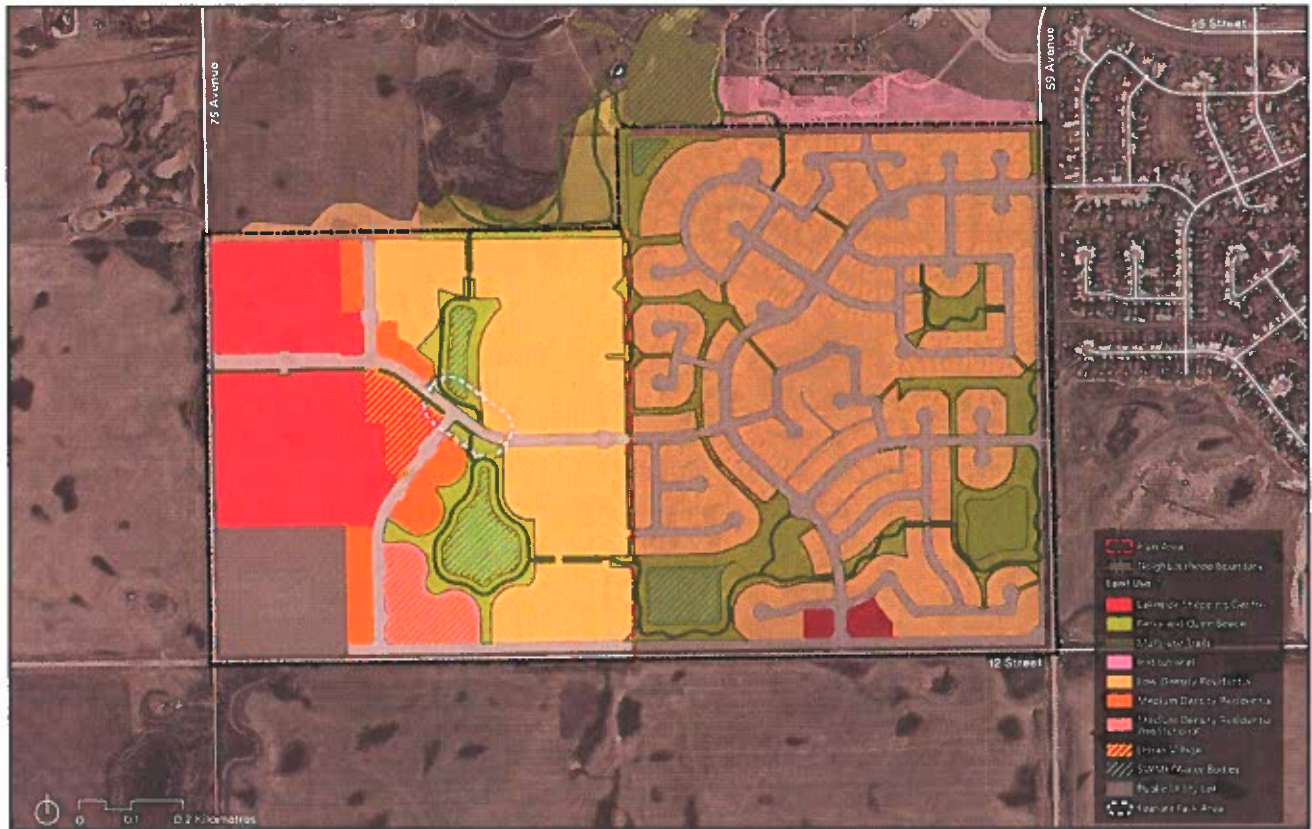
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## 3.2 Land Use Concept

To achieve Lakeside's vision the Land Use Concept identifies where development should occur and sets policy for each land use designation (Figure 5 on the following page). Within the Land Use Concept all designations include an intent statement, development objectives, and corresponding policy.

- **Intent Statements:** Establish purposes for each land use designation that coordinate to achieve the plan's overall vision. These statements inform the development objectives and policies.
- **Development Objectives:** Are directly informed by the Municipal Development Plan and establish outcomes for land use policy that implement the desired vision of Lakeside and the entire City of Lloydminster. A comprehensive list of Municipal Development Plan policies incorporated into the land use objectives is included as Appendix D to this plan.
- **Policies:** Are the implementation tools of the plan, creating rules for development in each land use that align with the intent statements and development objectives to ensure Lakeside achieves its vision.

Figure 05: Land Use Concept



### 3.2.1 Overall Development

#### Overall Development Objectives

- To implement the logical completion of Lakeside;
- To create Lakeside into a complete, inclusive community;
- To be a safe and connected community for all modes of transportation; and
- To develop utilities and servicing infrastructure that is sustainable, efficient, and responsive to the City's overall objectives.

#### Policy

- a. Existing development is considered conforming to this ASP.
- b. Future development must meet the applicable objectives of this ASP.



### 3.2.2 Residential

Residential uses will be the predominant land use in the plan area. Lakeside contains two different residential land use designations that permit a variety of built forms and support a range of household types. These designations are used to create smooth transition zones between different densities and land uses. Conceptual low and medium density housing examples are included in Appendix E.

#### Residential Land Use Objectives

- To locate residential density in a way that is contextually sensitive to neighbouring uses;
- To facilitate a transition zone between higher and lower-impact land uses; and
- To offer residential housing options that support a range of household types.

#### 3.2.2.1 Low Density Residential

Low Density Residential (LDR) lands are located on the eastern half of the plan area. This land use will be comprised of single-detached and semi-detached housing that complements Lakeside's established built form. LDR lands will be connected primarily by Local roads and will provide residents nearby access to the Active Transportation Network, parks, and open space. Notwithstanding the policies of this ASP, LDR lands should be developed as per the "Single-detached Residential (R1) District" designation under Land Use Bylaw No. 5-2016.

#### Policy

- a. Single-detached and semi-detached housing forms are permitted.
- b. Building height should not exceed 3 storeys.
- c. Vehicle access will be provided by front driveway.
- d. Development should be located on Local or Collector roadways.

#### 3.2.2.2 Medium Density Residential

Medium Density Residential (MDR) lands run north-south through the centre of the plan area, establishing a transition zone between LDR lands to the east and more intensive commercial land uses to the west. MDR will support a range of housing options that recognize the changing needs of Lloydminsterites, and will provide residents easy access to the shopping, services, restaurants, and recreational amenities of the Urban Village and Feature Park. Notwithstanding the policies of this ASP, MDR lands should be developed as per the "Row House Residential (R3)" designation for townhouses and "Medium Density Residential (R4)" designation for four-plexes and apartments under Land Use Bylaw No. 5-2016.

#### Policy

- e. Four-plex, townhouse, and apartment housing forms are permitted.
- f. Building height should not exceed 6 storeys.
- g. Where development fronts multiple streets, vehicle access should be located on the lesser street as identified in the Transportation Concept.
- h. Development should be located on or directly adjacent to Collector roadways.
- i. Notwithstanding the northwestern-most MDR block, development that fronts onto a Collector roadway should provide vehicle access by laneway.
- j. The maximum residential density should be 150 units per hectare.
- k. The block designated as Medium Density Residential / Institutional in the Land Use Concept may be available for the development of a school or church. The terms of this alternative land use will be determined through an agreement between the City of Lloydminster and Musgrave Development Ltd. at a later date.

### 3.2.3 Urban Village

The Urban Village will be the social heart of Lakeside, integrating higher-density housing with small-scale professional services and neighbourhood commercial uses. Designed to ensure a respectful transition of form and use from the Lakeside Shopping Centre to adjacent residential lands, its location at Lakeside's core will establish the Urban Village as the neighbourhood's natural gathering place. The Urban Village will be integrated into Lakeside's parks and open space, and a pedestrian-oriented public realm will frame the internal Main Street. Oriented towards and naturally connected to the Feature Park, the Main Street will create a safe and central meeting place for the community that is easily accessible by all modes of transportation. Conceptual renderings of the Urban Village are shown as Figures 6 and 7 on the following page.

#### Urban Village Land Use Objectives

- To establish the Urban Village as the social, residential, and commercial “heart” of Lakeside;
- To serve as a transition zone between regional commercial and lower density residential uses;
- To provide neighbourhood retail, commercial, and office opportunities in Lakeside; and
- To offer residential housing options that support a range of individuals and families of all ages.

#### General Policy

- a. Apartment, condominium, commercial, and office uses are permitted.
- b. Complementary uses are encouraged (e.g. medical offices and a pharmacy; a café and bakery).
- c. Building height should not exceed 6 storeys.
- d. Internal roads and parking should be located along the western edge of the Urban Village to buffer the Main Street from the higher intensity Lakeside Shopping Centre land uses.
- e. The maximum residential density should be 150 units per hectare.

#### Main Street Policy

- f. Commercial and office uses in the Urban Village should be oriented towards and front onto the internal Main Street.
- g. The Main Street should feature a central landmark that serves as a view terminus from the Feature Park area across 20 Street to draw pedestrian interest and create a sense of destination.
- h. Landscaping and amenity space should be provided along the Main Street to reinforce the vista between the Urban Village and Feature Park area.
- i. The Main Street should be a natural extension of Lakeside's parks and open space, with active transportation connections incorporated into its design.

#### Commercial and Office Policy

- j. Ground floor retail and commercial uses should incorporate active frontages to facilitate the development of safe, comfortable, and animated public spaces.
- k. Commercial uses that animate the Main Street such as cafés and restaurants with patios or food markets with outdoor displays are encouraged.
- l. Large-format, automobile-oriented uses are not permitted.

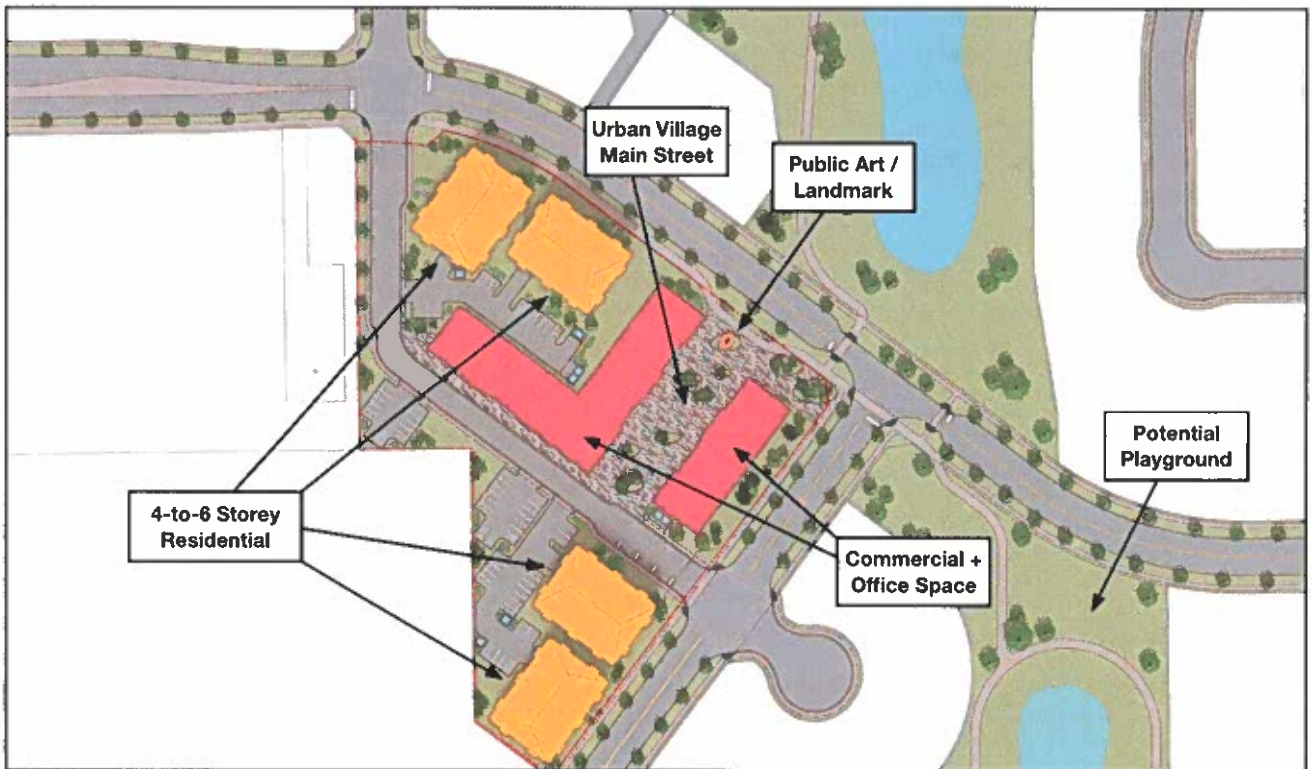
#### Residential Policy

- m. Residential uses should be located along 20 Street and 73 Avenue to frame Lakeside's core and maximize internal area for the Main Street.
- n. Residential buildings should address their secondary frontage on 20 Street or 73 Avenue with building features such as enhanced entryways and landscaping to avoid creating a blank street wall.
- o. The first storey of residential buildings may include parking.
- p. A range of housing types is encouraged to accommodate a variety of income levels, age groups, households, and lifestyles.

Figure 06: Urban Village, Conceptual Rendering



Figure 07: Urban Village, Possible Concept Plan



### 3.2.4 Lakeside Shopping Centre

Lakeside Shopping Centre lands will be a regional destination, catering to the commercial needs of Lloydminster's greater economic catchment area. Large-format services and retail developments will form the primary land use in this designation and be located along the west end of Lakeside near 75 Avenue to accommodate larger volumes of vehicular traffic. This placement will facilitate a transition in commercial intensity from the Lakeside Shopping Centre towards lower-intensity land uses in the community. The Lakeside Shopping Centre will provide a valuable employment area, contributing to the health and vitality of the local economy. Notwithstanding the policies of this ASP, the Lakeside Shopping Centre lands should be developed as per the "Commercial Shopping Centre" designation under Land Use Bylaw No. 5-2016.

#### Lakeside Shopping Centre Land Use Objectives

- To meet the everyday service and amenity needs of residents by providing a range of commercial uses;
- To accommodate commercial uses that serve a regional population;
- To avoid conflict between higher and lower-impact land uses by locating commercial uses along major transportation corridors; and
- To contribute to the health and vitality of the local economy by creating a range of employment opportunities.

#### Policy

- a. Automobile-oriented commercial uses, including commercial accommodations such as hotels and motels, are permitted.
- b. Warehouse-style commercial development should not exceed the equivalent of 3 storeys above grade.
- c. Hotel and motel development should not exceed 6 storeys.
- d. All other development should not exceed 1 storey.
- e. Parking areas must have clear entrances and exits to minimize conflicts with pedestrians and cyclists.
- f. Overhead stand-alone pylons, highway-type signage, and roof-mounted signage are permitted only along 75 Avenue to provide visibility.
- g. The section of 20 Street bordered by the Lakeside Shopping Centre should function as a community gateway, incorporating design elements such as destination signage (examples in Appendix F) that complement the character of Lakeside.
- h. Loading and servicing facilities should be located at the rear of buildings and screened from public view.
- i. Loading and servicing areas near 73 Avenue must be heavily screened from public view through a combination of fencing and vegetative landscaping.

### 3.2.5 Parks + Open Space

The Parks and Open Space land use is intended to facilitate easy access to active and passive recreation opportunities for residents. Parks and Open Space lands are strategically located to establish a functional Active Transportation Network that will connect all residents of Lakeside to the City's major recreation destinations—Bud Miller All Seasons Park and the Servus Sports Centre. A Feature Park will also be located at the heart of the plan area adjacent to the Urban Village. This park will be the “front lawn” of the Urban Village and a natural gathering place in Lakeside. Exact alignments for multi-use trails in Parks and Open Space will be determined during the subdivision process.

Parks and Open Space will also support the environmental sustainability of Lakeside by facilitating naturalized stormwater retention where feasible. Naturalization of Lakeside's stormwater management ponds will provide an attractive natural amenity to the neighbourhood, reduce the City's ongoing maintenance costs for these facilities, and increase the overall ecological resiliency of the Lakeside community.

The dedicated Municipal Reserve required for the Lakeside community is incorporated in the Parks and Open Space land use.

The multi-use trail system comprising part of the Active Transportation Network is proposed to be named after Lloydminster's Robinson family. Former owners of the land Lakeside is located on, the Robinson family has called Lloydminster their home for 100 years. First moving to the area in 1919, the Robinson family has relocated several times over the past century in order to allow for Lloydminster's continued growth and development. Naming the trail system after the Robinson family is a fitting recognition of their contributions to Lloydminster's growth.

#### Parks + Open Space Land Use Objectives

- To provide parks, open space, and active transportation linkages that increase and enhance connectivity to City-wide parks and open space;
- To establish the Feature Park as a natural extension of the Urban Village; and
- To develop parks and parks infrastructure in a sustainable, environmentally sensitive manner.

#### General Policy

- a. Multi-use trails, active transportation linkages, parks, stormwater management facilities, and public utility lots are permitted.
- b. A functional Active Transportation Network will be established to provide increased connectivity throughout Lakeside and increase the overall accessibility of all parks and open space, the Urban Village, Bud Miller All Seasons Park, and the Servus Sports Centre.
- c. Access to Parks and Open Space should be barrier-free and promote accessibility.
- d. Use of native plant species in all planting is encouraged. Examples of native plant species for Lloydminster are outlined in Appendix G.
- e. Park programming, including the placement of playgrounds and other amenities, will be developed in collaboration with City staff.
- f. Development of Parks and Open Space should endeavour to create opportunities for year-round access to Bud Miller All Seasons Park.

#### Feature Park Policy

- g. Playground equipment and other improvements will be concentrated by the south stormwater management pond to establish this area as part of Lakeside's Feature Park.

#### Stormwater Management Policy

- h. Opportunities to increase the ecological value of parks and open spaces through naturalized stormwater management strategies and low impact design techniques should be considered.



Figure 08: Parks + Open Space Rendering

### 3.3 Land Use Statistics

Table 01: Land Use Statistics for the Lakeside ASP Area

Use	Hectares	% GDA	Units	% Units	Pop.	% Pop.
Gross Area	58.72					
Road Widening	1.08					
<b>Gross Developable Area</b>	<b>57.64</b>	<b>100%</b>				
<b>Other Uses</b>						
MR	5.20	9.0%				
Public Utility Lots	2.71	4.7%				
Commercial	15.33	26.6%				
Circulation (Collector Roads)	4.07	7.1%				
<b>Total - Other Uses</b>	<b>27.31</b>	<b>47.4%</b>				
<b>Residential Uses</b>						
Low Density (12 units / ha)	21.80	37.9%	262	41.1%	917	49.5%
Medium Density (42 units / ha)	6.63	11.5%	278	43.8%	695	37.5%
Urban Village (51 units / ha)	1.88	3.3%	96	15.1%	240	13.0%
<b>Total - Residential Uses</b>	<b>30.31</b>	<b>52.6%</b>	<b>636</b>	<b>100%</b>	<b>1,852</b>	<b>100%</b>

**Table 02: ASP Student Generations**

<b>School</b>	<b>Elementary (K-6)</b>	<b>Junior High (7-9)</b>	<b>Senior High (10-12)</b>	<b>Total</b>
<b>Public</b>	95	48	48	191
<b>Catholic</b>	78	39	39	156
<b>Total</b>	173	87	87	347

**Table 03: ASP Student Generation Assumptions**

<b>School</b>	<b>Elementary (K-6)</b>	<b>Junior High (7-9)</b>	<b>Senior High (10-12)</b>
<b>Public</b>	1.65 students per gross developable hectare	0.825 students per gross developable hectare	0.825 students per gross developable hectare
<b>Catholic</b>	1.35 students per gross developable hectare	0.675 students per gross developable hectare	0.675 students per gross developable hectare

**Table 04: Land Use Statistics for the Total Lakeside Neighbourhood**

<b>Use</b>	<b>Hectares</b>	<b>% GDA</b>	<b>Units</b>	<b>% Units</b>	<b>Pop.</b>	<b>% Pop.</b>
Gross Area	138.55					
Road Widenings	3.71					
<b>Gross Developable Area</b>	<b>134.84</b>	<b>100%</b>				
<b><u>Other Uses</u></b>						
MR	14.73	10.9%				
MR (non-dedicated)	1.17	0.9%				
Public Utility Lots	5.67	4.2%				
Walkways	0.14	0.1%				
Commercial	16.17	12.0%				
Circulation (Collector Roads)	8.87	6.6%				
<b>Total - Other Uses</b>	<b>46.75</b>	<b>34.7%</b>				
<b><u>Residential Uses</u></b>						
Low Density (12 units / ha)	79.58	59.0%	955	71.8%	3,343	78.1%
Medium Density (42 units / ha)	6.63	4.9%	278	21.0%	695	16.3%
Urban Village (51 units / ha)	1.88	1.4%	96	7.2%	240	5.6%
<b>Total - Residential Uses</b>	<b>88.09</b>	<b>65.3%</b>	<b>1,329</b>	<b>100%</b>	<b>4,278</b>	<b>100%</b>



**Table 05: Population Assumptions**

<b>Residential Use</b>	<b>Population Per Unit</b>	<b>Source</b>
Low Density	3.5	City of Lloydminster's Sanitary Sewer Master Plan (2015)
Medium Density	2.5	City of Lloydminster's Sanitary Sewer Master Plan (2015)
Urban Village	2.5	City of Lloydminster's Sanitary Sewer Master Plan (2015)

# 4 TRANSPORTATION CONCEPT

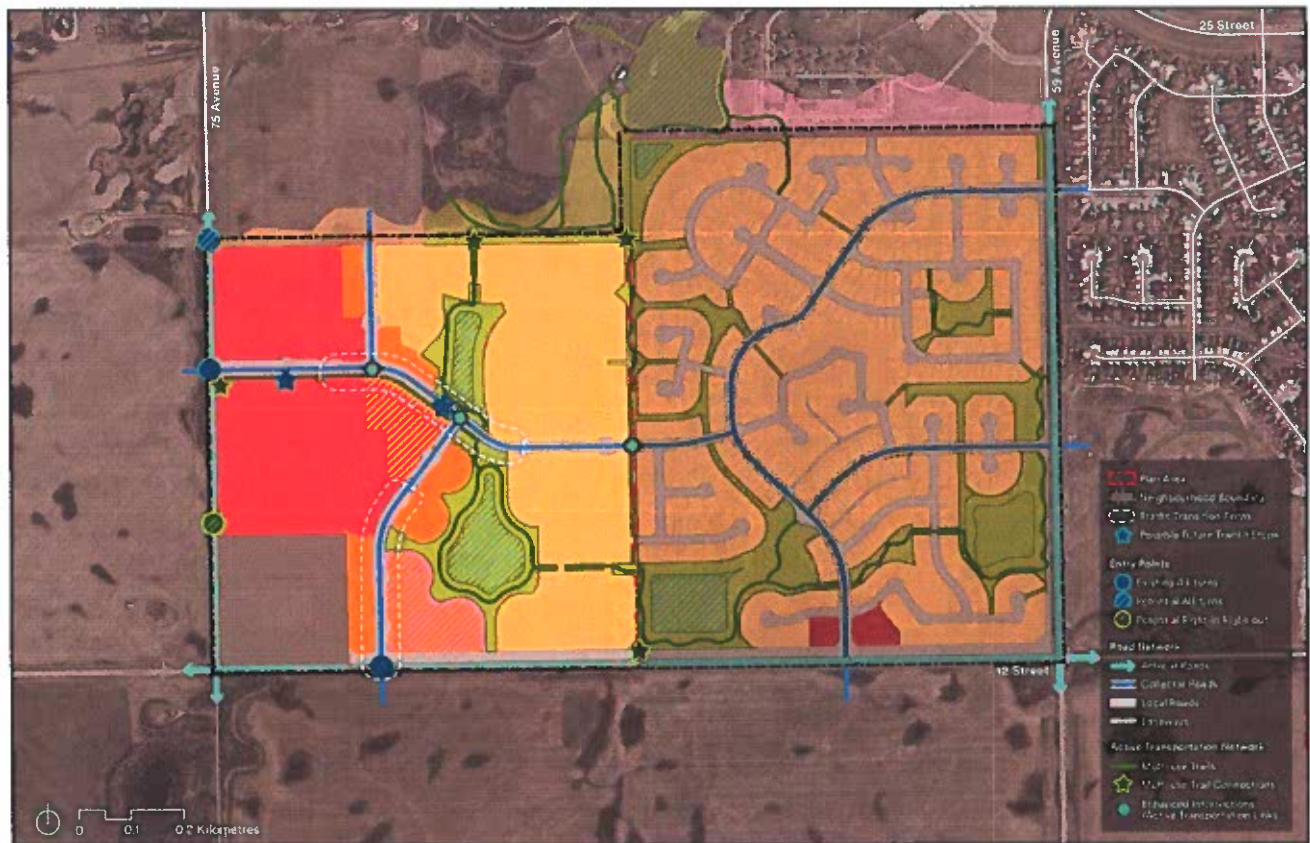
Comprised of a Road Network, Active Transportation Network, and Public Transit Considerations, the Transportation Concept (shown in Figure 9 below) follows the recommendations of the Transportation Impact Assessment to develop a functional, safe, and efficient network for all modes of transportation.

The Road Network will be framed by Arterial roads and given internal structure with a modified grid of three main Collector roads. The proposed remainder of the Road Network will be a curvilinear system of Local roads and

Laneways, with configuration of these roads to be determined at a later stage of development. Lakeside's Active Transportation Network will use multi-use trails and sidewalks to enhance community connectivity and permeability for active transportation options. Considerations for entry points, major intersections, and potential traffic calming measures are incorporated into the interface between all components of both networks.

Public Transit Considerations have been included in the Transportation Concept should the City of Lloydminster develop a public transit system in the future.

Figure 09: Transportation Concept



## 4.1 Road Network

Lakeside's Road Network will ensure vehicle traffic to and throughout the community is accommodated with a hierarchy of appropriately scaled and functional roadways. The hierarchy is composed of four different road types: Arterial, Collector, Local, and Laneways, as illustrated in Figure 10.

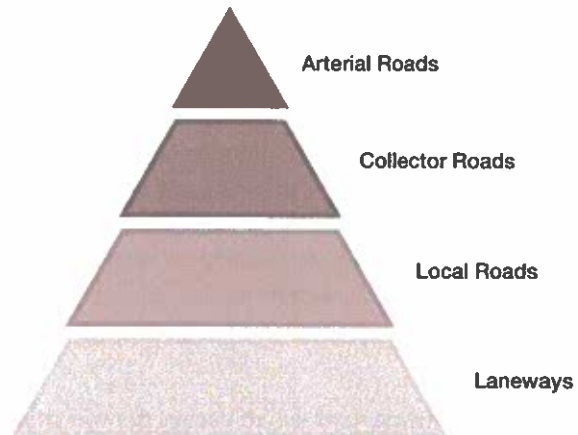
Arterial roads frame Lakeside's south and western boundaries and are the top-level road classification considered in this ASP. Arterial roads will be constructed by the City to accommodate high traffic volumes and provide efficient vehicle access to the community from the rest of Lloydminster and beyond.

Internally, Collector roads form the second level on the Road Network hierarchy. Collector roads will accommodate regional-level traffic generated by the Lakeside Shopping Centre and provide efficient access throughout Lakeside for community residents.

While exact locations are not shown on this plan, Local roads and Laneways are the third and fourth levels of the road hierarchy. Local roads will provide access throughout the lower density residential portions of Lakeside, while Laneways will provide vehicle access to medium density housing off Collector roadways.

Road cross-sections within Lakeside are based on the City's 2019 Municipal Development Standards (MDS). These standards consider the interface between vehicles and other modes of transportation and ensure safe and consistent road designs are employed throughout Lakeside. Minor modifications to cross-sections are only considered where they will increase the safety and functionality of the transportation system for all users.

Figure 10: Road Network Hierarchy



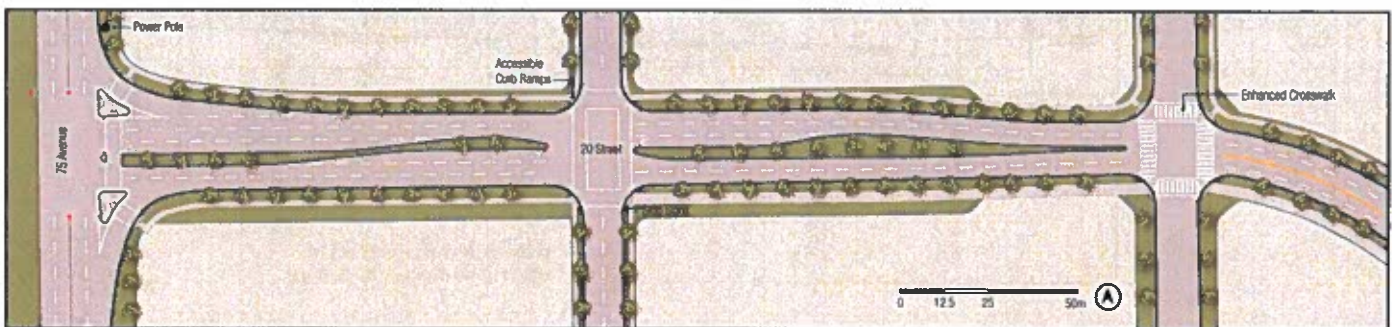
### 4.1.1 Arterial Roads

Lakeside is framed by two Arterial roads, 75 Avenue and 12 Street, to the west and south. These Arterials link Lakeside to the Trans-Canada Highway and provide efficient connectivity throughout the City of Lloydminster.

The Transportation Concept recognizes the important role Arterial roads play in the City-wide transportation system. In order to preserve the functional, safe, and efficient movement of vehicles along these roadways the Lakeside ASP considers four access points into the community:

- Two all-turns intersections, one each where Lakeside's Collectors connect with the Arterials (indicated by dark blue circles on the Transportation Concept);
- One possible future all-turns intersection at the north-west corner of the plan area (indicated by the striped dark blue circle on the Transportation Concept); and

Figure 11: Conceptual Road Drawing, 20 Street from 75 Avenue



- One right-in-right-out entry point to the Lakeside Shopping Centre (indicated by the striped green circle on the Transportation Concept).

#### 4.1.2 Collector Roads

Collector roads will form the backbone of Lakeside's Road Network. This road type facilitates the safe and efficient movement of regional traffic to the Lakeside Shopping Centre, and local vehicle traffic from Local roads and Laneways to the Arterials. Figure 12 below illustrates the proposed standard cross-section for Lakeside's Collector roads.

73 Avenue will provide north-south access between the Parkview Estates neighbourhood and 12 Street, establishing a dividing line between higher intensity land uses concentrated on the western half of the plan area and lower intensity land uses to the east. 20 Street will bisect the plan area east-west, connecting Lakeside's existing development east of the plan area to the Lakeside Shopping Centre and 75 Avenue.

Proposed modifications to the Collector road cross-section are shown in Figures 11 and 13. 20 Street will be modified from the MDS between 75 Avenue to 73 Avenue to accommodate turning lanes. These changes will ensure efficient vehicle access between the Lakeside Shopping Centre and 75 Avenue, preventing potential negative impacts to traffic circulation on 75 Avenue or further into the Lakeside neighbourhood.

20 Street east of the Lakeside Shopping Centre may require traffic calming measures as dictated by the Traffic Impact Assessment. This has been reflected in the Transportation Concept. Should traffic calming be required this designation and road treatment will reinforce that drivers are leaving the Lakeside Shopping Centre and entering the residential portion of the community. Road alterations in these traffic calming areas could include modifying the structure of the roadway and incorporating traffic calming measures such as medians, sidewalk bumpouts, and marked crosswalks.

Figure 12: Proposed Collector Road Cross-section

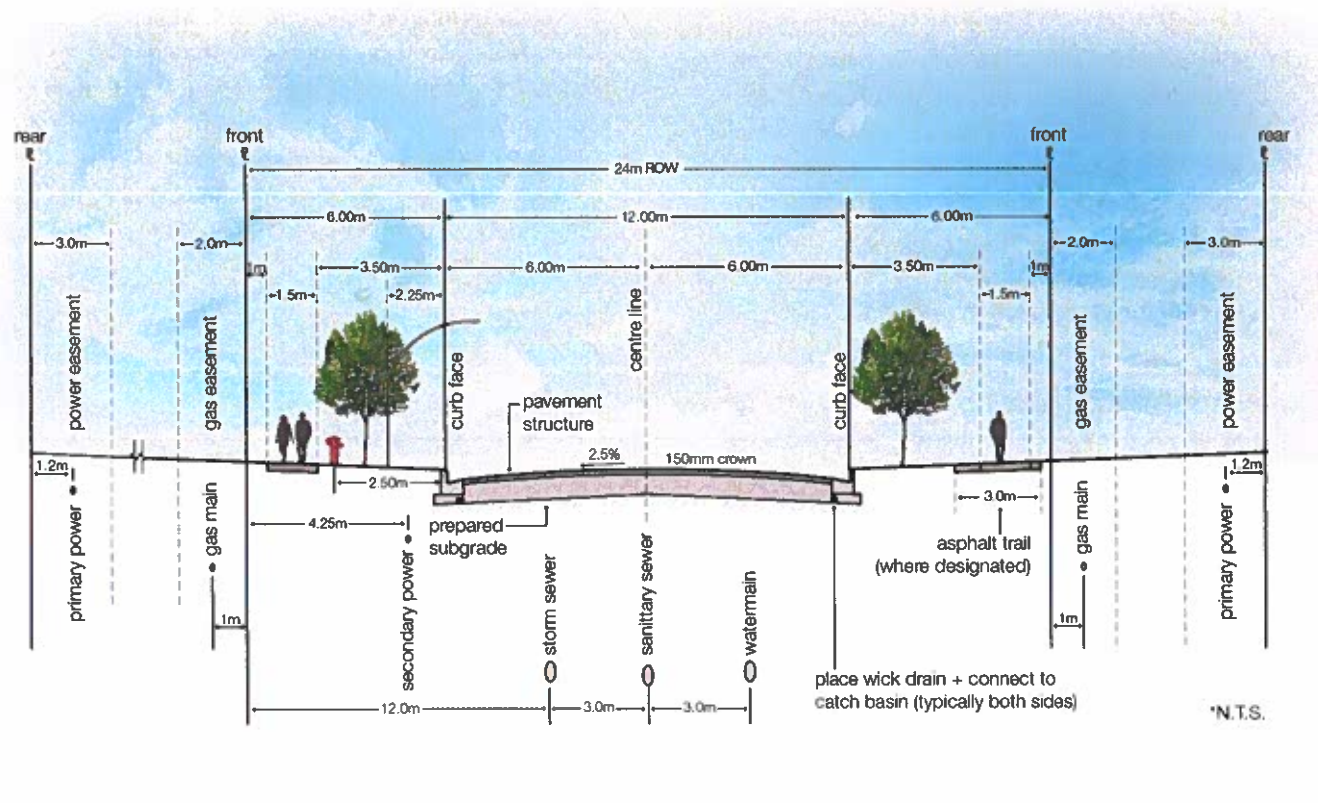


Figure 13: Conceptual Road Drawing of the Urban Village + Feature Park Area

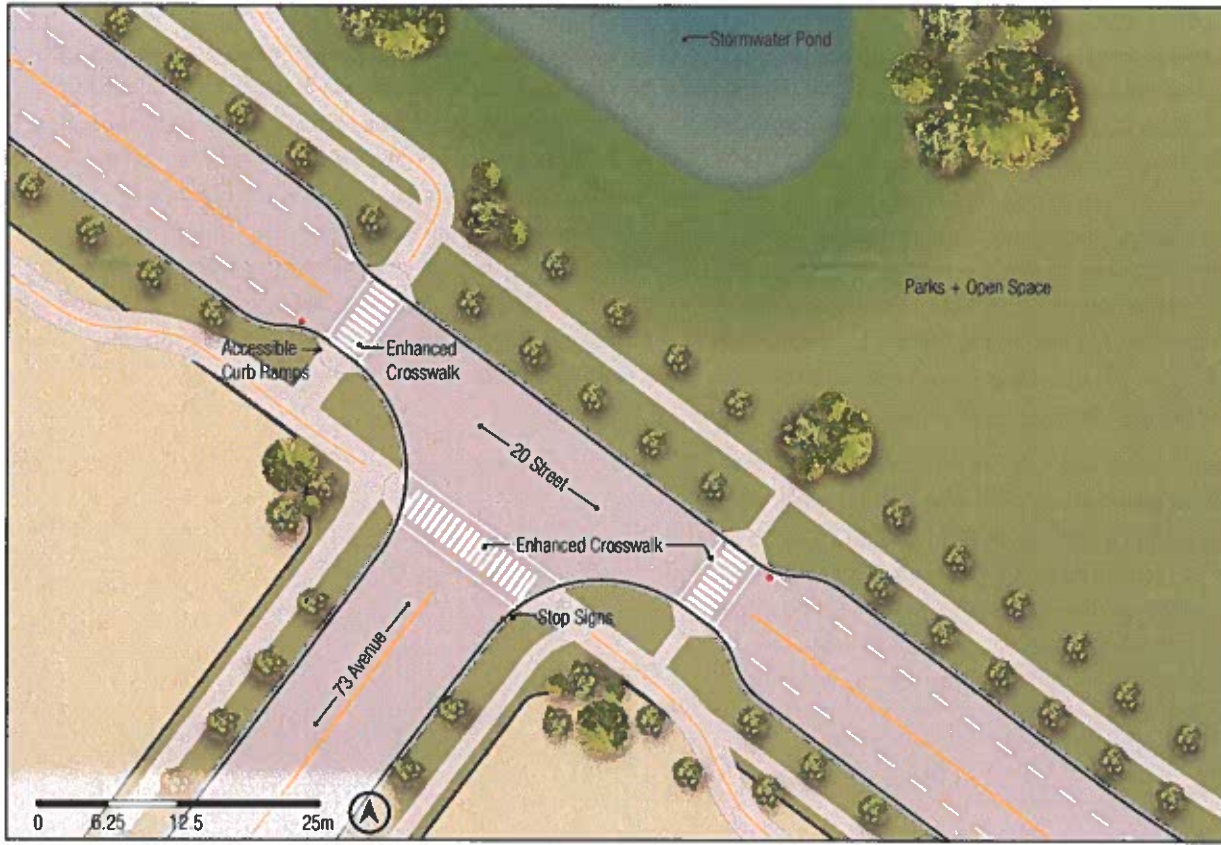
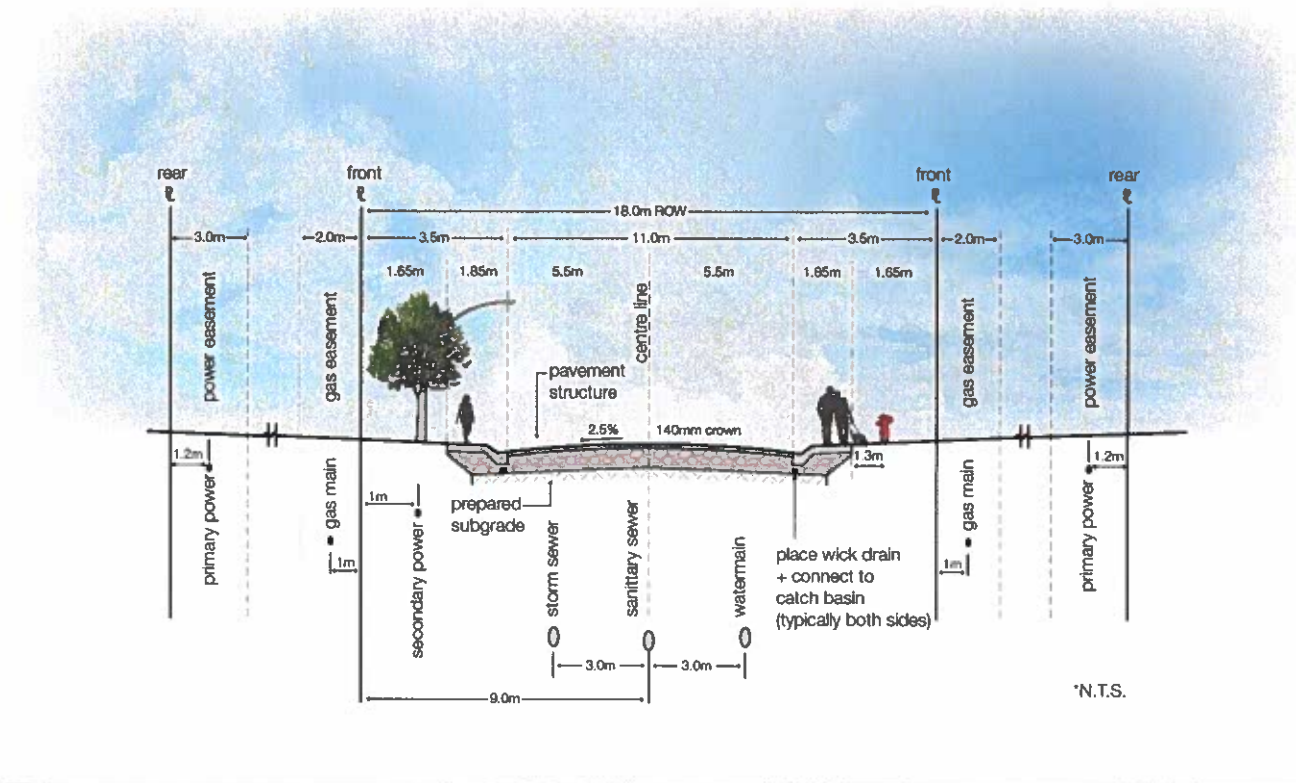


Figure 14: City of Lloydminster Standard Local Road Cross-Section



### 4.1.3 Local Roads

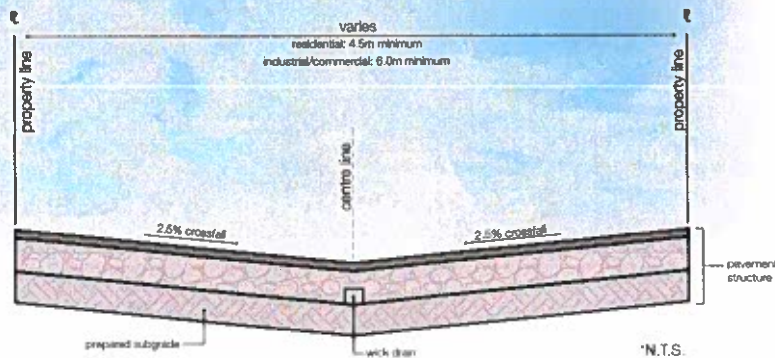
Local roads will provide access throughout the lower density residential portions of Lakeside, functioning as the Road Network's "last mile". This type of road is generally used for residential purposes only, and will be purposefully designed to discourage the use of Local roads for "short-cutting" through the neighbourhood. Figure 14 on the previous page illustrates the proposed standard cross-section for Lakeside's Collector roads. The exact location of Local roads will not be determined until subdivision, but Local roads are proposed to primarily serve Low Density Residential uses in the plan area.

Crossings are proposed to be enhanced with painted crosswalks and possibly additional traffic calming measures as warranted where Local and Collector roads meet. This will increase the visibility of those crossing and reduce the potential for adverse vehicle interactions. These intersections are indicated by light blue circles on the Transportation Concept.

### 4.1.4 Laneways

Most Medium Density Residential development fronting on Collector roads will use rear Laneways to consolidate residential parking access. This improves circulation efficiency by removing the need for residents to back on or off Collector roads and reduces the number of locations where pedestrian or cyclist traffic crosses driveways. By removing front-facing garages, Laneways will also facilitate the development of a more attractive streetscape along Collector roadways entering the neighbourhood.

Figure 15: City of Lloydminster Standard Laneway Cross-section



## 4.2 Active Transportation Network

Active transportation includes all human-powered modes of transportation such as walking, running, cycling, or movement with mobility assistive devices. Lakeside's Active Transportation Network will be composed of multi-use trails and sidewalks that use the road pattern, parks, and open spaces to enhance active transportation connectivity and permeability throughout the community. Both components of the Active Transportation Network will connect through the Urban Village core, linking residents throughout the community to service areas and other amenities.

### 4.2.1 Multi-Use Trails

Lakeside residents will enjoy comprehensive active transportation connectivity to parks and open space through multi-use trails. Multi-use trails are shared pathways that host all modes of active transportation, including, but not limited to walking, running, cycling, roller blading, and movement with mobility assistive devices. These shared trails are incorporated throughout the ASP to create external links to Bud Miller All Seasons Park, Lakeland College, the Parkview Estates neighbourhood, and future development to the west and south (indicated by green stars in the Transportation Concept). Internally, multi-use trails will connect residents to the Feature Park area, Urban Village, Lakeside Shopping Centre, and existing Lakeside community.

The multi-use trail system within Lakeside will vary in width depending on location but provide enough room to accommodate the City's standard trails as identified in the MDS. Multi-use trails will be predominantly located within parks and open space. However, a conceptual connection to future development west of Lakeside would make use of the road right-of-way from the Urban Village west to 75 Avenue. At all times the trail would be elevated from the road similar to a curbside sidewalk and remain separated from vehicle traffic.

While exact alignments for multi-use trails will not be determined until subdivision, multi-use trails will be located to cross Collector roadways at intersections to ensure trail-user safety.

Figure 16: City of Lloydminster Standard Asphalt Trail Cross-section

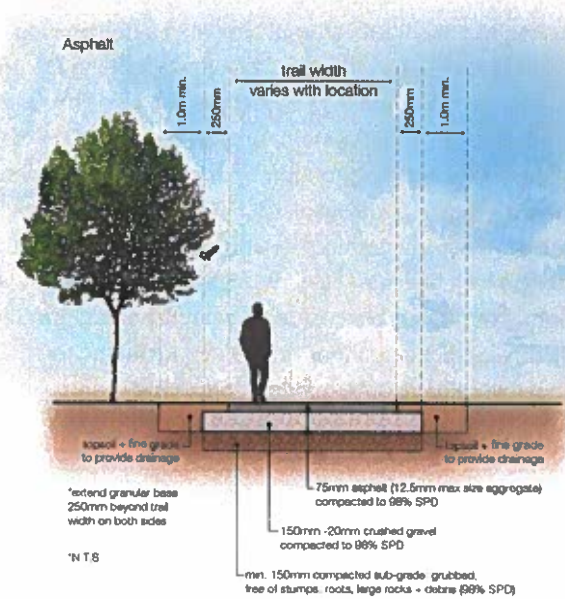
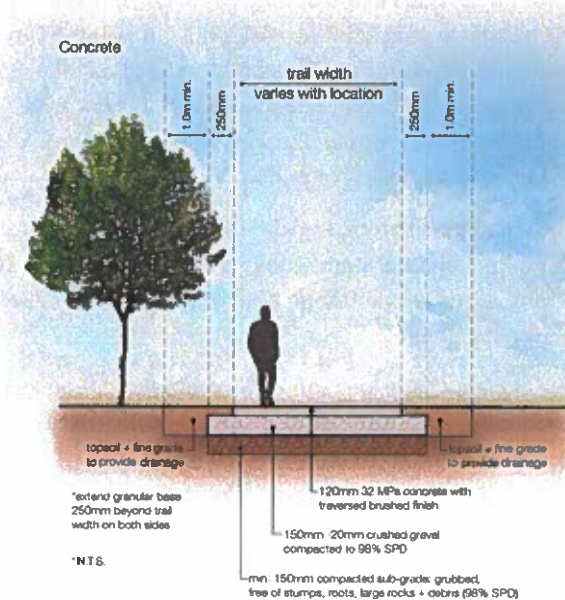


Figure 17: City of Lloydminster Standard Concrete Trail Cross-section



#### 4.2.2 Sidewalks

Located on both sides of all roadway types except Laneways, sidewalks will provide direct and efficient access to Lakeside's internal amenities and services including the Urban Village, Lakeside Shopping Centre, parks, and open spaces. Sidewalks will also link residents to the multi-use trail system, providing connectivity to destinations and neighbourhoods outside of Lakeside. The provision of sidewalks will help improve the overall walkability of the community and promote a healthy lifestyle for Lakeside residents. Sidewalk width will vary slightly throughout Lakeside as established by the City's MDS road cross-sections, and exact locations for sidewalks will be determined during subdivision.

### 4.3 Public Transportation Considerations

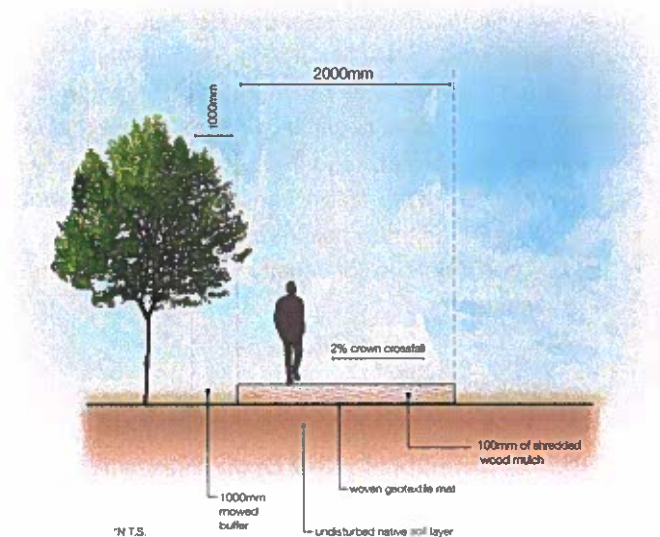
As per Policy 13.3.2 of the MDP, the Lakeside ASP incorporates "transit-ready design". The potential implementation of future public transit service is considered in the Lakeside Shopping Centre and Urban Village. These areas will become major employment and commercial hubs in the southwest of Lloydminster and will be highly connected to residents through the City's parks and open space. These factors will make Lakeside's commercial area a natural location for public transit connectivity as it would generate ridership as both a destination and place of origin.

Potential transit stops are identified in the Transportation Concept with blue stars. These are both located on 20 Street, at the Urban Village Main Street and the Lakeside Shopping Centre.

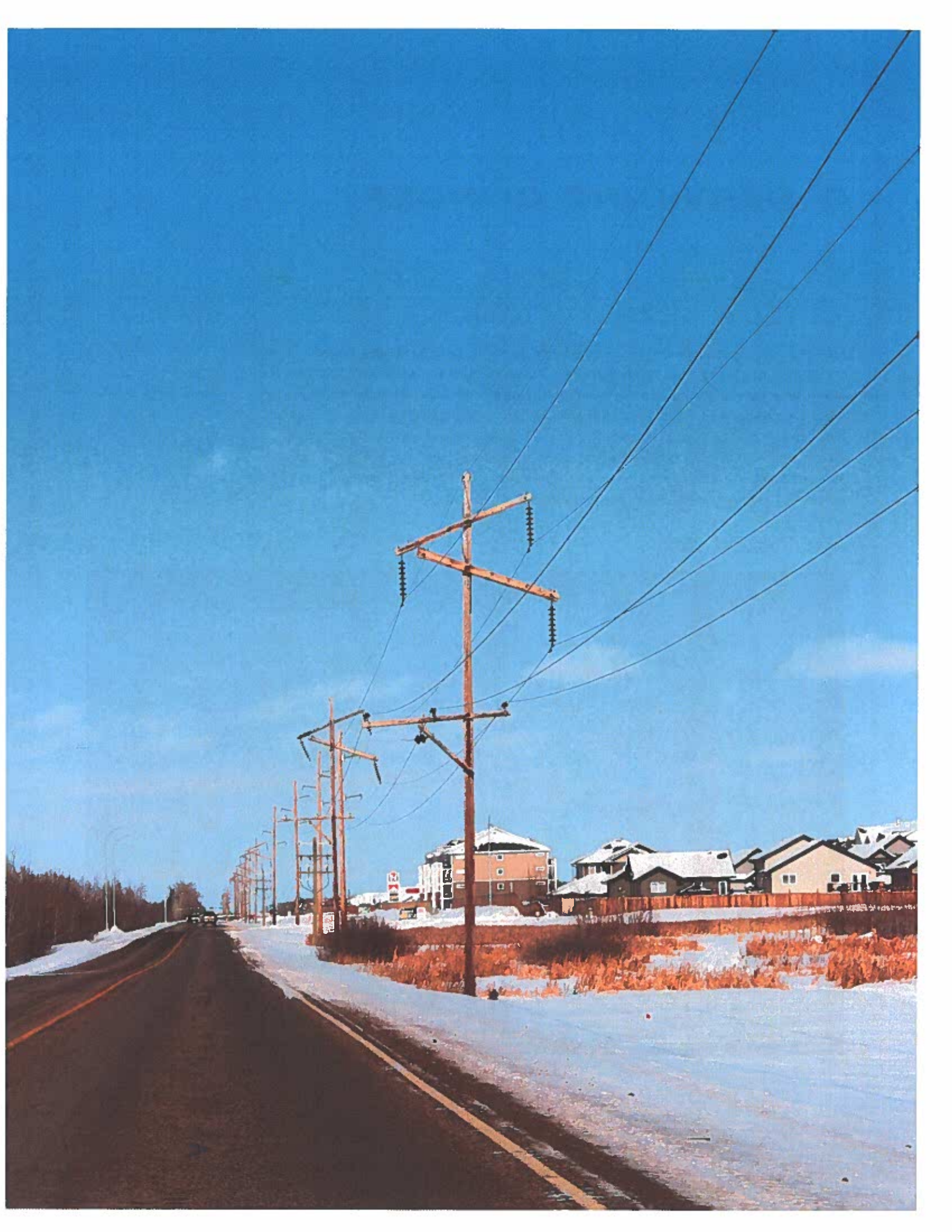
The Urban Village location is the preferred option as it will connect directly with the Active Transportation Network and reinforce the Urban Village as a destination. A transit stop at this location would also increase the attractiveness of leasing commercial space in the Urban Village as it could generate additional foot traffic along the Main Street.

The Lakeside Shopping Centre option would provide transit riders with access to the larger-scale commercial uses of the Lakeside Shopping Centre while maintaining connectivity to the Urban Village, parks, open space, and Active Transportation Network.

**Figure 18: City of Lloydminster Standard Nature Trail Cross-section**



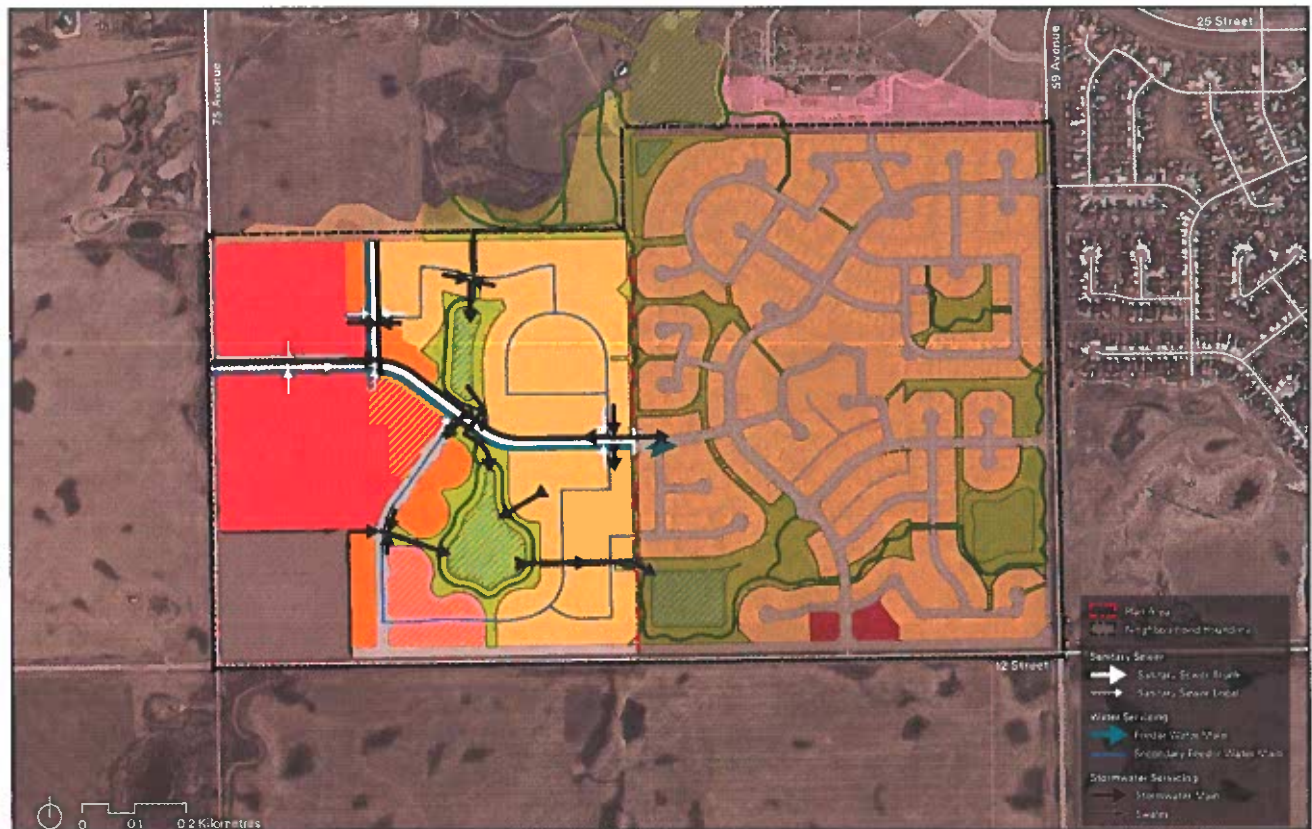




# 5 SERVICING CONCEPT

The Servicing Concept considers Stormwater Management, Sanitary Sewers, Water Distribution, Shallow Utilities, and environmental impacts, providing a high-level overview of where major servicing infrastructure will be sited in the plan area. The proposed locations for these services reflect the City of Lloydminster's Master Servicing Plans. In keeping with the direction provided by these City documents, all major servicing will connect from Parkview Estates north of Lakeside to the eastern, developed portion of Lakeside. Detailed technical information regarding the Servicing Concept is included in the Servicing Concept Brief submitted to the City as supporting documentation for this plan.

Figure 19: Servicing Concept



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## 5.1 Stormwater Management

Stormwater servicing will be provided by a dual drainage (minor and major) system consisting of underground storm sewers and associated infrastructure. The minor system will provide a basic level of service for 1:5 year storm events. For minor events stormwater will be collected by a gravity sewer system that drains to centrally located wet ponds for treatment and rate control. Outflow from the ponds will drain to the stormwater main located in the developed quarter section of Lakeside.

The major system will convey runoff from extreme rainfall events in excess of a 1:5 year storm event. The proposed system consists of surface storage in trapped lows and wet ponds with overland drainage routes incorporated into roads, swales, and lanes to ensure no adverse impacts to private property are created by stormwater runoff. The major system will drain to the wet ponds for storage of up to a 1:100 year storm event. In a greater than 1:100 years storm event an emergency spill route would carry excess flow to the 12 Street ditch that flows east towards additional existing wet pond storage.

To preserve the health and ecological integrity of the wet ponds and surrounding natural areas, filtration systems will be integrated into the plan area. Oil-grit separators will be used for all commercial developments within the site to reduce silt and contaminant build-up in the ponds. The residential portion of the plan area is recommended to use a combination of oil-grit separators and fore-bays before discharging into wet ponds to reduce siltation.

Where feasible, naturalized wet ponds are recommended to control stormwater discharges from the plan area and to enhance water quality. This type of facility will be built to visually and functionally resemble natural wetland areas and introduce greater capacity to absorb effluent from major rainfall events. Naturalized wetland stormwater management also promote increased biodiversity and ecological sustainability while creating an attractive natural amenity for residents to enjoy.

The stormwater management concept as proposed will not overload existing systems during rainfall events and is designed to provide service for Lakeside as well as accommodate some flow from the existing pond in Bud

Miller All Seasons Park, as requested by the City of Lloydminster. Exact locations of system drainage will be determined at subdivision, although proposed connection points to the main are highlighted in the Stormwater Management Servicing Concept shown in Figure 20 on the following page.

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## 5.2 Sanitary Sewer

Sanitary sewer servicing for the flows generated in the plan area will be provided by a gravity sewer system. Along the east side of the development the sanitary sewer will tie to the existing 450mm PVC sanitary sewer located at 19 Street and the existing 250mm PVC sanitary sewer located at 17 Street. Future development of the Parkview community is expected to contribute to this system as well. The conceptual sanitary servicing system for the plan area is based on the City's design standards and is shown in Figure 21 on the following page.

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## 5.3 Water Distribution

A standard urban water distribution system will supply water to the plan area. A 400mm PVC feeder main follows the alignment of Lakeside's Collector roadways and connects to the existing 400mm PVC waterline located at 19 Street and to the future Parkview development to the north. A 250mm water main will be extended to connect with the existing 250mm PVC waterline located at 17th Street. All residential water distribution systems will be looped and tied-in to the 400mm PVC feeder main.

Water flow rates in the plan area can be accommodated through the existing distribution system in Parkview and the developed portion of Lakeside, but booster pumps may be required by some larger-scale residential and commercial developments for fire suppression purposes. The necessity of these booster pumps will be assessed on a case-by-case basis as applications for development are made. The conceptual water distribution system for the plan area is based on the City's design standards and is shown in Figure 22 on page 31.

Figure 20: Proposed stormwater management servicing plan.

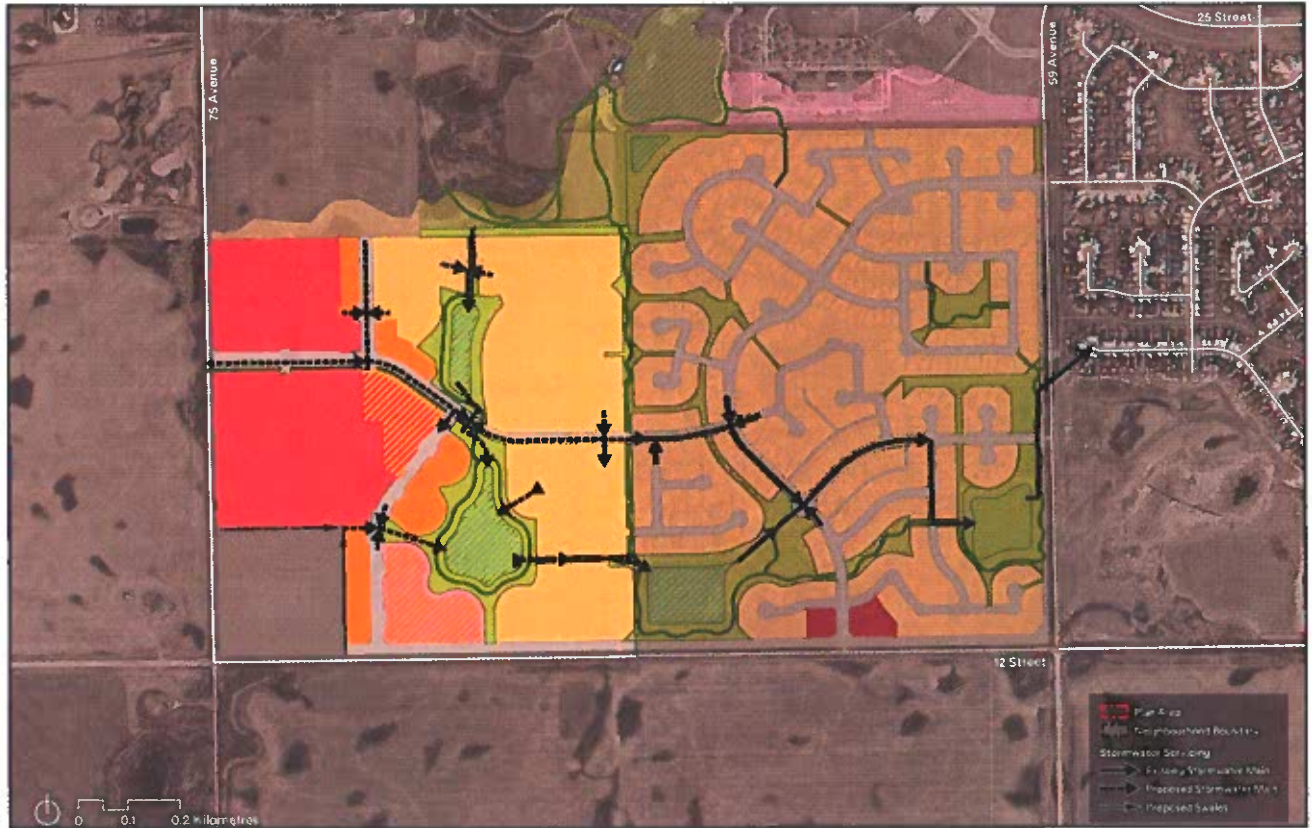
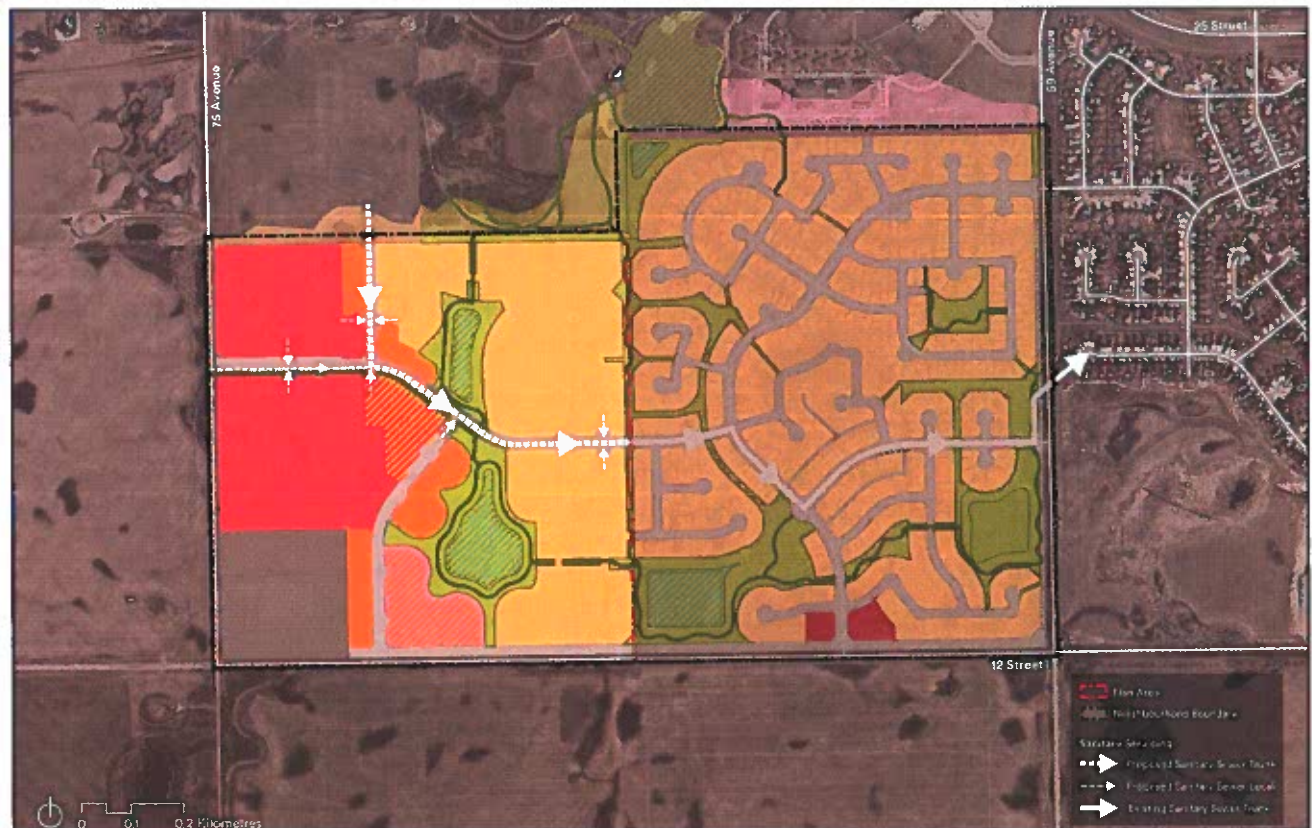
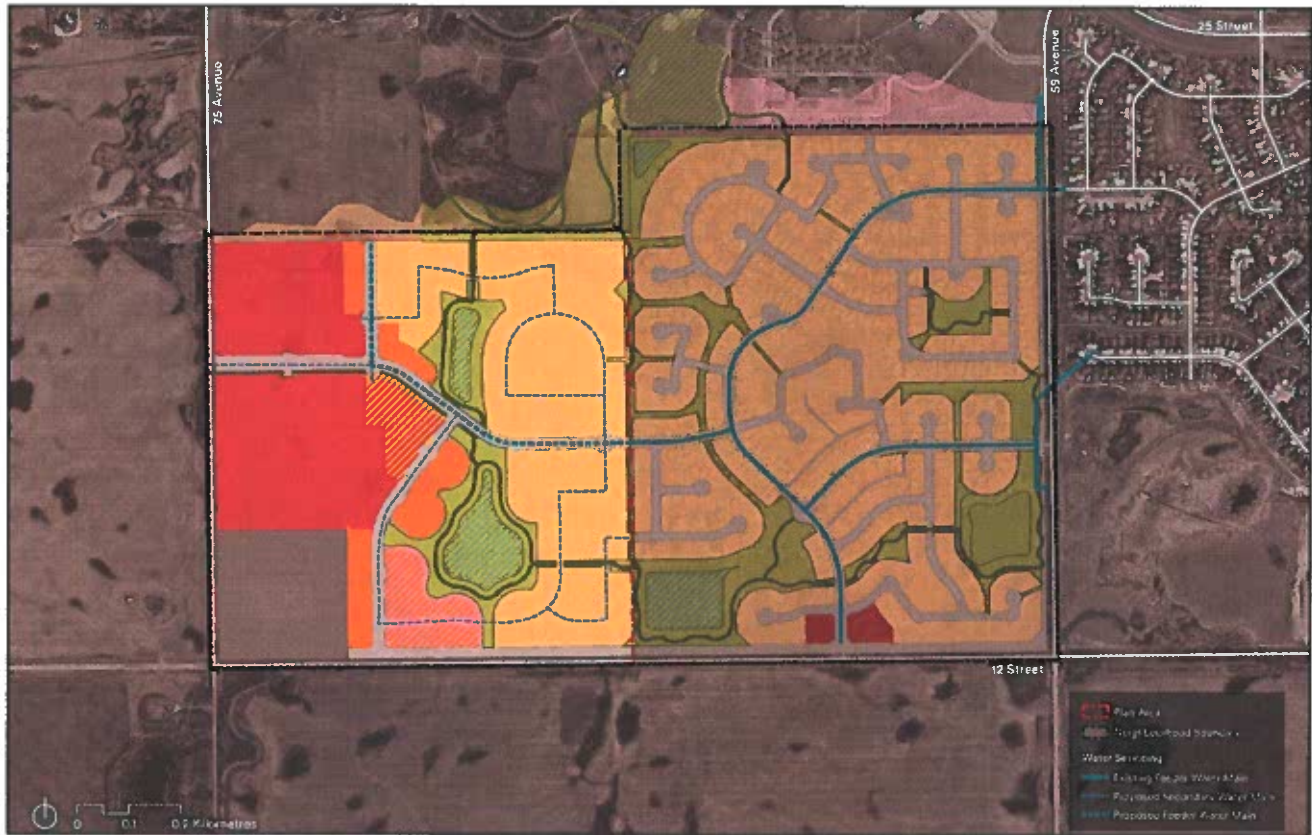


Figure 21: Proposed sanitary sewer servicing plan.



**Figure 22: Proposed water servicing plan.**



## 5.4 Shallow Utilities

Shallow utility servicing in the plan area (including gas, power, and telephone service) will be extended from existing services in the developed Lakeside community. Extension of these services will be established in detail at the development stage.

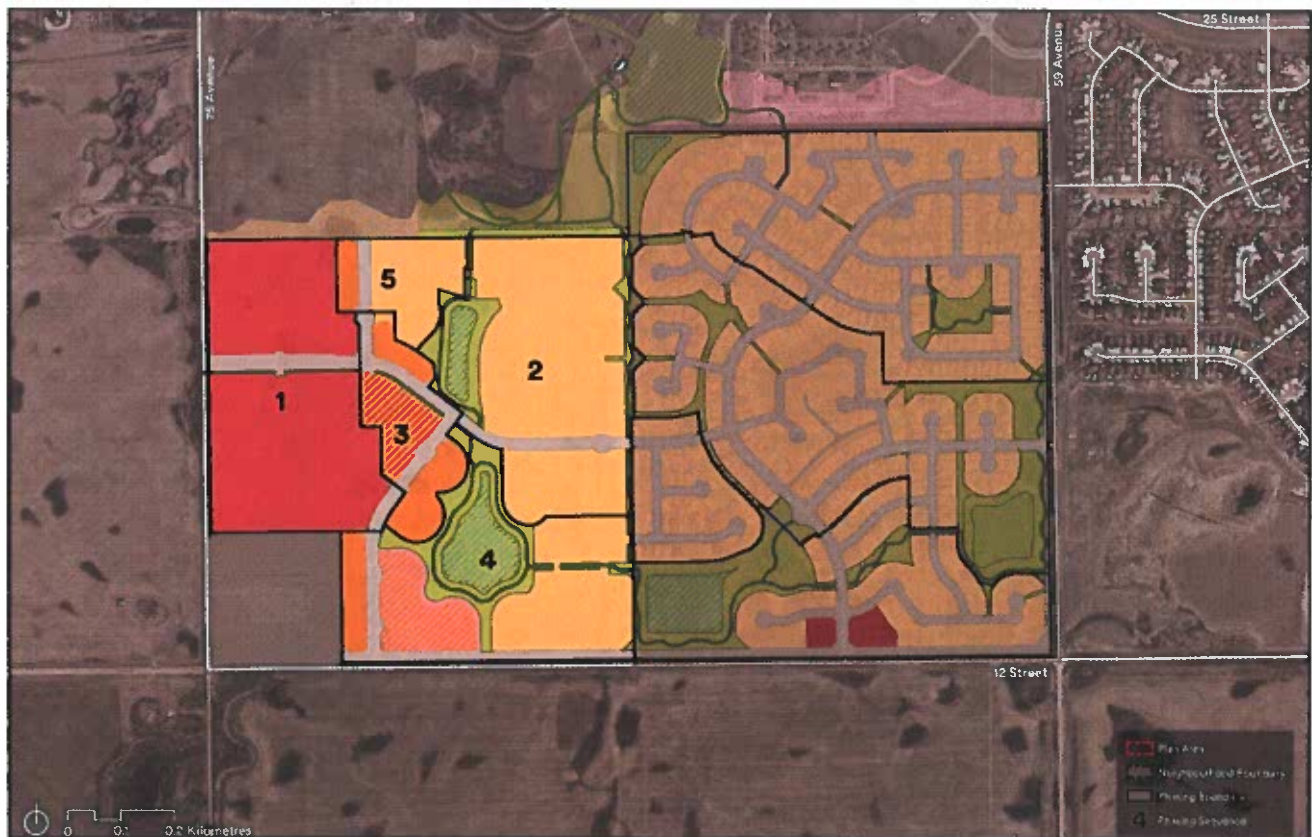


# 6 IMPLEMENTATION

Servicing has already been established in the northwest (Parkview Estates) and southeast (Lakeside) quarter sections of 26-49-1-4. Connecting the infrastructure between these two communities and laying trunk line servicing for the plan area will occur prior to any development. Once this servicing is in place, market demand will dictate development phasing. Figure 23 outlines the proposed phasing of development, but these boundaries and sequencing should be considered approximate and subject to change. Phasing will be confirmed at the time of subdivision.

Due to existing development pressure the plan area's commercial western third including the southern half of 73 Avenue is the first priority to develop (Phase 1). Following this, the eastern third of the plan area (Phase 2) will be constructed, creating a buffer between the existing Lakeside community and remaining development in the plan area. Once 20 Street is connected between 75 Avenue and the existing Lakeside community, the Urban Village and core of the plan area will be developed (Phase 3). Following this the southern (Phase 4) and then northern (Phase 5) portions will be built.

**Figure 23: Lakeside Phasing Plan**

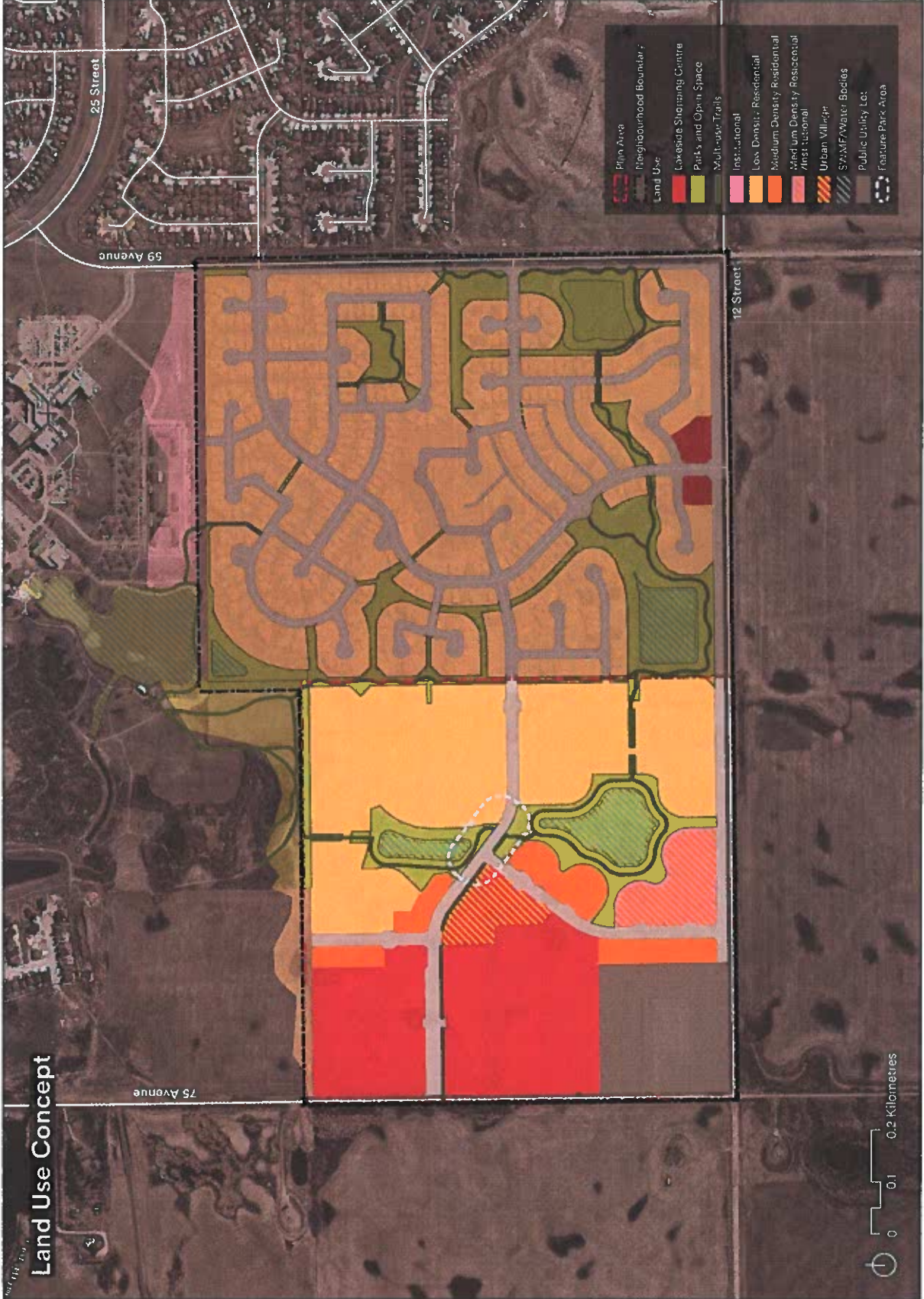


# **APPENDIX A**

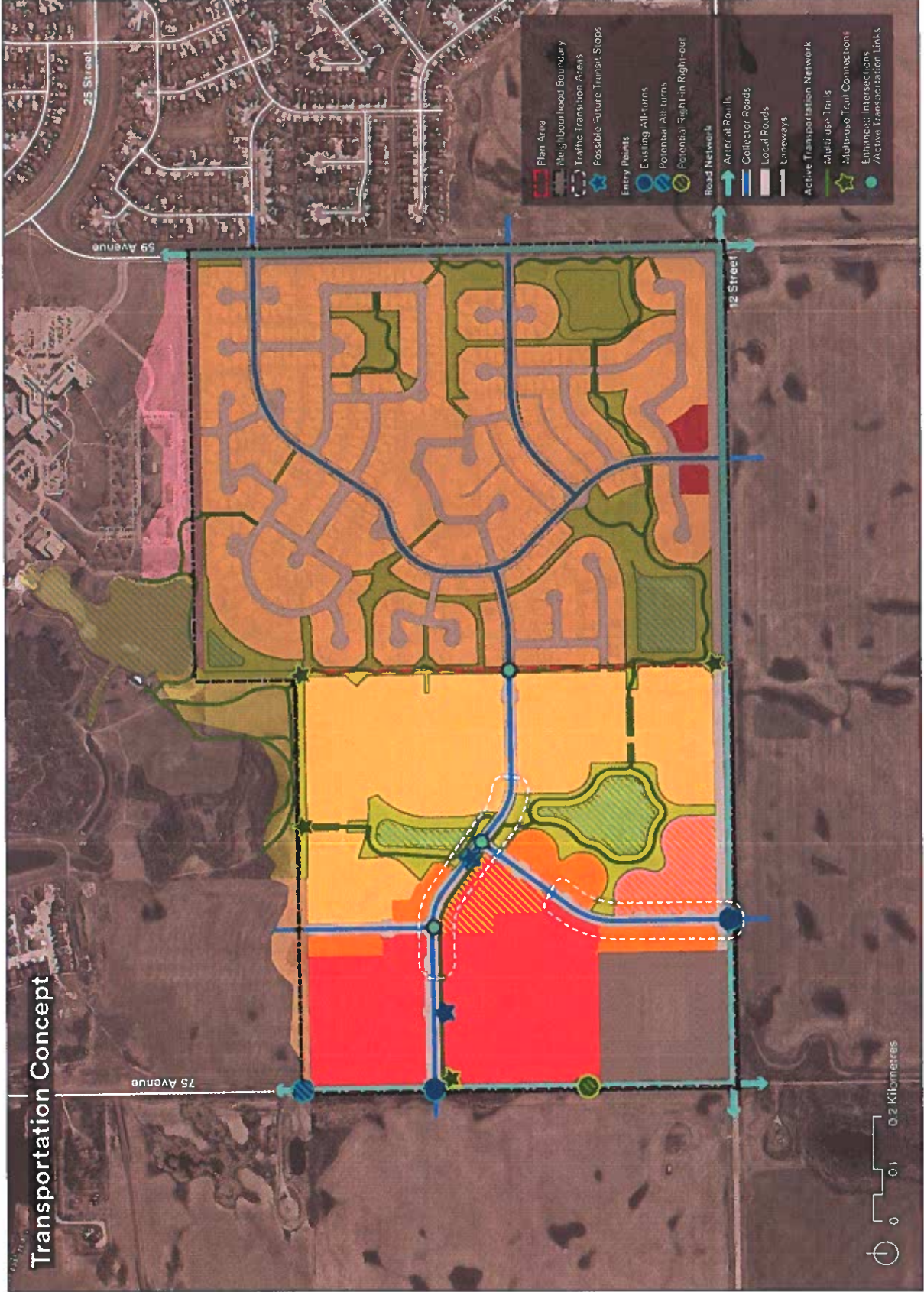
## **MAPPING**



# Land Use Concept

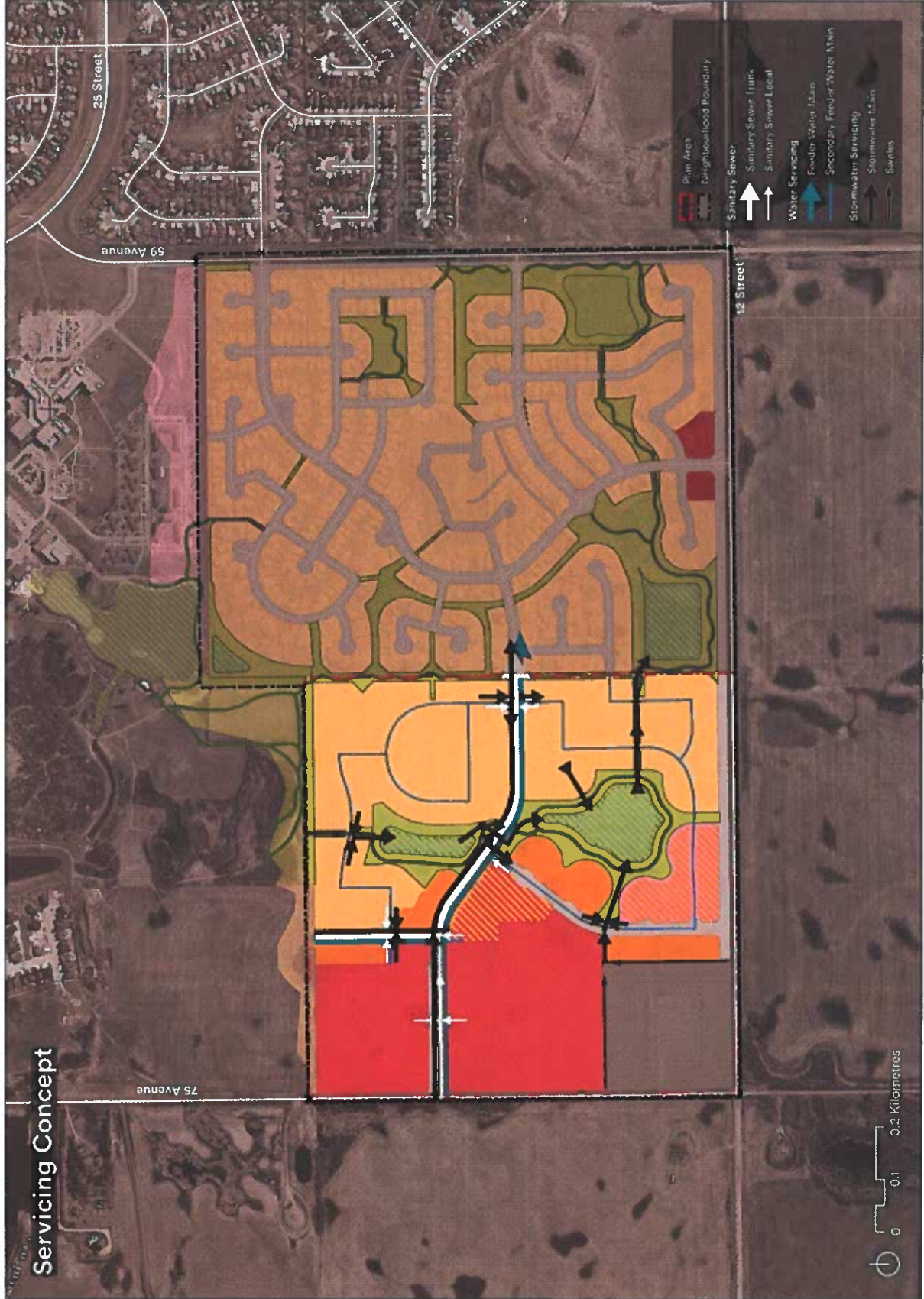


# Transportation Concept

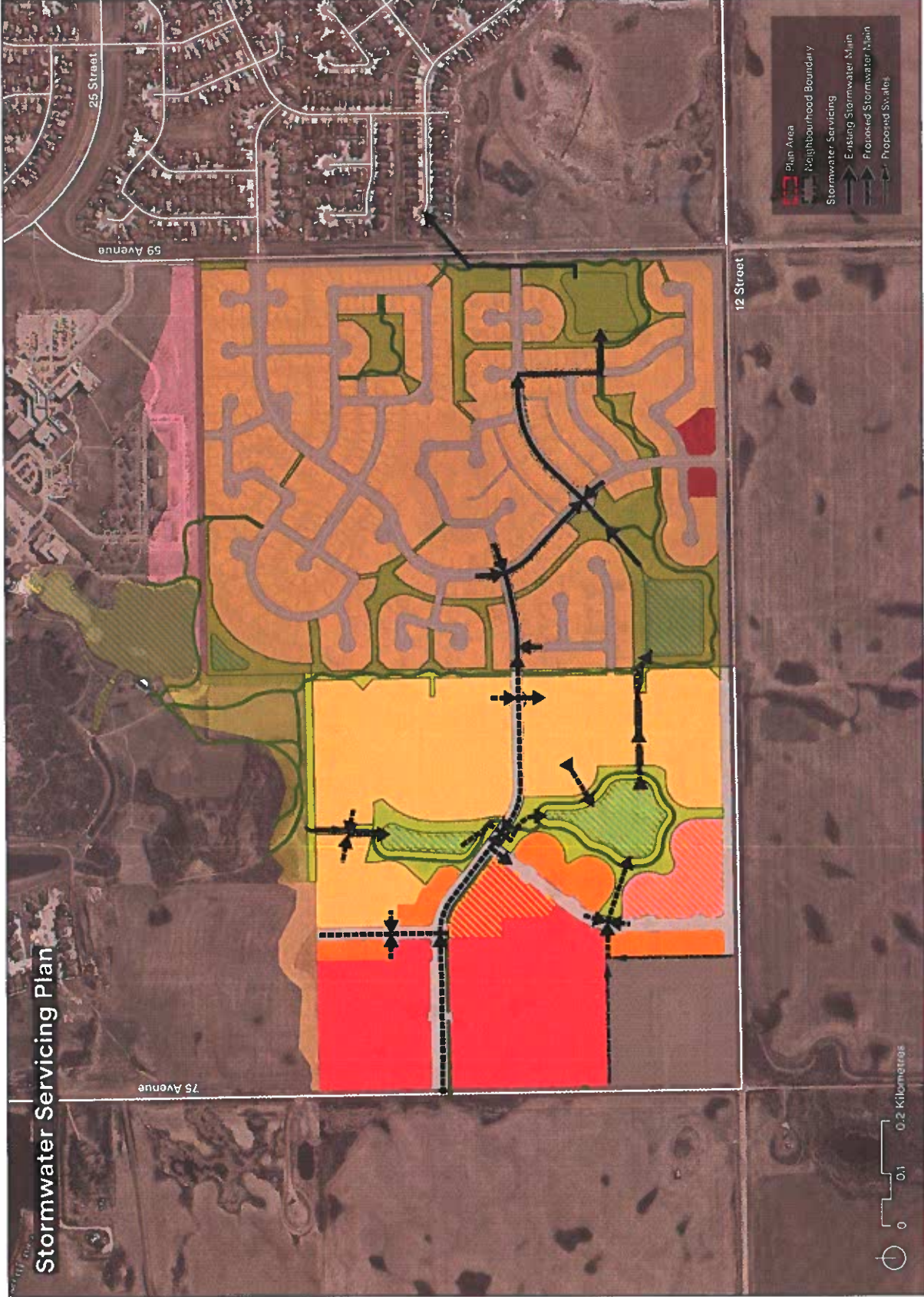


- Plan Area
- Neighbourhood Boundary
- Traffic Transition Areas
- Possible Future Transit Stops
- Entry Points
- Existing All-turns
- Potential All-turns
- Potential Right-in Right-out
- Road Network
- Arterial Roads
- Collector Roads
- Local Roads
- Laneways
- Active Transportation Network
- Multi-use Trails
- Multi-use Trail Connections
- Advanced Intersections
- Active Transportation Links

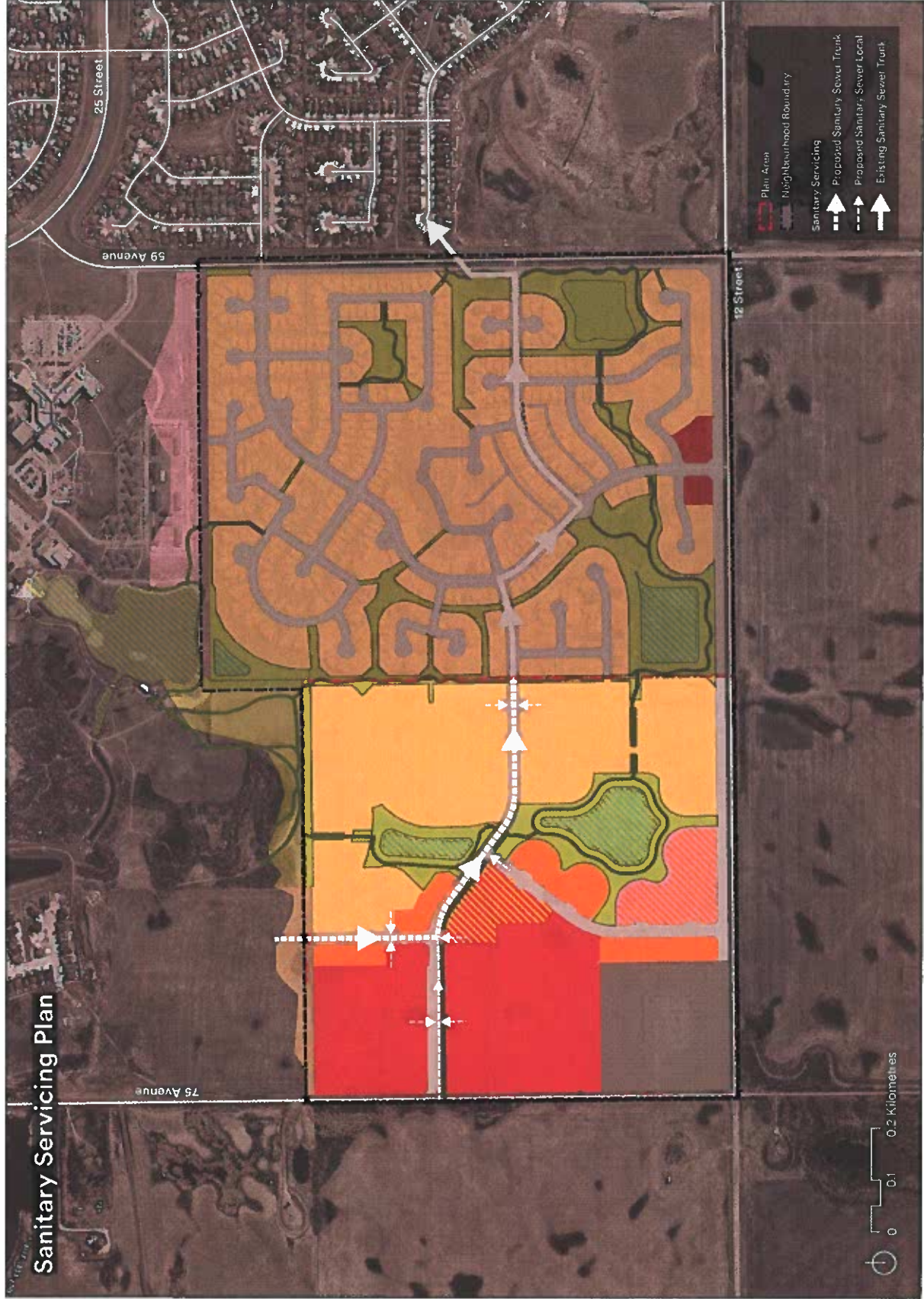
# Servicing Concept



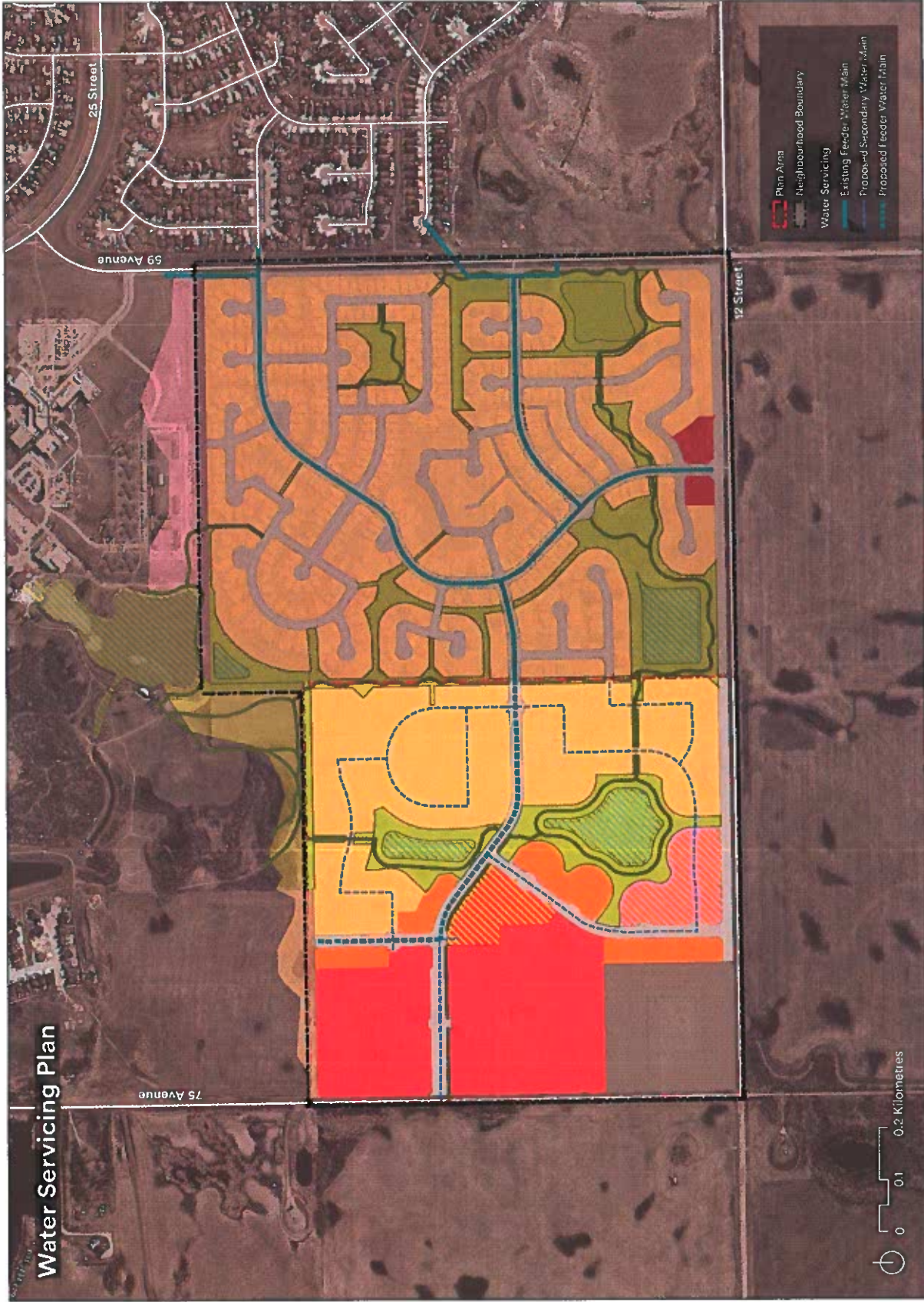
# Stormwater Servicing Plan



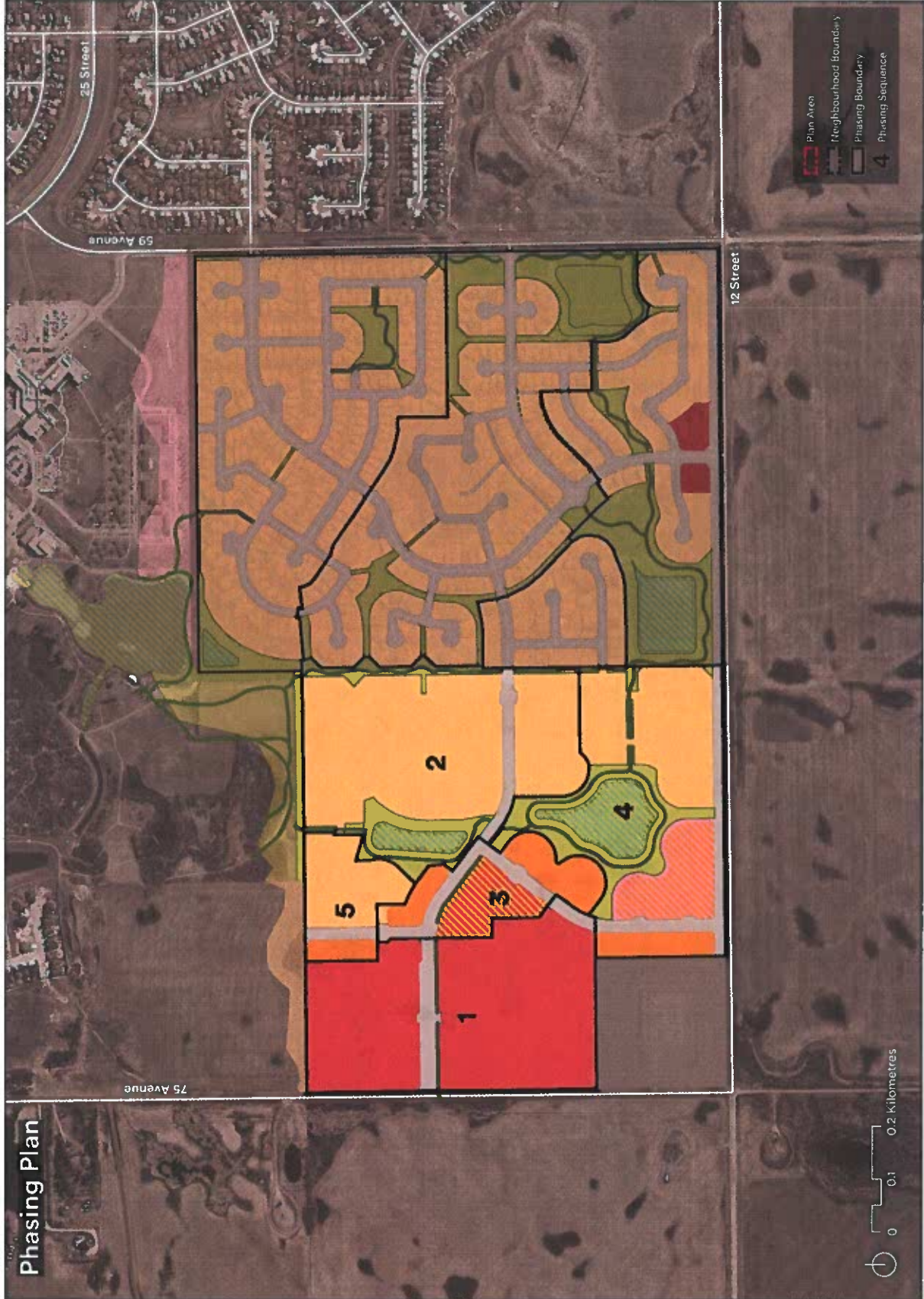
# Sanitary Servicing Plan



# Water Servicing Plan



# Phasing Plan



**APPENDIX B**  
**LAND OWNERSHIP,**  
**WELLS, PIPELINES,**  
**+ RIGHTS-OF-WAY**



# LAND OWNERSHIP, WELLS, PIPELINES, + RIGHTS-OF-WAY

## Lakeside ASP Legal Title

Landowner	Legal Description	Hectares	Acres
Musgrave Agencies Ltd.	Meridian 4 Range 1 Township 49 Section 26 Quarter South West (SW-26-49-1-4)	58.66	144.95
ATCO	Plan 9925788	6.25	15.44
County of Vermilion River	Plan 0125126	1.95	4.82

The County of Vermilion River right-of-way is for an existing natural gas pipeline that bisects the plan area. The pipeline is planned to be relocated along a new right-of-way that follows the perimeter of the western quarter section.

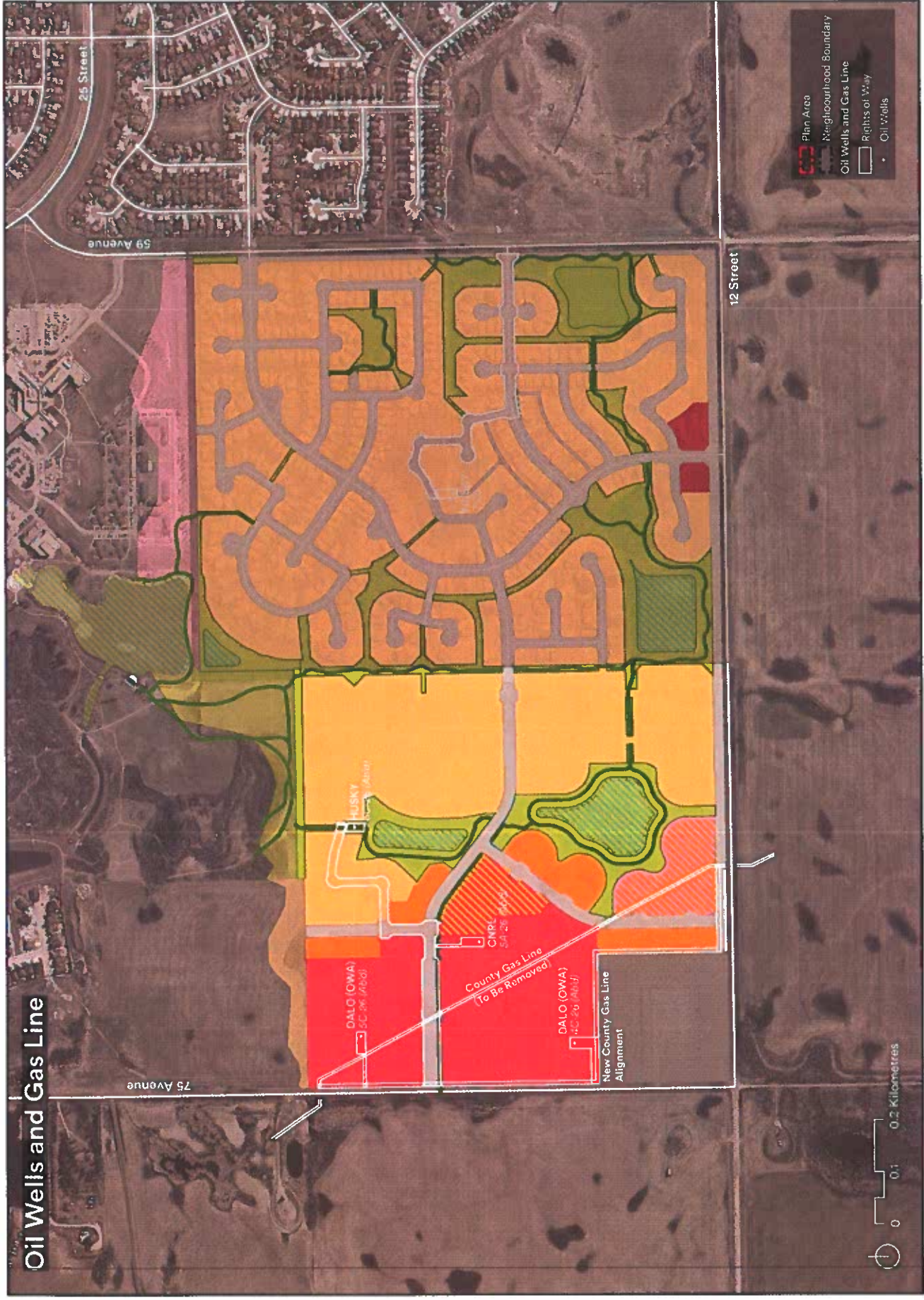
## Lakeside ASP Abandoned Wells

Licence Number	Licence Name	Status	Fluid	Licence Surface Location Label	Licence ID
0005436	Dalo Oil Co. Ltd.	RecExempt	N/A	06-26-049-01W4	0A74
0005351	Husky Oil Operations Ltd.	RecCertified	Crude Oil	05-26-149-01W4	0R46
0067283	Canadian Natural Resources Ltd.	RecCertified	Crude Oil	05-26-049-01W4	0HE9
0005376	Dalo Oil Co. Ltd.	RecExempt	Crude Oil	04-26-049-01W4	0A74

**RecCertified:** A licence that has been reclaimed according to the requirements of Alberta Environment.

**RecExempt:** A licence that has been deemed by Alberta Environment to be exempt from meeting reclamation requirements (e.g. overlapping sites, "grandfathered" exemptions, sites not within Alberta Environment).

# Oil Wells and Gas Line





**APPENDIX C**  
**SUPPORTING**  
**DOCUMENTS**

# **SUPPORTING DOCUMENTS**

The following studies and technical reports were commissioned by Musgrave Development Ltd. in support of the Lakeside development. The City of Lloydminster has reviewed these supporting documents, and future development in Lakeside will respect their findings and recommendations.

- **Environmental Site Assessment, Phase 1**
  - **Geotechnical Report**
  - **Traffic Impact Assessment**
  - **Environmental Impact Assessment**
  - **Servicing Concept Brief**
-

**APPENDIX D**  
**DEVELOPMENT**  
**OBJECTIVE MDP**  
**POLICIES**

# DEVELOPMENT OBJECTIVE MDP POLICIES

## Overall Development Objectives

### *To implement the logical completion of Lakeside.*

4.0. Goal: To manage growth and development in a manner that promotes sustainable planning practices and utilizes land in an orderly, economical, and beneficial manner.

4.2.1. Should support the development of land to ensure balanced and equitable growth in all quadrants of the City.

4.3.3. Should promote streetscape improvements, neighbourhood commercial, multi-use trails, and recreational amenities as a means of attaining complete communities in existing, developing, and planned neighbourhoods.

4.4.4. Should encourage development in a logical and sequential manner without unnecessary fragmentation. Development shall not take place without required transportation improvements, infrastructure, or community services.

### *To develop Lakeside into a complete, inclusive community.*

4.3.1. Should promote higher density residential and employment growth in proximity to existing or planned infrastructure which supports multiple transportation options.

4.4.3. Should support the inclusion of neighbourhood level retail and employment opportunities within developing and planned neighbourhoods which facilitate alternative modes of transportation and provide for the daily needs of the neighbourhood.

5.2.1. Should invest in appropriate infrastructure and programs in established and planned neighbourhoods to ensure the following elements are present:

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

5.2.2.1. Should give priority to neighbourhood design that encourages active living through features that promote walkability, which is critical for reducing obesity, improving mental health and weight-related health issues.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

5. Provide focal points (e.g. parks, squares, playgrounds, elementary schools, community facilities, churches and high schools along arterial roads) within the neighbourhood to encourage cohesion and interaction.
  6. Provide for a range of housing forms and tenure.
-

7. Wherever possible, sites for multiple unit dwellings should be grouped in areas where adequate amenities are available nearby and situated near the intersection of neighbourhood entry points and collector streets.

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

8.3.1. Should ensure neighbourhoods have a broad and varied housing distribution to meet the needs of all demographic, age and income groups.

11.1.2. Should have parks, natural areas, school sites, recreation and cultural facilities in a pattern that provides for connectivity to a continuous Citywide system of trails and greenways.

13.2.2. Should promote the development of complete streets through the Area Structure Plan (ASP) and Area Redevelopment Plan (ARP) process.

***To be a safe and connected community for all modes of transportation.***

4.4.2. Should promote the establishment of new parks and open spaces that provide connections to a continuous City-wide parks and open space network.

4.4.3. Should support the inclusion of neighbourhood level retail and employment opportunities within developing and planned neighbourhoods which facilitate alternative modes of transportation and provide for the daily needs of the neighbourhood.

5.2.2.1. Should give priority to neighbourhood design that encourages active living through features that promote walkability, which is critical for reducing obesity, improving mental health and weight-related health issues.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

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

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

11.1.2. Should have parks, natural areas, school sites, recreation and cultural facilities in a pattern that provides for connectivity to a continuous Citywide system of trails and greenways.

11.1.3. Shall require developers to identify locations for parks and interconnecting trail alignments, dedicate land and contribute to the construction of interconnected greenways and trails.

13.2.1. Should promote walkability within the City and connections to adjacent municipalities through the development of a comprehensive network of sidewalks, cycling lanes on road right-of-ways and multipurpose trails.

13.2.2. Should promote the development of complete streets through the Area Structure Plan (ASP) and Area Redevelopment Plan (ARP) process.

***To develop utilities and servicing infrastructure that is sustainable, efficient, and responsive to the City's overall objectives.***

8.1.5. Should make sure that greenfield development respects the natural character while conveniently connecting with nearby areas through the following:

1. Adequate transportation and utility infrastructure must be in place before proceeding with any greenfield development.

11.1.6. May consider providing up to 50% Municipal Reserve credit for that area located between the 1:100 year flood line level and the 1:25 year flood line level of stormwater dry and wet pond facilities provided that:

1. Neighbourhood, community and district service requirements elsewhere in the neighbourhood are not compromised.

2. The proposed municipal reserve credit is required to be a usable and functional public space.

3. The developer agrees to provide trail surfacing, landscaping, other structures or amenities to the City.

4. There is an identified need in the community for this type of recreation.



14.1.2. Should encourage new developments around existing areas to capitalize on and efficiently use the existing utility infrastructure.

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

14.3.2. Should require developers to provide detailed sanitary collection plans as part of the Area Structure Plan (ASP) and subdivision approval process.

14.4.2. Should require developers to ensure that the proposed stormwater management system is adequate to accommodate post-development flows and that adequate retention and treatment can be provided to meet the requirement of the Ministry of Environment of Alberta, the Saskatchewan Watershed Authority and the City of Lloydminster Municipal Development Standards, which may be amended from time to time. Developers are required to provide detailed stormwater management plans as part of the subdivision approval process and Area Structure Plan (ASP) process.

14.4.3. Should review and implement measures to enhance the rehabilitation of the City's stormwater retention lakes and natural or man-made drainage channels using indigenous plants and trees. Stormwater retention ponds include Public Utility Lots (PUL) in Alberta and Municipal Utility (MU) parcels in Saskatchewan.

## **Residential Land Use Objectives**

***To locate residential density in a way that is contextually sensitive to neighbouring uses.***

4.3.1. Should promote higher density residential and employment growth in proximity to existing or planned infrastructure which supports multiple transportation options.

4.3.2. Should support redevelopment and intensification initiatives that facilitate and encourage walkability and other active modes of transportation as a primary means of mobility.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

7. Wherever possible, sites for multiple unit dwellings should be grouped in areas where adequate amenities are available nearby and situated near the intersection of neighbourhood entry points and collector streets.

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

2. Locate adjacent to or within a 500-metre walk from commercial and retail areas, with close proximity to institutional, parks and recreation sites.

3. Provide transition through landscaping and/or terracing of surrounding buildings.

4. Strategically placed in locations that enhance the visual appeal and character of the neighbourhood.

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

2. Should act as a buffer between apartment and single-family areas, providing a gradual building height transition.

12.1.5. Should encourage the establishment of a visually coherent pattern of building heights, placing particular emphasis on achieving incremental building height transitions between areas of contrasting character or use as shown in Figure 5: Transitional Building Height creates a buffer between higher and lower density sites, such as the townhome complex shown in this example on page 97.

***To facilitate a transition zone between higher and lower-impact land uses.***

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

7. Wherever possible, sites for multiple unit dwellings should be grouped in areas where adequate amenities are available nearby and situated near the intersection of neighbourhood entry points and collector streets.

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

1. Require minimum setbacks along collector or arterial roads to minimize the negative impacts as a result of noise and air pollution.
2. Locate adjacent to or within a 500-metre walk from commercial and retail areas, with close proximity to institutional, parks and recreation sites.
3. Provide transition through landscaping and/or terracing of surrounding buildings.
4. Strategically placed in locations that enhance the visual appeal and character of the neighbourhood.

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

2. Should act as a buffer between apartment and single-family areas, providing a gradual building height transition.

12.1.5. Should encourage the establishment of a visually coherent pattern of building heights, placing particular emphasis on achieving incremental building height transitions between areas of contrasting character or use as shown in Figure 5: Transitional Building Height creates a buffer between higher and lower density sites, such as the townhome complex shown in this example on page 97.

***To offer residential housing options that support a range of household types.***

5.2.1. Should invest in appropriate infrastructure and programs in established and planned neighbourhoods to ensure the following elements are present:

5. A range of housing choices for residents during all stages of life.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

6. Provide for a range of housing forms and tenure.

8.3.1. Should ensure neighbourhoods have a broad and varied housing distribution to meet the needs of all demographic, age and income groups.

## **Urban Village Land Use Objectives**

***To establish the Urban Village as the social, residential, and commercial "heart" of Lakeside.***

4.3.1. Should promote higher density residential and employment growth in proximity to existing or planned infrastructure which supports multiple transportation options.

4.3.3. Should promote streetscape improvements, neighbourhood commercial, multi-use trails and recreational amenities as a means of attaining complete communities in existing, developing and planned neighbourhoods.

4.4.1. Should encourage higher dwelling densities in future residential developments.

5.2.1. Should invest in appropriate infrastructure and programs in established and planned neighbourhoods to ensure the following elements are present:

1. A physical environment that provides an environment where families can grow, learn and socialize.
2. Community gathering spaces for leisure activities to bring together people in an environment that encourages interaction.

3. Transportation options for getting to school, work and accessing daily needs.

4. Opportunities for recreation, such as parks trails and open space.

5. A range of housing choices for residents during all stages of life.

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

1. Promote walkability, which is critical for reducing obesity, improving mental health and weight-related health issues.

2. Reduce carbon emission to enhance air quality, which in turn reduces respiratory health problems.

3. Provide for casual social interaction, which in turn reduces stress and improves overall mental health.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

5. Provide focal points (e.g. parks, squares, playgrounds, elementary schools, community facilities, churches and high schools along arterial roads) within the neighbourhood to encourage cohesion and interaction.

7. Wherever possible, sites for multiple unit dwellings should be grouped in areas where adequate amenities are available nearby and situated near the intersection of neighbourhood entry points and collector streets.

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

12.1.4. Should improve entranceways and gateways to the City, downtown and neighbourhood communities through the use of distinctive urban design features, lighting, enhanced vegetation and landscaping and public art features that enhance Lloydminster as a whole.

***To serve as a transition zone between regional commercial and lower density residential uses.***

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

7. Wherever possible, sites for multiple unit dwellings should be grouped in areas where adequate amenities are available nearby and situated near the intersection of neighbourhood entry points and collector streets.

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

1. Require minimum setbacks along collector or arterial roads to minimize the negative impacts as a result of noise and air pollution.

2. Locate adjacent to or within a 500-metre walk from commercial and retail areas, with close proximity to institutional, parks and recreation sites.

3. Provide transition through landscaping and/or terracing of surrounding buildings.

4. Strategically placed in locations that enhance the visual appeal and character of the neighbourhood.

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

2. Should act as a buffer between apartment and single-family areas, providing a gradual building height transition.

12.1.5. Should encourage the establishment of a visually coherent pattern of building heights, placing particular emphasis on achieving incremental building height transitions between areas of contrasting character or use as shown in Figure 5: Transitional Building Height creates a buffer between higher and lower density sites, such as the townhome complex shown in this example on page 97.

***To provide neighbourhood retail, commercial, and office opportunities in Lakeside.***

4.3.3. Should promote streetscape improvements, neighbourhood commercial, multi-use trails and recreational amenities as a means of attaining complete communities in existing, developing and planned neighbourhoods.

4.4.3. Should support the inclusion of neighbourhood level retail and employment opportunities within developing and planned neighbourhoods which facilitate alternative modes of transportation and provide for the daily needs of the neighbourhood.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

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

9.4.1. Should support the development of Neighbourhood Commercial Centres in select locations on arterial and collector streets and prohibit from locating adjacent to school sites and parks. Care shall be taken to choose sites which will minimize land use conflicts with nearby residential properties but at the same time, provide convenient access to neighbourhood patrons.

9.4.2. Should ensure the following criteria is applied in considering neighbourhood commercial developments:

1. Support small-scale neighbourhood commercial sites in residential Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), as defined in the LUB, to serve the daily convenience needs of residents within a five minute driving radius.

***To offer residential housing options that support a range of individuals and families of all ages.***

5.2.1. Should invest in appropriate infrastructure and programs in established and planned neighbourhoods to ensure the following elements are present:

5. A range of housing choices for residents during all stages of life.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

6. Provide for a range of housing forms and tenure.

8.3.1. Should ensure neighbourhoods have a broad and varied housing distribution to meet the needs of all demographic, age and income groups.

## **Lakeside Shopping Centre Land Use Objectives**

***To meet the everyday service and amenity needs of residents by providing a range of commercial uses.***

4.3.3. Should promote streetscape improvements, neighbourhood commercial, multi-use trails and recreational amenities as a means of attaining complete communities in existing, developing and planned neighbourhoods.

4.4.3. Should support the inclusion of neighbourhood level retail and employment opportunities within developing and planned neighbourhoods which facilitate alternative modes of transportation and provide for the daily needs of the neighbourhood.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

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

9.4.2. Should ensure the following criteria is applied in considering neighbourhood commercial developments:

1. Support small-scale neighbourhood commercial sites in residential Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), as defined in the LUB, to serve the daily convenience needs of residents within a five minute driving radius.

***To accommodate commercial uses that serve a regional population.***

9.2.1. Should encourage future vehicle-oriented developments along major arterials to minimize their impacts to existing neighbourhoods.

9.2.2. Should ensure, through performance standards contained in the LUB, that the landscaping, siting, form and unified architectural treatment of arterial commercial development improves the visual quality of the arterial roadways including Highways 16 and 17. Parking and loading areas should be paved and screened and provided with signage where appropriate.

***To avoid conflict between higher and lower-impact land uses by locating commercial uses along major transportation corridors.***

9.2.1. Should encourage future vehicle-oriented developments along major arterials to minimize their impacts to existing neighbourhoods.

9.4.1. Should support the development of Neighbourhood Commercial Centres in select locations on arterial and collector streets and prohibit from locating adjacent to school sites and parks. Care shall be taken to choose sites which will minimize land use conflicts with nearby residential properties but at the same time, provide convenient access to neighbourhood patrons.

***To contribute to the health and vitality of the local economy by creating a range of employment opportunities.***

4.3.1. Should promote higher density residential and employment growth in proximity to existing or planned infrastructure which supports multiple transportation options.

4.3.3. Should promote streetscape improvements, neighbourhood commercial, multi-use trails and recreational amenities as a means of attaining complete communities in existing, developing and planned neighbourhoods.

4.4.3. Should support the inclusion of neighbourhood level retail and employment opportunities within developing and planned neighbourhoods which facilitate alternative modes of transportation and provide for the daily needs of the neighbourhood.

9.2.1. Should encourage future vehicle-oriented developments along major arterials to minimize their impacts to existing neighbourhoods.

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

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

## **Parks + Open Space Land Use Objectives**

***To provide parks, open space, and active transportation linkages that expand and enhance connectivity to the City-wide parks and open space network.***

4.3.3. Should promote streetscape improvements, neighbourhood commercial, multi-use trails and recreational amenities as a means of attaining complete communities in existing, developing and planned neighbourhoods.

4.4.2. Should promote the establishment of new parks and open spaces that provide connections to a continuous City-wide parks and open space network.

5.2.2.1. Should give priority to neighbourhood design that encourages active living through features that promote walkability, which is critical for reducing obesity, improving mental health and weight-related health issues.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

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

11.1.2. Should have parks, natural areas, school sites, recreation and cultural facilities in a pattern that provides for connectivity to a continuous Citywide system of trails and greenways.

11.1.3. Shall require developers to identify locations for parks and interconnecting trail alignments, dedicate land and contribute to the construction of interconnected greenways and trails.

12.1.3. Should promote urban design that encourages walkability by providing functional and attractive pedestrian linkages between adjacent neighbourhoods and the trail system.

13.2.1. Should promote walkability within the City and connections to adjacent municipalities through the development of a comprehensive network of sidewalks, cycling lanes on road right-of-ways and multipurpose trails.

***To establish the Feature Park as a natural extension of the Urban Village.***

4.4.2. Should promote the establishment of new parks and open spaces that provide connections to a continuous City-wide parks and open space network.

5.2.1 Should invest in appropriate infrastructure and programs in established and planned neighbourhoods to ensure the following elements are present:

1. Community gathering spaces for leisure activities to bring together people in an environment that encourages interaction;

11.1.3. Shall require developers to identify locations for parks and interconnecting trail alignments, dedicate land and contribute to the construction of interconnected greenways and trails.

8.1.1. Should ensure that through Area Structure Plans (ASP) and Area Redevelopment Plans (ARP), residential neighbourhoods are designed and developed in a manner to make them safe, attractive and well serviced through the following design principles:

5. Provide focal points (e.g. parks, squares, playgrounds, elementary schools, community facilities, churches and high schools along arterial roads) within the neighbourhood to encourage cohesion and interaction;

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

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

***To develop parks and parks infrastructure in a sustainable, environmentally sensitive manner.***

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

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

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

13.2.1. Should promote walkability within the City and connections to adjacent municipalities through the development of a comprehensive network of sidewalks, cycling lanes on road right-of-ways and multipurpose trails.

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

3. The identification and protection of sustainable natural areas including wetlands, woodlots, drainage courses, etc.;
  5. Environmental impacts and mitigative measures for incompatible land uses such as railways, pipelines, utilities and industrial uses with offsite impacts;
  8. General location of parks, linear parks, greenways, linear parks, open spaces and multi-use trail systems.
-

**APPENDIX E**  
**BUILT FORM**  
**ILLUSTRATIVE**  
**CONCEPTS**



**Estate Homes**



**Executive Homes**



**Multi-Family Home- Adult Units**



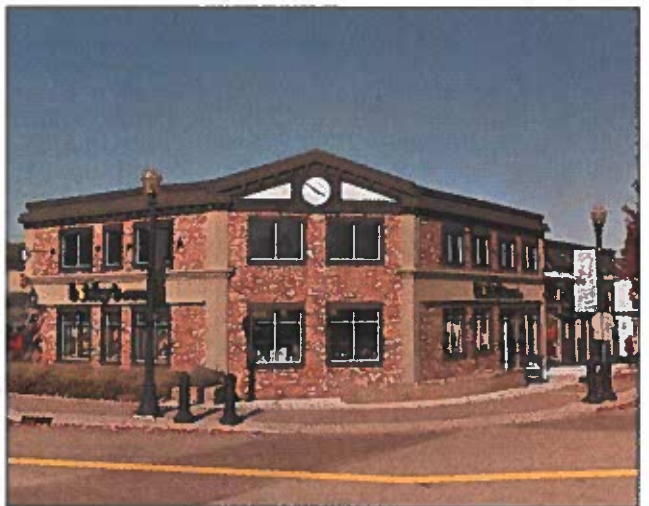
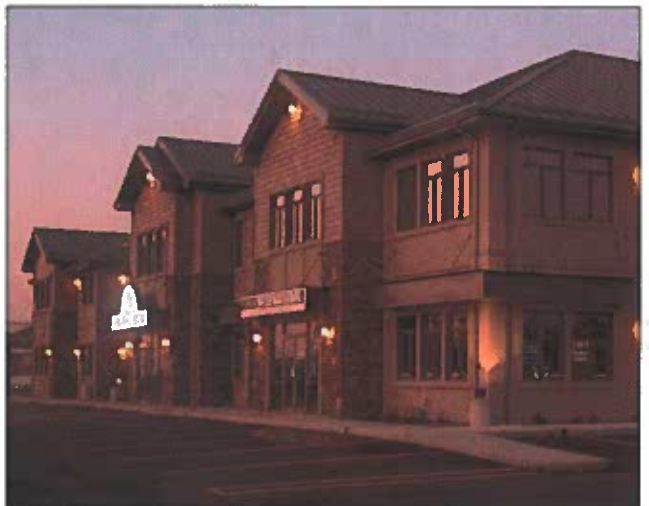
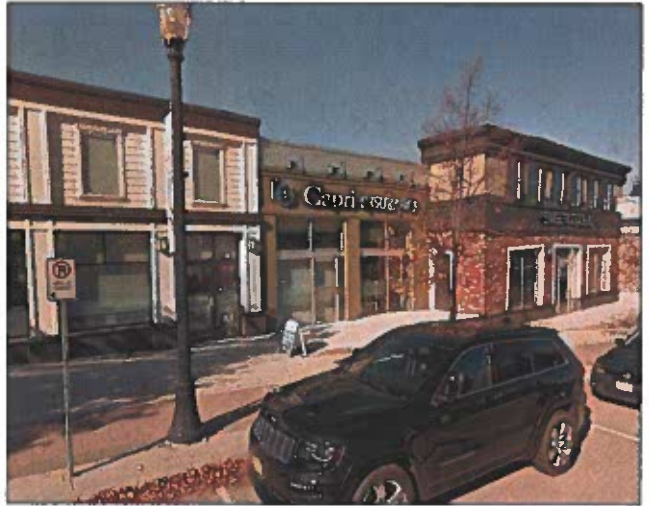
**Multi-Family Home- Townhomes**



**Multi-Family Home- Apartments**

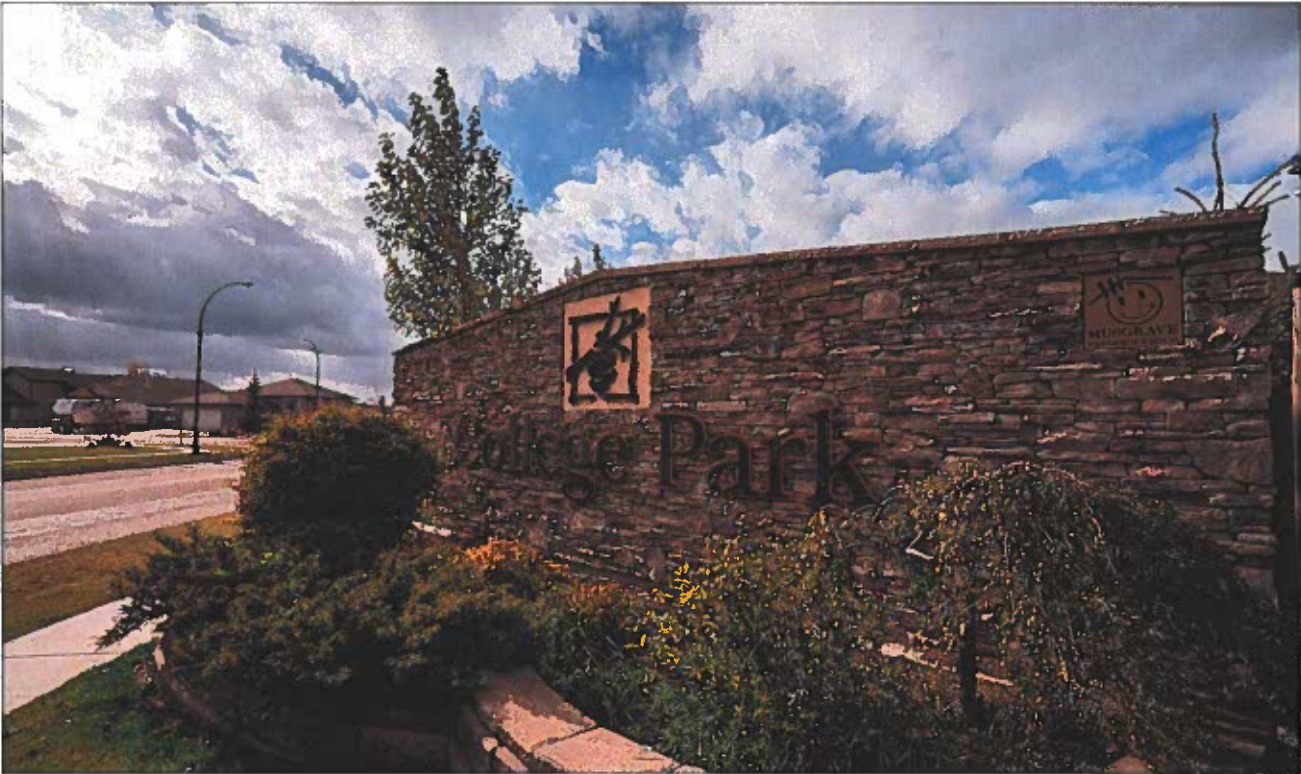


**Urban Village**



**APPENDIX F**  
**EXAMPLE**  
**GATEWAY**  
**FEATURES**

**Example Gateway Features**



# **APPENDIX G**

## **PLANT SELECTION**

# NATIVE PLANT SELECTION

## Sustainable Planting Design

The goal of sustainable planting design is to ensure low operational cost + longevity of sites, while at the same time creating plant communities that are biodiverse, ecologically resilient and aesthetically beautiful. Plant communities should be designed with consideration given to the climactic context and moisture requirements of the site.

The practice of hydrozoning should be used to group plants of similar water requirements to reduce water usage and maintenance costs. Below are several key principles that should be incorporated into any sustainable planting design:

- Develop plant communities for hydrozones
- Utilize native and urban adapted plants
- Plant for wildlife / pollinator value
- Use appropriate soil depths
- Create visually pleasing landscapes
- Retain / protect native vegetation
- Successfully establish plant communities
- Plant in layers
- Amend and place soils in appropriate hydrozones

## Lloydminster Context

Lloydminster is located within the Parkland Natural Region and the Central Parkland Subregion within the USDA Plant Hardiness Zone 3a. The Central Parkland Natural Subregion is the most densely populated subregion in the prairies as well as being one of the most productive agricultural regions. It is characterized by a lack of native vegetation due to the high presence of crop cultivation. Native vegetation includes two-major forest types, aspen on upland sites and balsam poplar on moister sites. Wetlands cover about 10% of the subregion and are very productive with marshes, willow shrublands and seasonal ponds (Alberta Parks, 2015).

	Community Type	Moisture Regime	Plant Species
MEADOW + GRASSLAND	Lowland Prairie	Wet to moist all year, poorly drained	<ul style="list-style-type: none"> <li>• Sedges</li> <li>• Fowl</li> <li>• Mannagrass</li> <li>• Sweetgrass</li> </ul>
	Mesic Prairie	Moist at root level most years	<ul style="list-style-type: none"> <li>• Western Wheatgrass</li> <li>• Little Bluestem</li> <li>• Big Bluestem</li> <li>• Needle-and-Threadgrass</li> </ul>
	Upland Prairie	Well-drained, often dry at root level	<ul style="list-style-type: none"> <li>• Blue grama</li> <li>• Needle-and-Threadgrass</li> <li>• June grass</li> <li>• Little Bluestem</li> </ul>
	Sand Prairie	Moist at root level most years	<ul style="list-style-type: none"> <li>• Bluestem</li> <li>• Sandreed</li> <li>• Grama Grass</li> <li>• Needlegrasses</li> <li>• Indian ricegrass</li> </ul>
	Upland Shrubland	Well-drained, very dry at root level	<ul style="list-style-type: none"> <li>• Juniper</li> <li>• Bearberry</li> <li>• Bebb Willow</li> <li>• Rose</li> </ul>
SHRUBLAND	Submesic Shrubland	Well-drained, often dry at root level	<ul style="list-style-type: none"> <li>• Silverberry</li> <li>• Snowberry</li> <li>• Chokecherry</li> <li>• Saskatoon</li> </ul>
	Lowland Shrubland	Moist at root level most years	<ul style="list-style-type: none"> <li>• Snowberry</li> <li>• Silverberry</li> <li>• Rose</li> <li>• Silver Sagebrush</li> <li>• Red Osier Dogwood</li> <li>• Sandbar Willow</li> </ul>
WOODLAND	Lowland Forest	Well-drained, sometimes wet at root level	<ul style="list-style-type: none"> <li>• Balsam Poplar</li> <li>• Red Osier Dogwood</li> <li>• Snowberry</li> <li>• Willow</li> <li>• Rose</li> </ul>
	Upland Forest	Well-drained, often dry at root level	<ul style="list-style-type: none"> <li>• Saskatoon</li> <li>• Snowberry</li> <li>• Trembling Aspen</li> </ul>

# WETLAND PLANT SELECTION

Community	Plant Species	Botanical name	Zone
Trees	Balsam Poplar	<i>Populus balsamifera</i>	2a - 7b
	Aspen	<i>Populus tremuloides</i>	1 - 8b
Shrubs	Bog Birch	<i>Betula glandulosa</i>	1 - 9
	Silverberry	<i>Elaeagnus commutata</i>	2a - 6b
	Prickly Rose	<i>Rosa acicularis</i>	2a - 6b
	Common Wild Rose	<i>Rosa Woodsii</i>	4a - 8b
	Wild Red Raspberry	<i>Rubus idaeus</i>	3a - 8b
	Beaked Willow	<i>Salix bebbiana</i>	3a - 7b
	Sandbar Willow	<i>Salix exigua</i>	4a - 6b
	Basket Willow	<i>Salix petiolaris</i>	4 - 8
	Snowberry	<i>Symphoricarpos occidentalis</i>	3 - 7
	Forbs	Common Yarrow	<i>Achillea millefolium</i>
Small-leaved Everlasting		<i>Antennaria parvifolia</i>	4b - 7b
Creeping White Prairie Aster		<i>Aster falcatus</i>	4 - 8
Western Willow Aster		<i>Aster hesperius</i>	2 - 5
Marsh Willowherb		<i>Epilobium palustre</i>	3a - 9
Small Bedstraw		<i>Galium trifidum</i>	3 - 10
Sea Milkwort		<i>Glaux maritima</i>	3 - 8
Common Mare's-tail		<i>Hippuris vulgaris</i>	3a - 8b
Water Smartweed		<i>Polygonum amphibium</i>	4 - 8
Silverweed		<i>Potentilla anserina</i>	5a - 8b
Seaside Buttercup		<i>Ranunculus cymbalaria</i>	4 - 7
Canada Goldenrod		<i>Solidago canadensis</i>	3 - 9
Low Goldenrod		<i>Solidago missouriensis</i>	3 - 8
Water Parsnip		<i>Sium suave</i>	3 - 9
Common Cattail		<i>Typha latifolia</i>	3 - 10
Bog Violet		<i>Viola nephrophylla</i>	3 - 8

## Wetlands

Wetlands are areas where water is the primary factor controlling the environment and the associated plant and animal life. These transitional habitats occur between upland and aquatic environments where the water table is at or near the surface of the land or where the land is covered by shallow water (Niering, 1985).

The adjacent table lists potential tree, shrub, forb and grass species that would be appropriate for wetland design in Lloydminster.



<b>Community</b>	<b>Plant Species</b>	<b>Botanical name</b>	<b>Zone</b>
<b>Grasses</b>	Slender Wheat Grass	<i>Agropyron trachycaulum</i>	2a - 5a
	Slough Grass	<i>Beckmannia syzigachne</i>	3 - 7
	Northern Reed Grass	<i>Calamagrostis inexpansa</i>	3 - 9
	Narrow Reed Grass	<i>Calamagrostis stricta</i>	3 - 7
	Water Sedge	<i>Carex aquatilis</i>	3 - 7
	Awned Sedge	<i>Carex atherodes</i>	4 - 9
	Beaked Sedge	<i>Carex rostrata</i>	2 - 8
	Small Bottle Sedge	<i>Carex utriculata</i>	1 - 10
	Tufted Hair Grass	<i>Deschampsia cespitosa</i>	2 - 8
	Salt Grass	<i>Distichlis stricta</i>	2 - 10
	Creeping Spike-rush	<i>Eleocharis palustris</i>	3 - 8
	Tall Manna Grass	<i>Glyceria grandis</i>	3a - 8b
	Baltic Rush	<i>Juncus balticus</i>	3 - 7
	Reed Canary Grass	<i>Phalaris arundinacea</i>	3b - 9a
	Great Bullrush	<i>Scirpus acutus</i>	3 - 9
	Small-fruited Bullrush	<i>Scirpus microcarpus</i>	3b - 9b
	Three-square Rush	<i>Scirpus pungens</i>	2 - 9
Alkali Cord Grass	<i>Spartina gracilis</i>	4 - 6	

## References

Alberta Parks. (2015). Natural Regions and Subregions of Alberta. A Framework for Alberta's Parks. Edmonton, Alberta: Alberta Tourism, Parks and Recreation.

Niering, W. A. (1985). The Audubon Society Nature Guides: Wetlands. Toronto: Alfred A. Knopf, Inc.

**APPENDIX H**  
LETTERS OF  
ACKNOWLEDGMENT

April 3, 2019

Operations - Planning and Engineering  
City of Lloydminster  
6623 52 Street  
Lloydminster, AB T9V 2T8

Dear Natasha,

Thank you for the opportunity and inclusion of the City of Lloydminster's Land Division in the review and discussion of the proposed Area Structure Plan (ASP) for Lakeside. We understand that the proposed ASP for Lakeside would require amendments to the existing Parkview Estates ASP. We are committed to the process, understanding that ASP amendments are required from time to time to best suit the needs of the developments involved and of the community as a whole.

We are confident that the proposed plan will conform to Council planning policies and bylaws, servicing requirements, standards and costs, and the need for additional complete communities, we look forward to working collectively to improve our community.

I look forward to lending my support and assistance to this project.

Kind regards,



Katlin Ducherer  
Economic Development Officer



LLOYDMINSTER

Musgrave Developments Ltd.  
Kevin Musgrave  
1202 50<sup>th</sup> Avenue  
Lloydminster, AB  
T9V 0Y1

June 12, 2019

**RE: Acts and Regulations in force in the City of Lloydminster**

This correspondence is to provide clarity on that, the *Saskatchewan Water Shed Authority Act, 2005*, is in full force and effect within the jurisdictional boundaries of the City of Lloydminster.

As you may be aware, the City of Lloydminster is unique in that it is intersected by the Saskatchewan and Alberta border. Due to the community's unique bi-provincial nature both the Province of Saskatchewan and the Province of Alberta determined that it should have its own governance document. This approach was taken to ensure that the governance of the community was as seamless and uncomplicated as possible. To that end the provinces created *The Lloydminster Charter AR 212/2012 (the Charter)*. This is established in the Principles and Purposes of the Charter S.4(1).

The Charter through these principles seeks to adopt legislation on particular matters to prevent the duplication of legislation in the City S.4(2) b. The Charter also provides further clarity in the application of Acts and Regulations within the City, within the section that relates to; "Other Enactments", S. 8(1)(3)(e) legislates that *the Saskatchewan Water Shed Authority Act, 2005*, applies to the whole City.

Therefore, the Charter clearly provides direction for the governing legislation pursuant to a water shed authority and that the Act and its accompanying Regulations are in full force and effect within the jurisdictional boundaries of the City of Lloydminster. Any requirements of this Act or its accompanying Regulations must be adhered to when required to do so within the jurisdictional boundaries of the City of Lloydminster.

Should you have any questions regarding the foregoing, please do not hesitate in contacting the undersigned.

Regards

Doug Rodwell  
City Clerk

cc. City manager and File



**LLOYDMINSTER**

**"Principles and purposes of Charter**

**4(1) This Charter recognizes that**

**(a) the City, as a local government,**

**(i) is a responsible and accountable level of government within its jurisdiction, being created and empowered by both Alberta and Saskatchewan,**

**(ii) has unique interests and challenges due to the fact that the City is located partly in Alberta and partly in Saskatchewan, and**

**(iii) is subject to certain limits and restrictions in the interest of the provinces as set out in this Charter and certain other enactments,**

**and**

**(b) absent modification, the application of the legislation of Alberta in one part of the City and the legislation of Saskatchewan in the other part of the City may cause disparities within the City.**

**(2) Having regard to the principles set out in subsection (1), the purposes of this Charter are the following:**

**(a) to provide the legal structure and framework within which the City must govern itself and make the decisions that it considers appropriate and in the best interests of its residents;**

**(b) to seek**

**(i) to harmonize the operation of the legislation of Alberta and Saskatchewan in the City,**

**(ii) to adopt for the City, where possible, either the legislation of Alberta or Saskatchewan on particular matters, and**

**(iii) to avoid the duplication of legislation in the City;**

**(c) to provide the City with the powers, duties and functions necessary to fulfil its purposes;**

**(d) to provide the City with the flexibility to respond to the existing and future needs of its residents in creative and innovative ways;**

**(e) to ensure that, in achieving these objectives, the City is accountable to the people who elect its Council and is responsible for encouraging and enabling public participation in the governance process."**

**From:** [Roger Garnett](#)  
**To:** [Natasha Pidkova](#)  
**Cc:** [Terry Burton](#); [Bernice Gonzalez](#)  
**Subject:** ILC Motion - Lakeside ASP  
**Date:** Friday, May 17, 2019 10:28:19 AM  
**Attachments:** [image001.png](#)

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Hi Natasha,

Thank you for clearing up the issues that were being reviewed under the Central ASP. I have provided the draft motion below that may address what you are looking for;

**Motion** - The ILC Steering Committee accepts the Lakeside Area Structure Plan (ASP) for information as presented and offers the following comments: The ILC Steering Committee agrees to amend the Central Urban Expansion ASP at a future date to align the Lakeside ASP with the intentions and spirit of the Intermunicipal Development Plan and the Central Urban Expansion ASP should the Lakeside ASP represent a major deviation from the provisions of these plans.

From the items listed in our phone conversation the Lakeside ASP does not provide cause to require a major deviation from the CUEASP. If there is a minor deviation from the plans intent, force or effect then the developer should demonstrate what the impact(s) are and they can show the deviation(s) are consistent with the CUEASP.

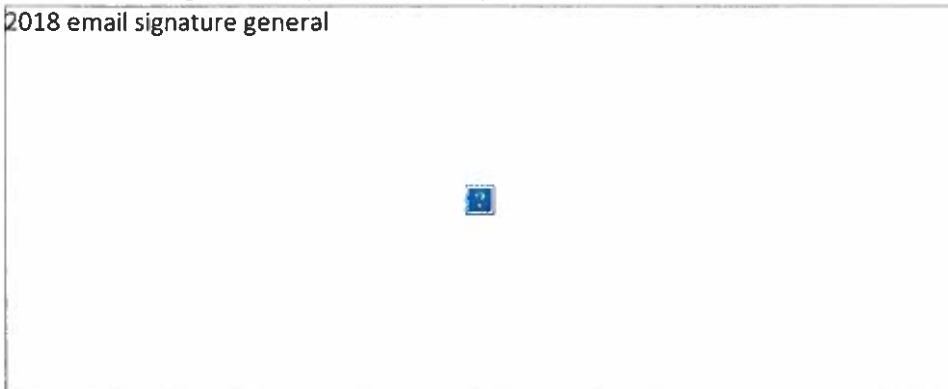
- The amount of municipal and school reserve noted in our phone conversation does not seem to impact MGA S.666, but you may want to clarify with the developer Tables 1 & 4 in the ASP so it does not conflict with the MGA or your Municipal Development Plan.
- The placement of 25 street or removal of the street does not seem to be an impact to the CUEASP as the developer has shown connectivity of the neighbourhood with the other areas. This would not be considered a major deviation of the plan and the developer has demonstrated (pg 20 of the Lakeside ASP) that best planning/engineering practices have been used to connect the neighbourhood with existing and future areas.
- The deviation from the maps shown in the IDP and CUEASP is minor, if any, and the developer has demonstrated they have captured the "Major Planning Elements" in their plan, however the developer should still look beyond the boundary of the proposed planned area to capture outside influences that may impact the overall undeveloped/developed areas and show how the areas surrounding the planned area are being integrated.

Let me know if there is anything further you would need from the County.

Regards,

Roger Garnett, C.E.T.  
Director Planning & Development Authority

2018 email signature general



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# **APPENDIX I**

## GLOSSARY



# GLOSSARY

**Accessibility:** Ease of access/egress to any location by walking, cycling, transit, and private or commercial vehicles.

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

**Active Transportation Network:** A network of multi-use trails and sidewalks that use Lakeside's road pattern and Parks and Open Space to enhance active transportation connectivity and permeability throughout the community.

**Amenity:** a desirable or useful feature or facility of a building or place.

**Arterial Street:** Carries large volumes of all types of traffic moving at medium speeds. These streets serve the major traffic flows between principal areas of traffic generation.

**Automobile-oriented:** Development catering towards automobiles, featuring large setbacks from roadways, complete separation from other land uses, extensive parking facilities, and easy vehicular access from arterial roadways. Automobile-oriented uses often specialize in specific retail categories (i.e. toys, office supplies, bulk purchasing).

**Circulation:** The movement patterns of people and vehicles through a site or community.

**City:** The City of Lloydminster.

**Character:** The distinctive qualities of a place, building or street.

**Collector Street:** Carry medium volumes of all types of traffic between Local and Arterial streets.

**Complete Community:** A community that meets the needs of its residents throughout their lifetime. Complete communities provide certainty about the provision of amenities and services and include a range of housing, commerce, recreation, institutions and public spaces. A complete community provides a physical and social environment where residents can live, learn, work and play.

**Connectivity:** The ease of movement and access between a network of places and spaces.

**Density:** The average number of dwelling units, population, or households per net hectare of developable land. For commercial and industrial buildings, the square metres of floor space per net hectare of developable land.

**Development:** A change of use to land or a building.

**Development Permit:** A document authorizing a development issued by the City of Lloydminster.

**Frontage:** The width of a lot where it abuts a street excluding a laneway.

**Gateway:** Important transportation connections either to enter a community or to signify entrance into a specific part of the community. Well-designed gateways welcome people and provide a sense of arrival to a place.

**Infrastructure:** The urban facilities required to service land for subsequent development and use, usually referring to roads and utilities.

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**Intensity:** A measure of the degree of development on a site. High density urban cores are high intensity, while low density rural communities are low intensity. Often measured by dwelling units per acre, or for non-residential sites, the floor area ratio.

**Intermunicipal Development Plan:** A statutory plan jointly prepared by neighbouring municipalities to establish strategic policies and identify issues of mutual interest that overlap municipal boundaries.

**Land Use:** The activity that occupies a building or parcel of land.

**Land Use Bylaw:** The bylaw that divides the City into land use districts and establishes procedures for processing and deciding upon development applications. It sets out rules that affect how each parcel of land in the City can be used and developed and includes a zoning map.

**Land Use Concept:** Identifies by land use designation where development should occur in the plan area and sets policy for each.

**Land Use Designation:** The primary legal control on use and intensity of development on blocks of land.

**Landmark:** Highly distinctive buildings, structures, or landscapes that provide a sense of place and orientation, creating a focal point in the community.

**Laneway:** A road providing a secondary level of public access to a lot, site or parcel of land, usually from the rear.

**Linkage:** Linear systems that connect places and built form. Linkages allow for the movement of people within the urban fabric.

**Main Street:** A street that creates a special character area with higher density retail, concentrated pedestrian movement, and professional office space. It represents a model of medium- to high-density development that provides flexible transportation alternatives and comfortable, green, animated and safe pedestrian environments. The pedestrian realm must accommodate a full range of activities from retail to hospitality (patios), as well as other uses.

**Multi-use Trail:** A dedicated pathway for active transportation uses providing local connections and linkages to parks, natural areas, amenities, and roadways.

**Municipal Development Plan:** A statutory plan adopted by Council as the overall policy guide to Lloydminster's future growth and development.

**Neighbourhood:** A mainly residential area designed as a comprehensively planned unit containing a variety of housing types, community services, recreation and culture amenities and parks necessary to meet the needs of the neighbourhood population.

**Open Space:** In its broadest sense includes all land and water areas, either publicly owned or offering public access, that are not covered by structures. For the purposes of the Lakeside ASP, open space includes current and potential future parks, pathways, roadway greens, land for parks and recreation facilities, and other types of alternative use open space.

**Parks:** A specific-use open space area that is managed to provide opportunities for recreation, education, cultural or aesthetic use.

**Pedestrian-oriented:** An environment designed to make travel on foot safe, convenient, attractive and comfortable for various ages and abilities. Considerations include directness of the route, interest along the route, safety, amount of street activity, separation of pedestrians and traffic, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

**Plan Area:** Unless otherwise indicated, refers to the area regulated by the Lakeside ASP.

**Quarter Section:** A one-fourth of a square mile parcel of land as designated by the Alberta Township Survey System.

**Recreation, Active:** Recreational activities requiring physical exertion with the primary focus on human movement.

**Recreation, Passive:** Recreational activities requiring minimal to no physical exertion.

**Retail:** The sale of goods and services from individuals or businesses to the end-user.

**Right-of-way:** Publicly owned land containing roads, streets and/or utilities.

**Road Network:** A hierarchy of appropriately scaled and functional roadways that ensures vehicle traffic to and throughout Lakeside is accommodated.

**Sanitary Sewer:** An underground pipe system for transporting sewage from houses and commercial buildings to treatment and disposal facilities.

**Servicing:** The provision of utilities to a site.

**Servicing Concept:** A high-level overview of where major servicing infrastructure will be sited throughout Lakeside.

**Statutory Plan:** Alberta's Municipal Government Act (2000), Part 17, identifies Municipal Development Plans, Intermunicipal Development Plans, Area Structure Plans, and Area Redevelopment Plans as Statutory Plans. These plans must be consistent with each other and are adopted by bylaw following a statutory public hearing of Council.

**Storey:** The space between the top of any floor and the top of the next floor above it, or, if there is no floor above it, the portion between the top of the floor and the ceiling above it. It does not include a basement.

**Stormwater:** Surface runoff from precipitation and all other surface water.

**Stormwater Management:** The collection, storage and controlled discharge of stormwater runoff.

**Street wall:** The base height of a building that defines the vertical edge of the street it faces.

**Transition Zone:** Provides an area of gradual change between incompatible land uses, mitigating the effects of possible nuisances caused by the more intensive land use.

**Transportation Concept:** Develops a functional, safe, and efficient network for all modes of transportation throughout Lakeside.

**Utilities:** Facilities for gas, electricity, telephone, cable, television, water, stormwater or sanitary sewer.

**View Terminus:** The end point of a view corridor, often accentuated by a landmark or landmarks.

**Vista:** Direct and continuous views along straight streets or open spaces.

# **APPENDIX J**

## **ACRONYMS**

# LIST OF ACRONYMS

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Area Structure Plan	ASP
Canada Mortgage and Housing Corporation	CMHC
Environmental Site Assessment	ESA
Integrated Community Sustainability Plan	ICSP
Intermunicipal Development Plan	IDP
Gross Developable Area	GDA
Land Use Bylaw	LUB
Lloydminster Catholic School District	LCSD
Lloydminster Public School District	LPSD
Low Density Residential	LDR
Medium Density Residential	MDR
Municipal Development Plan	MDP
Municipal Development Standards	MDS
Municipal Government Act	MGA
Municipal Reserve	MR
Public Utility Lot	PUL
Polyvinyl Chloride	PVC
Right-of-way	ROW
South-west	SW
Stormwater Management Facility	SWMF
Traffic Impact Assessment	TIA

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Prepared for Musgrave Agencies Ltd.