LLOYDMINSTER DOWNTOWN

Area Redevelopment Plan

LLOYDMINSTER

Prepared by **O2 Planning + Design**

RENEWING THE HEART OF PUBLIC LIFE IN LLOYDMINSTER

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

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

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

What does downtown look like in 15 years?

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

How do we get there?

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

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

1

INTRODUCTION

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

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

1.1 PURPOSE AND INTENT OF THE PLAN

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

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

The DARP is divided into 7 chapters:

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

Figure 1: Map of the DARP Plan Area

1.2 PLAN AREA AND CONTEXT

1.2.1 Plan Area

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

1.2.2 Historic Context

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

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

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

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

Figure 2: View of Lloydminster downtown, 1909.
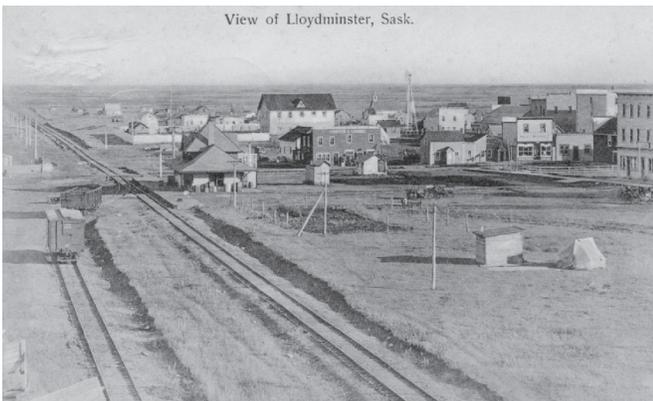
(Photo: Prairie Towns website)

Figure 3: Church Street looking East, 1921.

(Photo: Prairie Towns website)

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

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

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

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

1.2.3 Growth and Demographics

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

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

1.3 ISSUES AND OPPORTUNITIES

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

1.3.1 Issues

Land Use and Market Condition Issues

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

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

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

Public Realm and Open Space Issues

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

Transportation and Parking Issues

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

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

1.3.2 Opportunities

Redefining Downtown's Commercial Role

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

Strengthening Downtown as a Centre for Public Life

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

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

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

Leveraging Streetscape Improvements

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

Harnessing Residential Demand

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

1.4 PLAN PROCESS

1.4.1 Development of the ARP

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

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

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

1.4.2 Public Participation

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

In addition to public engagement, the project was guided by an Advisory Committee. The Advisory Committee was made up of 11 downtown stakeholders, including downtown business and property owners, arts/culture/faith/Aboriginal organizations, community members, and a Council representative. The Committee was essential in reaching out to community members and providing key insights into the development of the Downtown Area Redevelopment Plan.
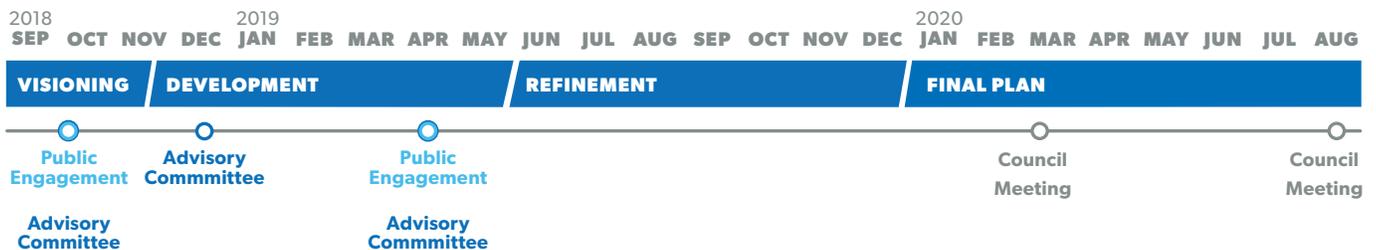
Figure 5: Project Timeline

1.5 AUTHORITY OF THE PLAN

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

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

and

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

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

1.5.1 Plan Interpretation

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

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

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

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

Limitations of the Plan

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

Amendment to the Plan

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

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

Monitoring the Plan

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

I am excited about

Biking 🚲

for the future of downtown Lloydminster!

I am excited about

MORE FAMILY ACTIVITIES

for the future of downtown Lloydminster!

I am excited about

The city finally "caring" about downtown!

for the future of downtown Lloydminster!

I am excited about

AREA WHICH REFLECTS INDIGENOUS CULTURE

for the future of downtown

I am excited about

buildings downtown being upgraded / renovated

for the future of downtown Lloydminster!

I am excited about

An over pass or underpass of the railway!! ♡

future of downtown Lloydminster!

I am excited about

Pedestrian Only Street (s)

for the future of downtown Lloydminster!

I am excited about

more people coming downtown & feeling safe .

for the future of downtown L

AL ROMANTIC ENJOY! ♡

Lloydminster!

I am excited about

Changing views of DT being the Change

for the future of downtown Lloyd

I am excited about

the potential for more green space.

for the future of downtown Lloydminster!

I am excited about

Roof top patios!

for the future of downtown Lloydminster!

I am excited about

Beer Hall

for the future of downtown

I am excited about

making our downtown accessble to 'active' transportation.

for the future of downtown Lloydminster!

I am excited about

a coffee shop to hang out in

for the future of downtown Lloydminster!

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about

MORE Colors

for the future of downtown Lloydminster!

I am excited about

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

for the future of downtown Lloydminster!

2

VISION, GUIDING PRINCIPLES, & GOALS

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

2.1 VISION

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

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

2.2 GUIDING PRINCIPLES

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

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

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

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

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

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

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

2.3 GOALS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

3

PUBLIC REALM

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

3.1 PUBLIC REALM CONCEPT

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

The objectives of the public realm concept are:

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

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

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

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

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

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

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

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

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

Figure 6: Public Realm Concept

Legend:
- Core Pedestrian Loop
- Secondary Routes
- Proposed Plazas
- Proposed Parks
- Key Intersections

Map labels:

Avenues (top): 53 Avenue, 52 Avenue, 51 Avenue, 50 Avenue, 49 Avenue, 48 Avenue, 47 Avenue

Streets (left): 51 Street, 50 Street, 49 Street, 48 Street, 47 Street, 46 Street, 45 Street

Highway 16

N

53 Avenue
52 Avenue
51 Avenue
50 Avenue
49 Avenue
48 Avenue
47 Avenue

51 Street

50 Street

49 Street

48 Street

47 Street

46 Street

45 Street

Highway 16

Last turn Downtown

P

Town Centre

Cross-street Connection

Civic Corner

Civic Access

Secondary Access

Highway 'Exit from Downtown'

Highway 'Main Entrance'

N

● Vehicle Circulation

● Priority Parking Area

◌ Key Intersections

Figure 7: Vehicle Flow and Parking

3.2 PUBLIC STREETS

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

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

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

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

3.2.1 General Policies

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

Sidewalks

a) Provide a flat, even, and clear sidewalk surface to ensure pathways remain safe, accessible, and easy to maintain.

b) Remove driveway curb cuts where they are no longer required to make sidewalks level.

c) Consolidate traffic and parking signage where possible to reduce the total number of freestanding signposts on sidewalks.

d) Locate utility infrastructure, municipal signage, and lighting standards so that they do not impede pedestrian flow on sidewalks.

Vegetation

e) Provide street trees and landscaping along all public streets, where possible.

f) Ensure street trees receive ample soil for root growth and protection from soil compaction.

g) Cluster vegetation where possible.

h) Combine street trees in tree trenches to collect stormwater, where possible.

i) Provide a permeable surface under the drip lines of street trees, where possible.

Street Furniture

j) Collaborate with private property owners to provide seating and street amenities in recessed building spaces and setbacks.

k) Face seating towards active amenities and arrange seats in social clusters, where possible.

l) Provide waste/recycling receptacles near street corners for ease of use and maintenance, where possible.

m) Introduce public art elements to streets to support wayfinding.

n) Do not impede pedestrian and driver sightlines with features such as landscaping, street furniture, signage, or public art. Mitigate blockage of business signage, where possible.

Figure 8: Example of a widened sidewalk with landscaped curb bumpouts, street trees, and street furniture, including planters, benches, and light standards in High River, AB *(Photo: O2 Planning + Design).*
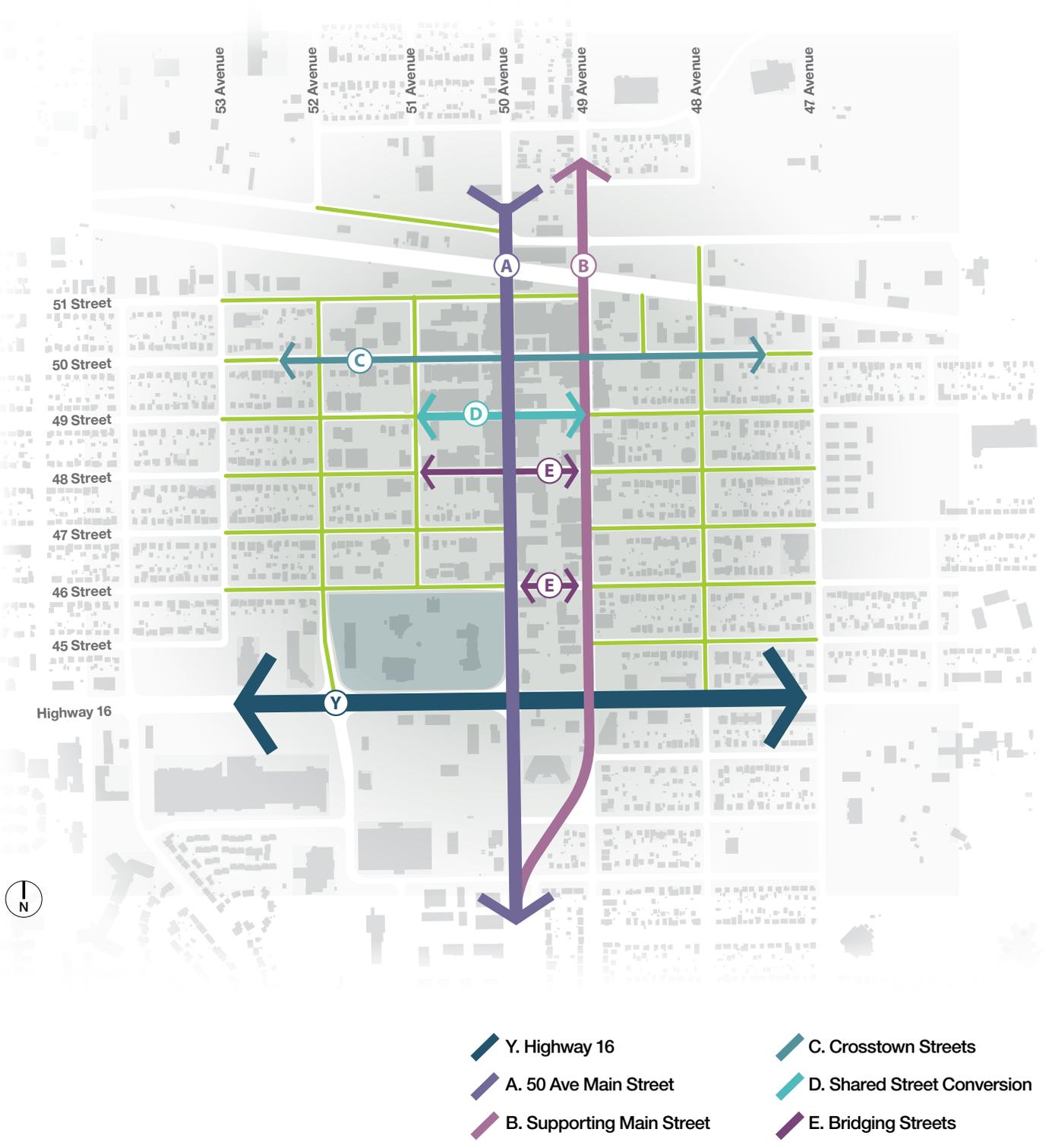
Figure 9: Character Streets

Legend:
- Y. Highway 16
- A. 50 Ave Main Street
- B. Supporting Main Street
- C. Crosstown Streets
- D. Shared Street Conversion
- E. Bridging Streets

Map labels: 53 Avenue, 52 Avenue, 51 Avenue, 50 Avenue, 49 Avenue, 48 Avenue, 47 Avenue, 51 Street, 50 Street, 49 Street, 48 Street, 47 Street, 46 Street, 45 Street, Highway 16

3.2.2 50 Avenue (Meridian) Main Street

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

Sidewalks

a) Use surfacing treatment such as pavers or sawcut/patterned/coloured concrete on all the sidewalks to indicate pedestrian priority.

b) Widen sidewalks to be a minimum of 2.0 metres on both sides of the street.

c) Ensure pedestrian sidewalks are lit at night.

Intersections

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

e) Provide signage that signals the southbound entrance to downtown.

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

Street Furniture

g) Place accessible seating at least every 30-metres along the street.

h) Provide pedestrian scale light fixtures that can be used for interchangeable displays such as festive signage/displays/banners.

i) Enhance border artwork and markers to strengthen their significance as a historic / national landmark through improvements such as displaying Alberta and Saskatchewan Flags on either side of the border.

Parking

j) Retain parallel parking on both sides of the street.

k) Demarcate parallel parking areas with bumpouts.

l) Designate parking along the street for short-term visitor/customer parking to support businesses.

m) Ensure there is designated accessible street parking on every block.

Vegetation

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

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

3.2.3 Supporting Main Street

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

The following policies apply to 49 Avenue:

Sidewalks

a) Prioritize extending and repairing the sidewalks along the west side of 49 Avenue between Highway 16 and 50 Street to improve safety and aesthetic appeal.

b) Consider varied textures or color of the sidewalk, on the west edge of the street, to provide visual interest for pedestrians.

c) Ensure all pedestrian sidewalks are lit at night to provide a safer environment.

Intersections

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

e) Provide signage to signal the northbound entrance to downtown.

f) Provide high-quality pedestrian focused treatment at every intersection on 49 Avenue from Highway 16 and 50 Street, including:
  - generous bumpouts
  - directional curb cuts
  - street braille
  - zebra/high visibility crosswalk markings on the roadway
  - pedestrian-scale focused lighting

g) Consider placing street furniture, landscaping, and street trees on north side intersection bumpouts where they do not impact driver visibility.

Street Furniture

h) Place accessible seating at a minimum of 30-metre intervals along the street.

i) Provide pedestrian scale lighting.

j) Transform 49 Avenue into a gallery street by identifying locations for temporary and permanent public art, including murals, lighting, and sculptural elements.

k) Use public art strategically to:
  - break up impermeable building façades
  - activate leftover spaces
  - screen vacant lots
  - signal important intersections
  - mitigate setbacks from the street

Parking

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

3.2.4 Shared Street (49 Street)

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

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

Sidewalks

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

Street Furniture

b) Place accessible seating at a minimum of 30-metre intervals along the street.

c) Provide pedestrian scale lighting.

d) Provide bike parking in clusters along the street.

e) Incorporate events infrastructure, such as water and electrical hookups, into the street design.

Vegetation

f) Introduce low-height landscaped areas, with low maintenance local vegetation, on both sides of the street.

g) Retain and provide additional deciduous street trees on both sides of the street to provide some areas of shade.

Traffic Calming

h) Eliminate one-way traffic flow and replace it with two-way traffic flow, with a drive aisle width of 3.0 metres.

i) Install removable bollards, gates, or other infrastructure that can be used to close the shared street to vehicular traffic for special events. Closures must still allow access for emergency vehicles.

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

j) Post signage indicating the start of the shared street and a speed limit of 10 km.

k) Incorporate a chicane into the road design to reduce traffic speeds.

Parking

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

3.2.5 Cross Town Street (50 Street)

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

Cafes and patio spillover
Consolidated signage
Waste and recycling
Bumpouts
Zebra crossing
Surface treatments
Angled parking
Street trees
Directional curb cuts and street braille
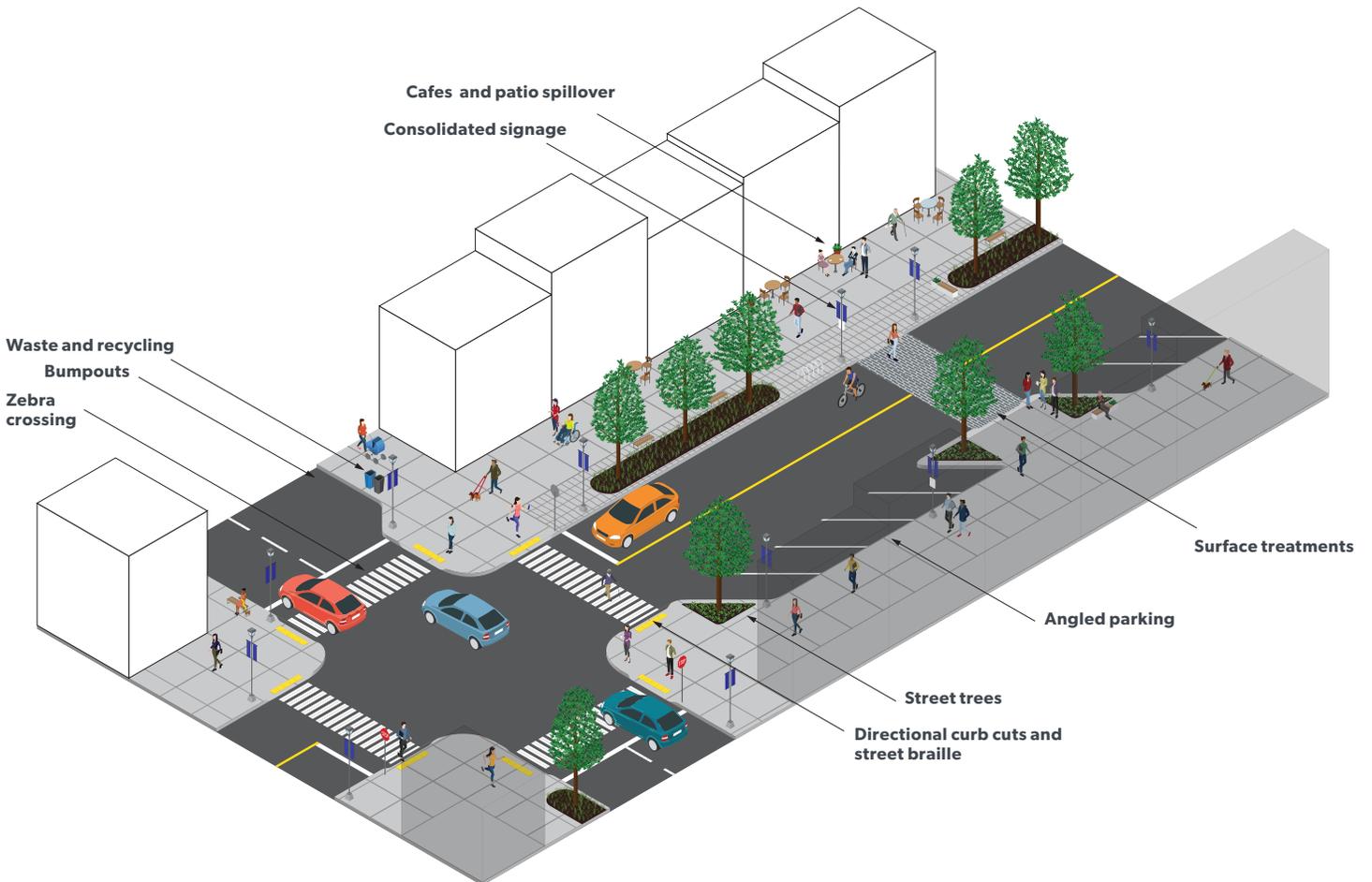
Figure 11: Cross Town Street Diagram

The following policies apply to the Cross Town Street:

Sidewalks

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

Vegetation

b) Introduce low-height landscaped areas, with low maintenance local vegetation, on the sunny north edge of the street and in bumpouts.

c) Retain and provide additional deciduous street trees on the sunny north edge of the street to provide some areas of shade.

Street Furniture

d) Provide bike parking in clusters on 50 Street.

e) Provide ample seating on the sunny north edge of the street.

Parking

f) Provide angled street parking on the south side of the streets.

g) Demarcate angled parking areas with bumpouts including possible mid-block bumpouts.

h) Provide accessible parallel street parking areas on the north side of the street, delinated by sidewalk bumpouts and accessibility labels/signage.

i) Provide limited parallel parking on the north side of the street, demarcated by sidewalk bumpouts.

Traffic Calming

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

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

3.2.6 Bridging Streets

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

The following policies apply to the bridging streets:

Sidewalks

a) Widen sidewalks on the sunny north edge of the street to provide additional public space.

b) Introduce low height landscaped areas, with low maintenance local vegetation, on the sunny north edge street and in bumpouts.

Parking

c) Provide angled street parking on the south side of the streets.

d) Demarcate angled parking areas with bumpouts including possible mid-block bumpouts.

3.2.7 Highway 16

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

The following policies apply to Highway 16:

Sidewalk

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

Intersections

b) Improve the safety of pedestrian intersections at 50 Avenue and 49 Avenue by:
    - reducing crossing lengths
    - creating pedestrian refuge points
    - demarcating crossing points and signals
    - providing pedestrian scale lighting

c) Indicate the turn for downtown at the 49 Avenue intersection to encourage more downtown visitors.

Sidewalk

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

Figure 12: Existing green residential street, Lloydminster.

3.2.8 Green Streets

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

The following policies apply to Green Streets:

Sidewalk

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

Intersections

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

Vegetation

c) Retain and protect existing street trees.

d) Replace street trees as needed.

e) Provide new street trees as utility configurations allow.

Parking

f) Encourage parallel parking on east-west streets.

g) Do not allow additional curb cuts to the sidewalk.

3.3 PARKS AND PLAZAS

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

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

Redevelopment (existing):
- Civic Square
- Clocktower Plaza

New Spaces:
- 49 Street Plaza
- 48 Street Parklet

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

3.3.1 General Policies

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

Safety + Comfort

a) Ensure all public space is well lit.

b) Maintain pedestrian sightlines on streets and in open spaces by avoiding dense vegetation and other visual barriers.

c) Design pathways and hardscaped spaces to allow for snow removal and storage.

d) Design spaces to take advantage of passive surveillance from surrounding buildings.

e) Provide a mix of shaded seating areas and sunny seating areas that are protected from the wind.

f) Ensure all public space has visible/defined entrances on public streets with pedestrian-scaled signage.

g) Design public space to face and activate adjacent public streets.

h) Design public spaces so that they are inclusive. Avoid defensive architecture.

i) Ensure adequate washroom facilities are available to serve public spaces. Consider collaborating with adjacent building owners to allow public access to washrooms, providing temporary washrooms for events, and allowing public access to nearby City washroom facilities.

Surface Treatment

j) Use paving and surface treatments to indicate parks, plazas, and pathways.

k) Use permeable surface treatments or vegetated areas to reduce runoff and add more green to the urban landscape.

Street Furniture

l) Use consistent street furnishings to public streets for continuity in the public realm, including benches, bicycle racks, and waste receptacles.

m) Locate bicycle parking areas near visible high foot traffic areas next to cycling routes.

n) Ensure accessible seating is provided.

o) Incorporate stationary and flexible seating into public space to allow for flexible programming and to encourage socialization.

Design

p) Collaborate with local artists in the design of public spaces.

q) Encourage the use of interactive art features in public space, for example, water elements, play structures, and light features.

r) Design space to have one or more focal points for activity, such as a sculpture or water feature.

s) Use high-quality, durable materials in the public realm to reduce maintenance needs.

Vegetation

t) Conserve existing trees and vegetation and incorporate them into public space wherever possible.

u) Provide waste receptacles in parks and plazas and in other appropriate areas to support programming.

v) Where possible, design planters to be multi-functional, with borders that can also serve as seating.

Parking

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

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

3.3.2 Civic Square Park

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

Engagement

a) Engage the community in the redesign of Civic Square.

b) Conduct community visioning to determine what main amenities Civic Square will host, such as a skating rink or splash park.

c) Collaborate with local Indigenous communities to incorporate land acknowledgment and potential historical or cultural elements into the redesign of Civic Square.

Design

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

e) Remove visual barriers within the space by rearranging landscaping features and providing a clear pedestrian interface with the corner of 50 Avenue and 46 Street.

f) Incorporate a variety of seating nodes throughout the park.

g) Incorporate a variety of paved and vegetated spaces to provide variety and support City events by creating space for food trucks, performances, festivals, and others.

h) Design the space to accommodate and welcome all ages, mobility levels, and cultures.

i) Design the space with the infrastructure to support events and displays, such as electrical outlets for lighting, spaces for temporary washrooms.

j) Consider the development of outdoor sheltered space, for instance, a bandstand or picnic shelter.

k) Incorporate trees into the design of the space to provide shade and shelter.

l) Use vegetation to improve stormwater infiltration and retention.

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

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

3.3.3 Clocktower Plaza

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

Design

a)   Provide overhead string lighting across the space to create a sense of enclosure.

b)   Redesign the existing ramp as part of the overall plaza design to create a more accessible and integrated entrance to the building.

c)   Reorganize landscaping and seating to provide more usable space.

d)   Incorporate moveable tables and seating.

e)   Provide screening of the rear alley.

f)   Remove the barriers between the plaza and the street so that elements of the plaza can spill out onto the sidewalk.

g)   Provide additional lighting in the space at night.

3.3.4 49 Street Plaza

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

Engagement

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

Design

b) Coordinate design of the plaza with design of any other public amenity that is located on this site, such as a new public library.

c) Design the space with the infrastructure to support events and displays for example electrical outlets, water hookups, and hardscaped areas for portable washrooms, lighting, and food trucks.

d) Use high-quality paving materials to create an urban plaza space.

e) Incorporate trees and other vegetation into the design of the space to provide shade and areas for stormwater retention.

f) Incorporate wintertime functions into the space by creating opportunities such as space for a skating rink, warming shelters, or snow displays.

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

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

3.3.5 48 Street Parklet

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

Engagement

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

Design

b) Ensure the design of the parklet addresses both 48 Street and the rear laneway.

c) Provide several seating nodes and picnic tables to support community gathering.

d) Incorporate trees and other vegetation into the design of the space to provide shade and areas for stormwater retention.

e) Consider the provision of a small dog park or children's playground.

Figure 18: 49 Street Plaza and 48 Street Parklet

4

LAND USE

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

4.1 LAND USE CONCEPT

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

The objectives of the Land Use Concept are:

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

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

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

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

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

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

Legend:
- Core Mixed-Use
- Mixed-Use Transition
- Neighbourhood Residential
- Creative Industrial
- Civic
- Highway Commercial
- Open Space
- Core Public Realm Concept

Map labels (avenues): 53 Avenue, 52 Avenue, 51 Avenue, 50 Avenue, 49 Avenue, 48 Avenue, 47 Avenue

Map labels (streets): 51 Street, 50 Street, 49 Street, 48 Street, 47 Street, 46 Street, 45 Street, Highway 16

4.2 GENERAL LAND USE POLICIES

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

4.2.1 Compliance

a) All existing development is considered conforming to this Plan.

b) Future development must conform to the objectives of the relevant Area.

c) Future land use re-designation must conform to the objectives of the relevant Area.

4.2.2 General

a) Buildings should not cast shadow on the north sidewalk, measured as the area 3m from the north property line of the street, between March 21 and September 21 on streets identified in Figure 20.

b) Off-street parking should be provided at the rear of the property to minimize automobile impacts on the public realm.

c) Where provided, building servicing, utilities, and loading access must be at the rear of buildings with access provided from laneways or secondary streets.

d) Easements between properties may be supported by the City to consolidate vehicle access points and parking.

e) Overhead stand-alone pylons and highway-type signage is not permitted.
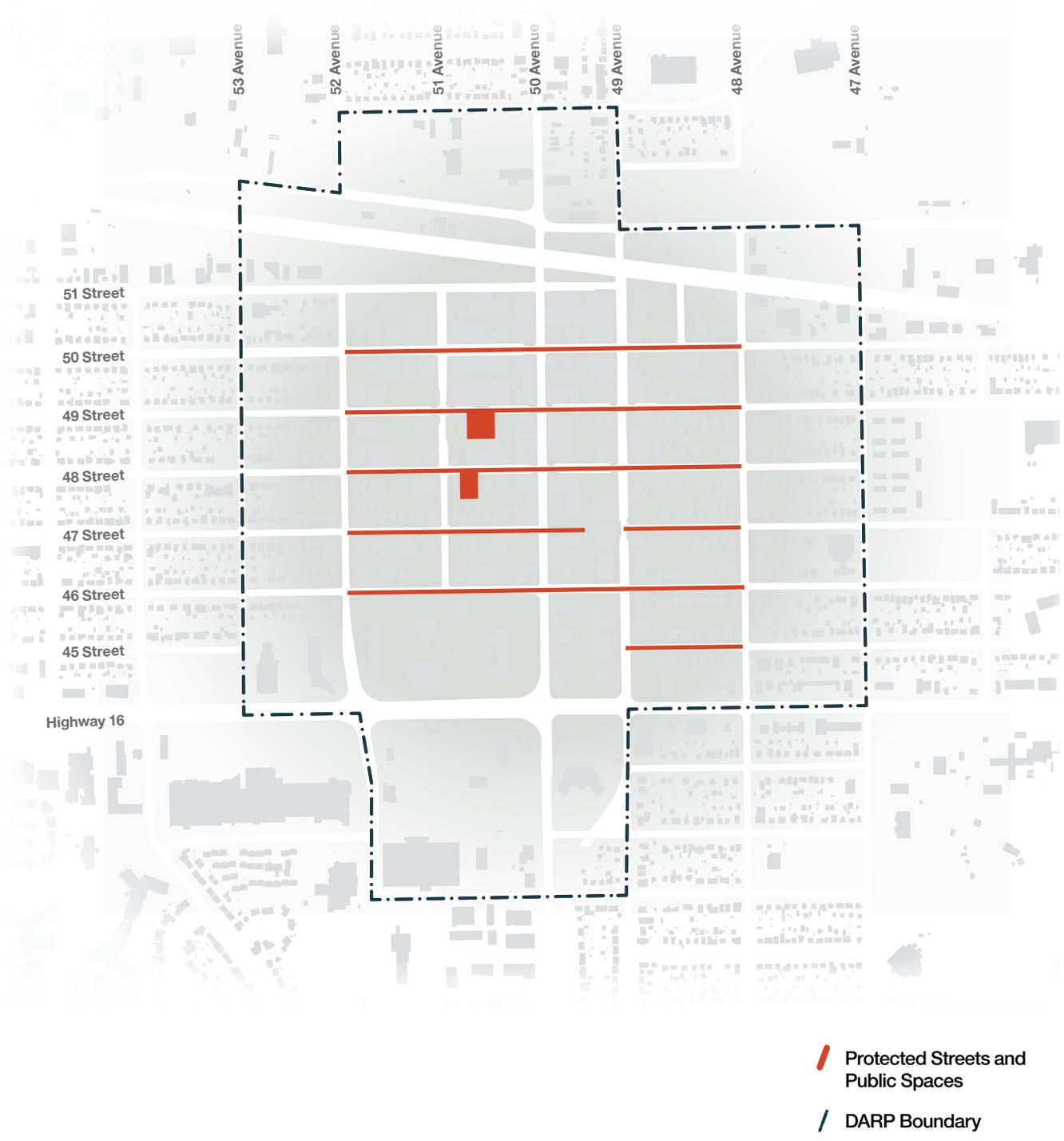
Figure 20: Shadow Protected Streets and Public Spaces.

Legend:
- **Protected Streets and Public Spaces**
- **DARP Boundary**

4.3 LAND USE AREAS

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

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

4.3.1 Core Mixed Use Area

The Core Mixed-Use Area is a corridor centred on 50 Avenue and 49 Avenue from Highway 16 north 50 Street. Within this corridor is the historic centre of Lloydminster split by the interprovincial border and characterized by a concentration of small-scale pedestrian-oriented buildings. Lloydminster's icons – the Clocktower and the Border Markers are the anchors of this Area, which will serve as the heart of downtown activity.
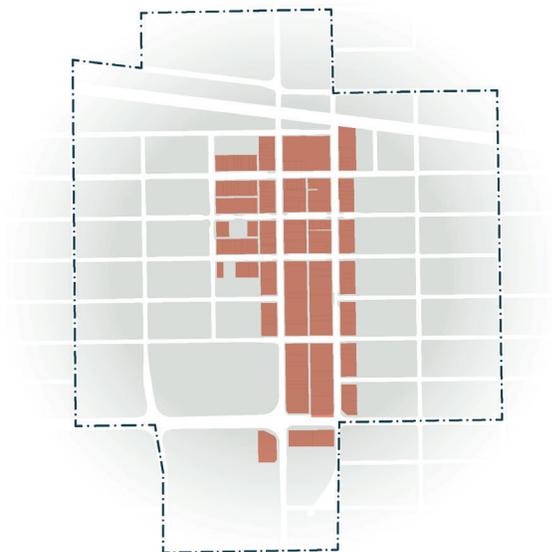
Figure 21: Core Mixed Use Area

Concept

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

Objectives

The objectives of the Core Mixed Use Area are:

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

Land Use Policies

These policies apply only to the Core Mixed Use Area:

a) The street-facing ground floor frontage of all buildings must consist of a minimum of 60% visible active commercial uses such as retail, consumer service, or restaurant. Less active uses, such as office or institutional uses are encouraged behind or above these uses.

b) Residential uses may only be included above the main floor of mixed use buildings.

c) New development should be a minimum of two storeys above grade, unless:

- it is demonstrated that the proposed development will generate substantial activity in the downtown or will make a significant contribution to the streetscape;
- the proposed one-storey development involves restoration of a building determined to have heritage value by the City;
- extenuating circumstances require the rebuild of an existing one-storey building; or
- the development merits allowance of a one-story building for other reasons at the at the discretion of the City.

d) The front yard maximum setback is 2 metres to allow for expansion of the pedestrian realm while maintaining an active interface for pedestrians.

e) On corner lots, the front yard setback applies to both street-facing lot lines.

f) Buildings with frontages exceeding 15 metres should have multiple entrances on the street.

g) Restaurants, drinking establishments, and entertainment establishments are encouraged to provide outdoor patio and informal performance space.

h) The City supports the expansion of outdoor patios into public space and on public streets, provided a minimum 1.5 metre unobstructed pedestrian pathway is maintained.

i) Driveways providing site access should be as narrow as possible to minimize impacts on the pedestrian environment.

j) The maximum building height of the Land Use Area is 9 storeys, subject to shadowing policy 4.2.2 a.

4.3.2 Mixed Use Transition Area

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

Concept

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

Objectives

The objectives of the Mixed Use Transition Area are:

- To maintain and enhance opportunities for mixed-use, retail, and office commercial developments.
- To ensure an appropriate transition in development and built near to adjacent residential areas to the east and west.
- To intensify residential development around the Core Mixed-Use Area.
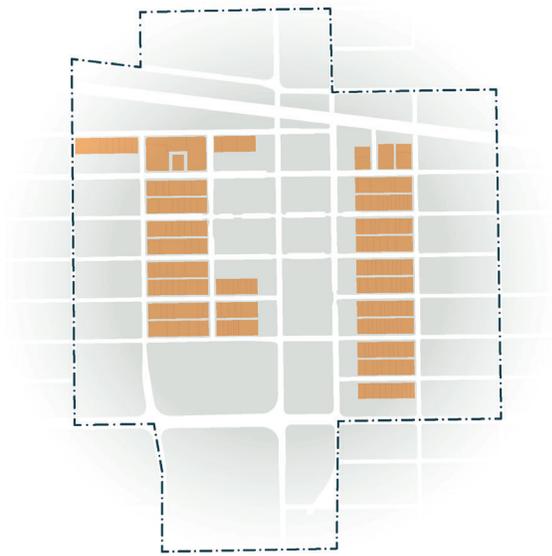
Figure 22: **Mixed Use Transition Area**

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

Land Use Policies

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

a) A mix of residential and commercial uses is encouraged in individual buildings and sites.

b) Single-use commercial or residential buildings are supported in the Area as long as they contribute to a high-quality public realm.

c) Commercial uses must be located on the ground floor in mixed-use buildings.

d) A range of housing types within a development is encouraged to accommodate different income levels, age groups, households, and lifestyles.

e) Both larger residential unit sizes and accessible units should be provided for families and seniors as appropriate.

f) City-developed affordable housing should be encouraged in this Area to take advantage of existing social services in the area.

g) New development should be a minimum of two storeys above grade, unless:

- it can be demonstrated that the proposed one-storey development will generate substantial activity in the downtown and make a significant contribution to the streetscape;
- the proposed one-storey development involves restoration of a building determined to have heritage value by the City ; or
- extenuating circumstances require the rebuild of an existing one-storey building

h) The maximum front yard setback is 3 metres to allow for expansion of the pedestrian realm while maintaining an active interface for pedestrians.

i) The front yard setback applies to both street-facing lot lines on corner lots.

j) The maximum building height of the Area is 7 storeys, subject to shadowing policy 4.2.2 a.

4.3.3 Civic Area

The Civic Area is located in the southwest corner of downtown, along Highway 16. This campus-style development contains City Hall, the Lloydminster RCMP headquarters, the school Area office, and the Legacy Community Centre with surface parking internal to the Area. Because of the importance of these functions, the concept for the area is to continue its institutional and public service functions while increasing its draw as a gathering space through the redevelopment and programming of Civic Square.
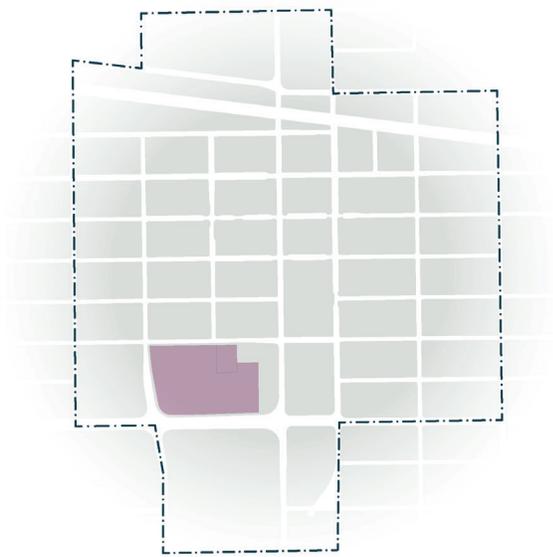
Figure 23: Civic Area

Concept

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

Objectives

The objectives of the Civic Area are:

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

Land Use Policies

These policies only apply to the Civic Area.

a) New and expanded development should be primarily institutional uses, such as the relocation of additional community, cultural, educational, and civic uses to the Area.

b) Built form may vary in height and massing to encourage creative and innovative building design reflecting the area's unique uses and context.

c) Large setbacks from the street are required to retain public open space for civic gatherings, ceremonies, and celebrations.

d) Commercial uses ancillary to the principal institutional use of the Area are encouraged.

e) Parking should be consolidated and designed to accommodate programming during public events.

4.3.4 Creative Industrial Area

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

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

Figure 26: Granville Island Adventure Zone, Vancouver *(Photo: Harriet Fancott).*
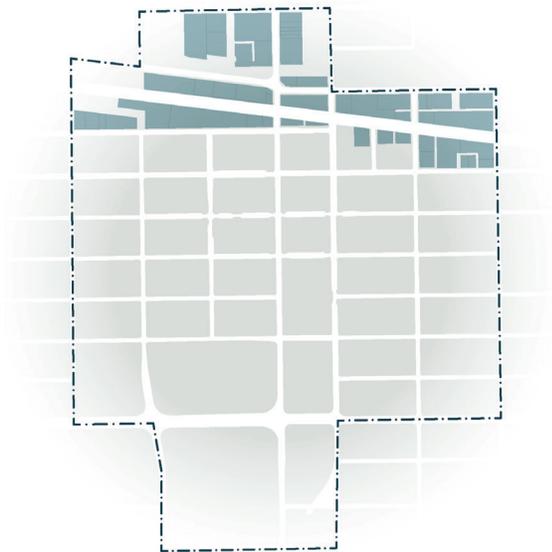
Figure 24: Creative Industrial Area

Concept

The Creative Industrial Area recognizes the interface Downtown has with the railroad tracks to the north. To strengthen this interface, this Area supports a range of light industrial, service commercial, and live-work uses. Industrial uses in the Area are limited to those that can demonstrate a low impact on adjacent uses. The City will encourage creative uses such as workshops, microbreweries, gyms, or studios that require additional space and provide a sense of destination in this Area. All of these policies are intended to diversify employment opportunities and create additional reasons to visit downtown.

Objectives

The objectives of the Creative Industrial Area are:

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

Land Use Policies

These policies only apply to the Creative Industrial Area.

a) Industrial, commercial, office, and live-work uses are encouraged in this Area.

b) New development must be a minimum of two storeys above grade.

c) Maximum building height is 4 storeys above grade.

d) The maximum front yard setback is 2 metres to allow for expansion of the pedestrian realm while maintaining an active interface for pedestrians.

e) Clusters of "Creative" uses requiring larger spaces, such as microbreweries, artist collectives, gyms are encouraged in this Area to create a sense of destination.

f) Buildings should have active ground floor use(s), such as a storefront or reception space, in a prominent position in the building relative to the block face, such as at corners or adjacent to commercial frontages in neighbouring buildings.

g) Industrial uses must be enclosed within buildings with no outside storage of materials or products to minimize any disruptive activities, such as dust, noise, odour, smoke, heat, high illumination levels or waste.

h) Large format commercial, auto-oriented uses, and other uses that might be considered noxious or disruptive to adjacent uses are not permitted.

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

4.3.5 Neighborhood Residential Area

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

Concept

The Neighbourhood Residential Area is on the eastern and western edges of the downtown. These stable low-density residential neighbourhoods are characterized by beautiful tree-canopied streets and small houses with consistent front yard setbacks and rear residential laneways, creating a unique character in the centre of Lloydminster. These neighbourhoods are to retain their character with enhanced linkages to downtown and the neighbourhoods surrounding downtown.

Figure 28: Neighbourhood Residential Area

Objectives

The objectives of the Neighbourhood Residential Area are:

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

Land Use Policies

These policies only apply to the Neighbourhood Residential Area:

a) Single detached, semi-detached, townhouse, row house, and apartments are allowed in this Area.

b) The minimum front yard setback is 3 metres and the maximum setback is 6 metres to preserve the existing neighbourhood character.

c) Maximum building height in the Area is 2 storeys for single detached, semi-detatched, townhouse, and rowhouse development.

d) Maximum building height for apartments is 4 storeys.

4.3.6 Downtown Highway Commercial Area

The Highway Commercial Area is located in the south of downtown along Highway 16. This Area is characterized by highway commercial uses to the west, east, and south, affecting its future use. As a result, the future concept for the Highway Commercial Area is to announce downtown to highway travelers and to allow limited, low profile highway-oriented development.
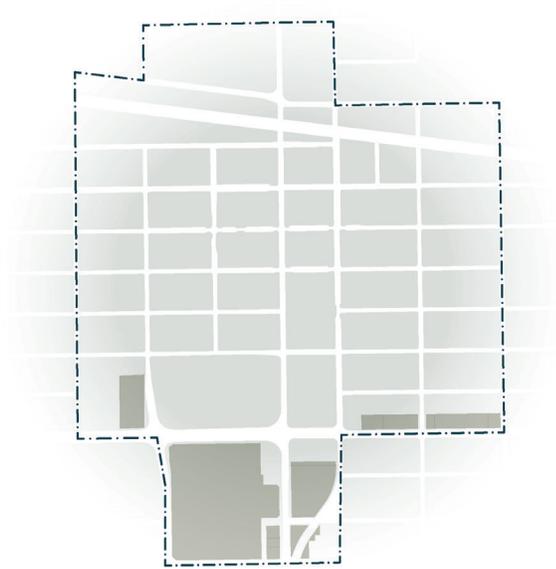
Figure 29: Highway Commercial Area

Concept

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

Objectives

The objectives of the Highway Commercial Area are:

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

Land Use Policies

These policies apply to the Highway Commercial Area.

a) Auto-oriented commercial uses are permitted in this Area.

b) Hotel or motel uses are encouraged in this Area.

c) The maximum height in this Area is 5 storeys.

d) Parking areas must be screened from the highway by buildings.

e) Parking areas must have clear entrance and exit driveways to minimize conflicts with pedestrians using the sidewalks.

5

DESIGN GUIDELINES

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

5.1 DESIGN GUIDELINES

The objectives of the Design Guidelines are:

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

5.1.1 Accessibility, Safety, and Inclusivity

a) Ensure all development is universally accessible.

b) Ensure all development employs Crime Prevention Through Environmental Design (CPTED) principles to promote user safety in public spaces and facilities.

c) Ensure all outdoor spaces are well illuminated.

5.1.2 Frontages

Permeability

a) Ensure front entrances face the street and are easily identifiable through material changes and/or colour accents.

b) Consider a recessed entrance/setback to break up the building face and draw people inside.

c) Make sure entrances are well lit.

d) Activate buildings setback from the lot line with amenities to encourage use by residents and create visual interest. Patios, plazas, furniture, bike racks, public art, landscaping, gardens, and accessibility features are strongly encouraged.

e) Use accent paving to invite pedestrians into the building and animate the street edge.

f) Use clear glass windows and doors to maximize transparency of frontage on public streets. Consider providing larger windows on the ground floor.

g) Do not use mirrored glass.

h) Commercial and multi-residential buildings on corner lots should address the corner with one front entrance. Where this is not possible, the primary of the two adjacent streets should be addressed.

Façade Treatment

i) Organize the façades of multi-tenant buildings to provide a consistent and robust repetition of the materials, details, styles, and shapes that provide visual interest to the streetscape.

j) Ensure public buildings have high-quality architectural detailing, articulation, and design.

k) Apply a small range of colour that compliments the façade and streetscape to the full facade or add as an accent.

l) Incorporate vertical elements, windows, and doors to break up longer building facades.

m) Illuminate storefronts and upper storeys of buildings at night for pedestrian safety and to provide visual interest, in all Areas except Neighbourhood Residential.

n) Treat blank walls with:
- Cladding that is complementary to the cladding of the building and adds interest to the look and texture of the wall and building,
- Painted murals; or
- Other artwork approved by the City.

Materiality

o) Use high-quality materials, such as wood, masonry, metal, and textured concrete in façade design.

p) Limit the number of materials used in one façade.

q) Emphasize the architectural features of a building façade with material changes.

r) Preserve existing historic architectural details where possible.

s) Consider distinguishing a base, middle and cap of the storefront with material accents.

Signage

t) Limit the number of signs used.

u) Compliment the architectural style of the building through sign design.

v) Minimize the use of window signs to prevent obstructing the view from the sidewalk.

w) Ensure that signs are visible from the sidewalk and do not impede pedestrian movement.

Weather Protection

x) Provide snow, wind, and rain protection with canopies, awnings, recessed entrances. Weather protection elements may encroach over the sidewalk if they do not obstruct pedestrian movement.

y) Maintain consistent heights of weather protection elements.

z) Compliment the building and street with the material and colour of weather protection elements.

aa) Install weather protection elements across the full facade, or only above the entrance to serve as an accent.

5.1.3 Utilities

a) Enclose all utility equipment within buildings or screened from view where feasible.

b) Ensure utilities, vents, and other utilitarian elements are not on the lower levels of facades adjacent to the public realm.

weather protection
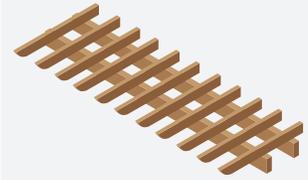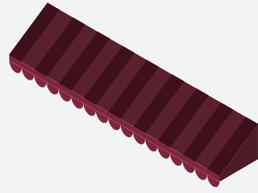
façade treatment
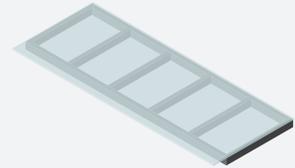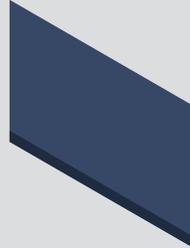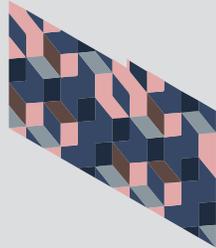
signage

lighting

hardscape
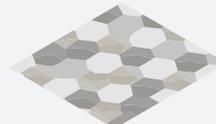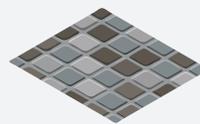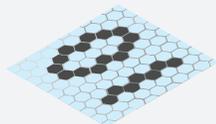
Figure 30: Façade Toolkit
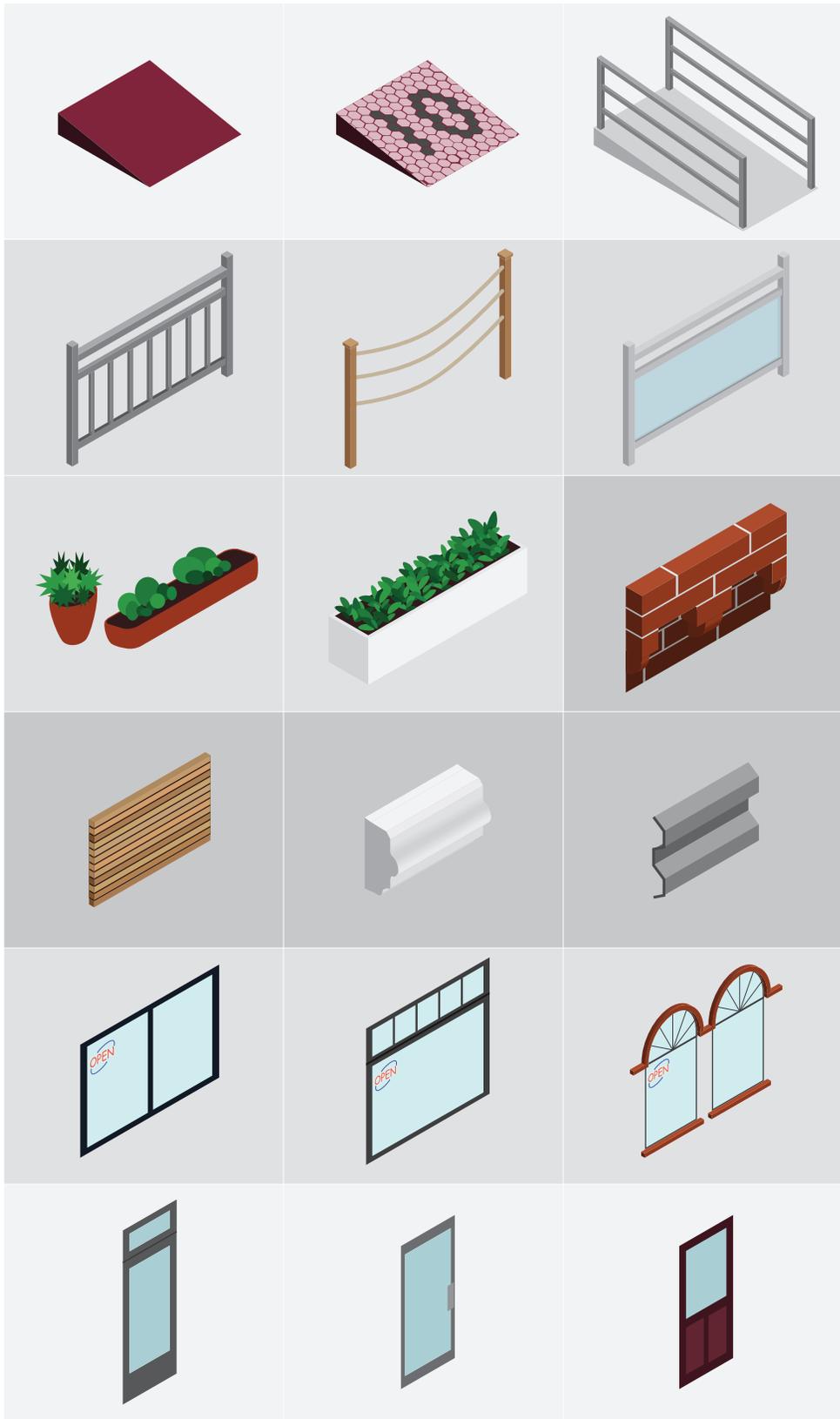
accessibility

enclosure

materiality

permeability

clear entrance

mural

awning

paint

SIGN

signage

clear display window

recessed entrance

front lighting

texture & materiality

decorative tile

accessibility ramp

plants
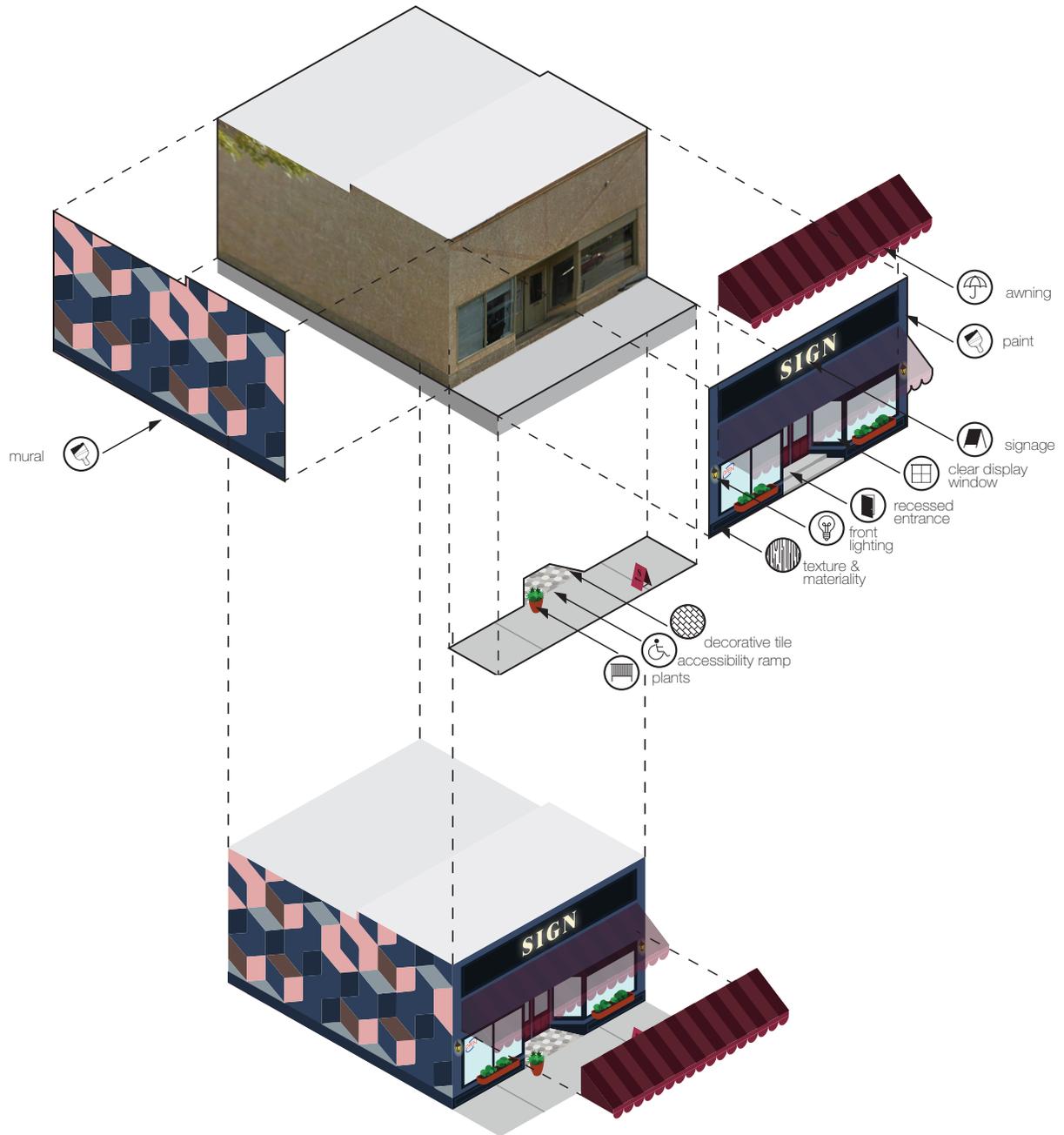
SIGN

Figure 31: Sample Application of the Design Guidelines

New Build

Renovation #1

Renovation #2

Renovation #3

Renovation #4

Renovation #5
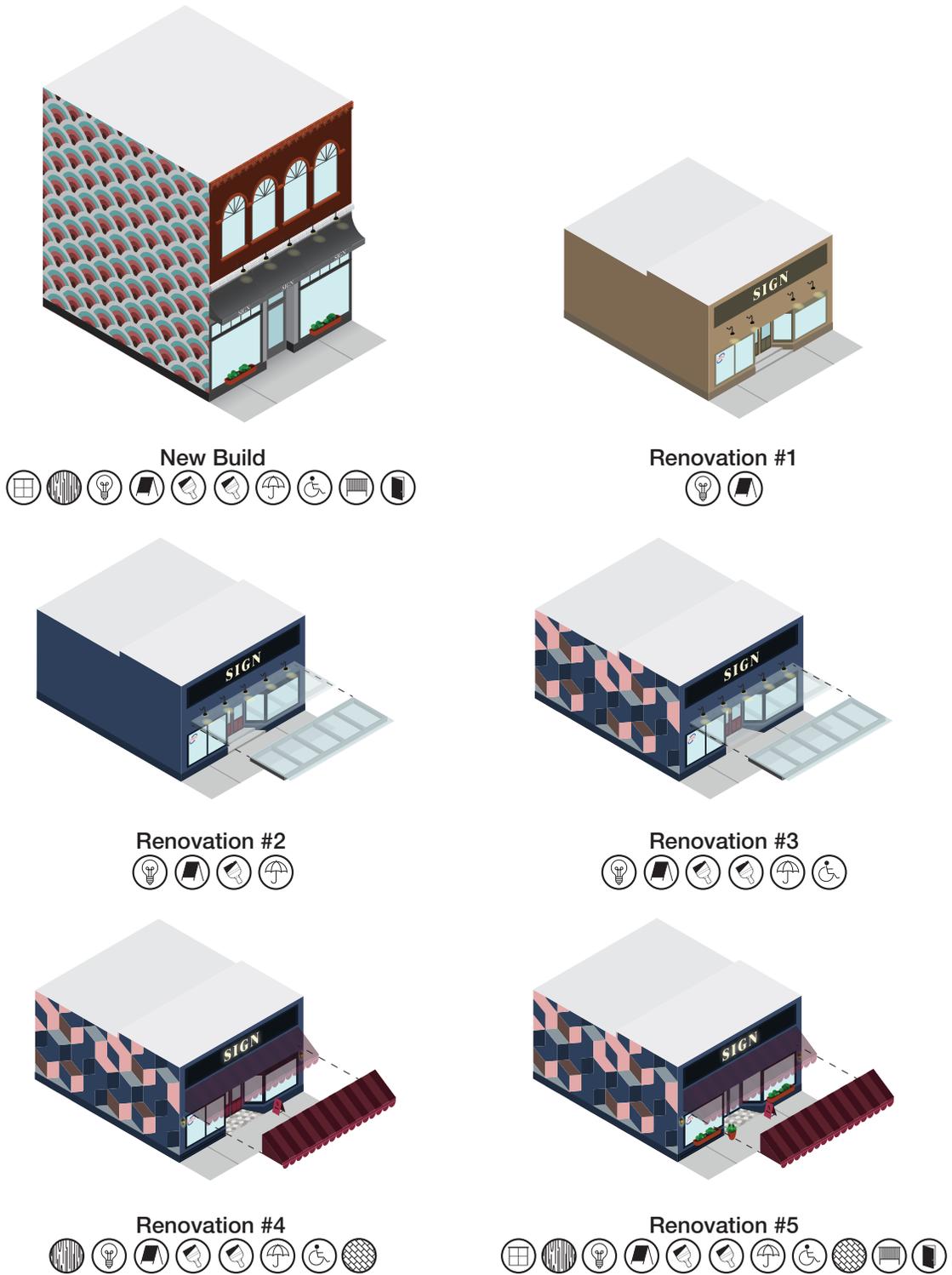
Figure 32: Sample Application of the Design Guidelines with varying levels of investment

6

IMPLEMENTATION

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

6.1 IMPLEMENTATION SCHEDULE

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

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

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

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

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

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

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

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY

SHORT TERM (0-5 YEARS)

PLAN GOAL 1: LEADERSHIP

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
Downtown Coordinator	Hire a municipal employee to collaborate with municipal staff, Council, the public, local community groups, and local businesses and manage downtown programming. The coordinator is accountable for the implementation and championing of all the Actions of the DARP, and should be hired within 2 years of approval of this Plan. The coordinator's role includes managing revitalization initiatives, liaising between staff and local businesses, designing marketing and promotion for the downtown, administering grants, coordinating events, and overseeing the cultural and economic development of the downtown area.	$$	♡♡♡♡	HIGH
Downtown Committee	Establish a volunteer based committee whose mandate is to promote the downtown and assist the downtown coordinator with the successful implementation of the DARP. It is recommended that one of the members be a City Councillor.	$	N/A	HIGH

PLAN GOAL 2: PUBLIC REALM

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
Parklets and Low-Cost Placemaking	Use temporary low-cost 'tactical urbanism' interventions to activate streets and develop parklets. Examples include developing seating in street parking spaces, painting designs at intersections, creating interactive play features, installing overhead or on the ground art displays, and introducing a series of interpretive signage.	$	♡♡♡	MED
Mural Program	Continue to support a community mural program which partners the local business and arts community.	$	♡♡♡♡	MED

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY

PLAN GOAL 3: EVENTS ☆

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
Downtown Events Grant	Develop and administer a program event grants to support downtown events run by community organizations and businesses.	$	♡♡♡♡	HIGH
Downtown Farmer's Market	Support an outdoor farmer's market downtown.	$	♡♡♡♡♡	HIGH
Food Trucks	Support a rotating program of food vendors on streets, in public space, or in underutilized parking areas. Provide moveable outdoor seating, power and water hookups, and coordinate with other downtown programs.	$	♡♡♡♡♡	MED
Winter City Programming	Develop wintertime programs in collaboration with local businesses, such as lighting displays, outdoor ice sculptures, snow playgrounds, etc.	$	♡♡♡♡	MED
Outdoor Movies	Partner with local businesses to host outdoor, family-friendly movie events in underutilized spaces in the summertime.	$	♡♡♡	LOW

PLAN GOAL 4: RESIDENTIAL DEVELOPMENT

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY
Development Fee Exemption	Provide reduced development fee rates for Downtown mixed-use development.	$	♡♡♡	MED
Residential Incentive Grant	Develop a grant that provides unconditional funding per new residential unit built of a certain size in target areas Downtown. The grant will be used to encourage property owners to either develop new residential housing, redevelop existing properties for mixed-use or multi-tenant use, or turn second-floor spaces above commercial storefronts into residential units.	$$$	♡♡	HIGH
Redevelopment Tax Incentives	Develop a tax incentive program where taxes in the downtown are frozen at pre-development rates for some time until a development is complete.	$$	♡♡♡	MED

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY

PLAN GOAL 5: BUSINESS DEVELOPMENT

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

ACTION	DESCRIPTION	INVESTMENT	PUBLIC SUPPORT	PRIORITY

MEDIUM TERM (5-10 YEARS)

PLAN GOAL 2: PUBLIC REALM

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

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

PLAN GOAL 5: BUSINESS DEVELOPMENT

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

LONG TERM (10-15 YEARS)

PLAN GOAL 1: LEADERSHIP

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

PLAN GOAL 2: PUBLIC REALM

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

6.2 INTERRELATIONSHIPS / AREAS OF INFLUENCE

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

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

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

Short Term (0-5 years)

STIMULATE

Downtown coordinator
Downtown committee
Events grants

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

Business attraction grants
Marketing strategy
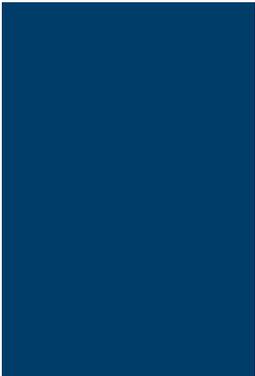
BUILD

Pocket parks and low cost placemaking
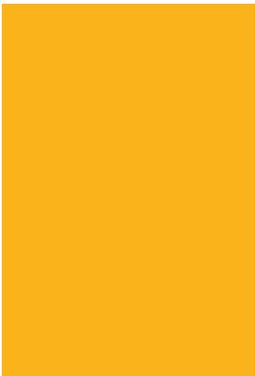
ACTIVATE

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

Medium Term (5-10 years)　　　　　**Long Term (10-15 years)**

Facade improvement grants
Public art program
Arts/business incubator program

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

50 Street Lighting

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

Community pianos
Street performance program

6.3 PLAN ADMINISTRATION

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

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

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FIGURES