LLOYDMINSTER

Southwest Area Structure Plan

What We Heard Report

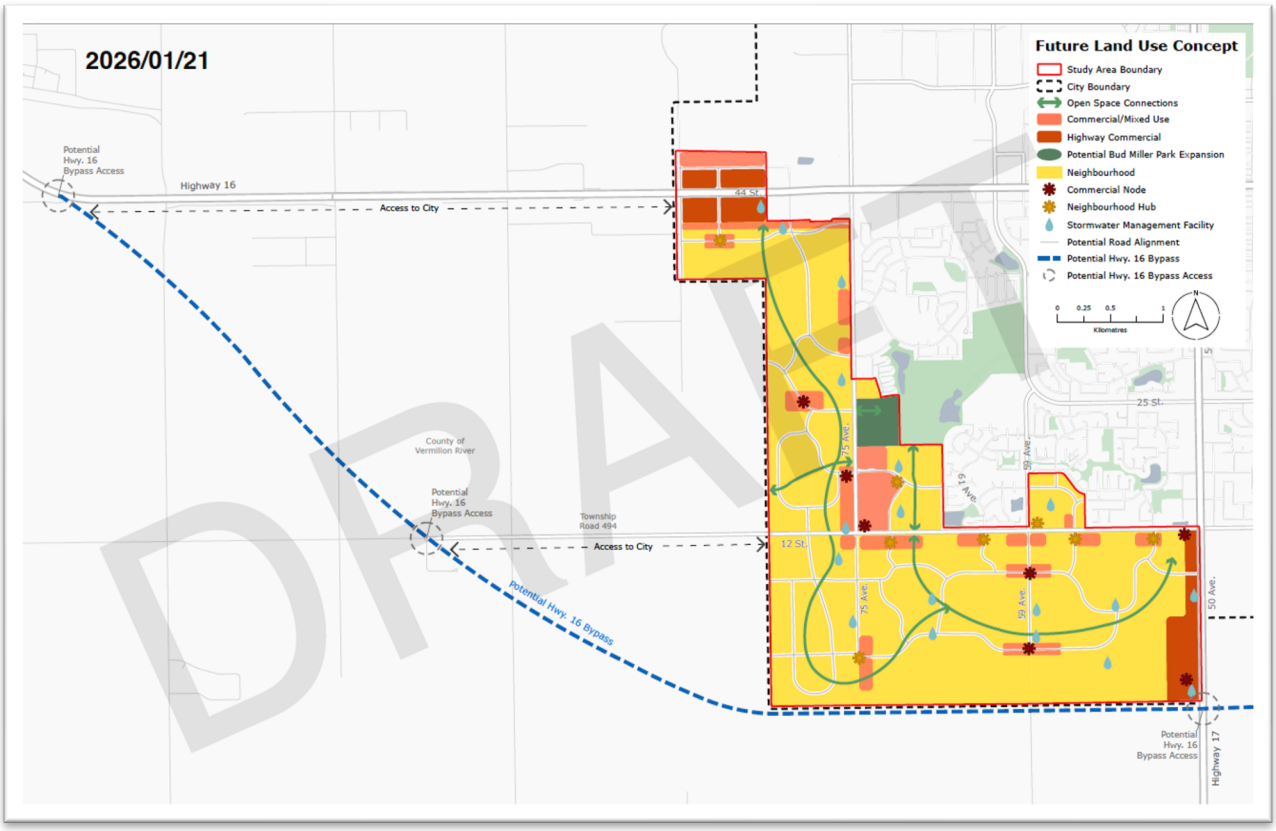
February 2026

Introduction

An area structure plan (ASP) is a high-level framework which guides future development of undeveloped lands in a particular area. As a statutory document, enabled by the Government of Alberta, the ASP includes the proposed sequence of development, generalized location of land use for the area, proposed population density of the area, general location of major transportation routes and public utilities, and additional requirements outlined by City Council.

ASPs are intended to ensure compatibility between the existing areas and the future developments of a particular study area. Once complete, the final ASP must be approved through a series of three readings by municipal City Council and a public hearing.

In 2024 the City of Lloydminster began developing the Southwest Area Structure Plan (SWASP). Which aims to provide long term development for approximately 17 quarter-sections of land in the southwest portion of our community. The study is generally bounded by Highway 16 to the north, 75th Avenue to the east, 12th Street to the south and the County of Vermilion River to the west.



Public Engagement

The City of Lloydminster hosted a multi-tiered consultation throughout Phase Three of the project. Beginning with stakeholder and landowner consultation in November and December 2025 and leading into a public opportunity in January and February 2026.

Stakeholder and Landowner Consultation

A variety of landowner and stakeholders were invited to the Operations Centre for one-on-one sessions with the project team. A total of 11 sessions were held which led to the initial refinement of the draft plan. The following data was collected as part of this engagement series:

- Landowner, interested party, and public engagement took place at various stages of the SWASP. At the beginning of the project, landowners and interested parties were notified of the project's commencement through letters. To keep the broader public informed, project announcements and updates were posted continually on the City website.
- Internal City departments were engaged to begin drafting the Future Land Use Concept, which involved integrating various master planning documents to establish the servicing design. Key discussions focused on servicing capacity and the potential future expansion of Bud Miller All Seasons Park (Bud Miller Park).
- Once the first draft Future Land Use Concept was developed, landowners and interested parties were offered individual meetings with the project team between Q4 2025 and Q1 2026. Following their feedback, additional open space connections and more opportunities for commercial were added to the concept. Furthermore, the SWASP boundary was adjusted to reflect portions of Lakeside and College Park to align these areas with the City's updated planning approach and provide greater certainty regarding future development in these areas. Once these changes were incorporated, another draft Future Land Use Concept was created and presented to the broader community.

Public Consultation

On January 29, the City of Lloydminster hosted a public open house at Servus Sports Centre; OTS Room. This drop-in opportunity provided residents with the opportunity to learn more about what an ASP is, the approval process, how it influences future community growth, the draft plan and more. Through this opportunity 91 participants, not including facilitators, attended the event. The following is a summary of the feedback that was provided within the engagement displays:

What aspects do you like about the plan:

- Bud Miller Park Expansion

- Commercial and Mixed Use
- Housing above the amenities
- Don't forget to pre-plan social housing
- Mixed uses
- Mixed housing types
- Open space plan
- Allow for flexibility of development and not just industrial
- Transportation corridors (all modes) need to be efficient of all users

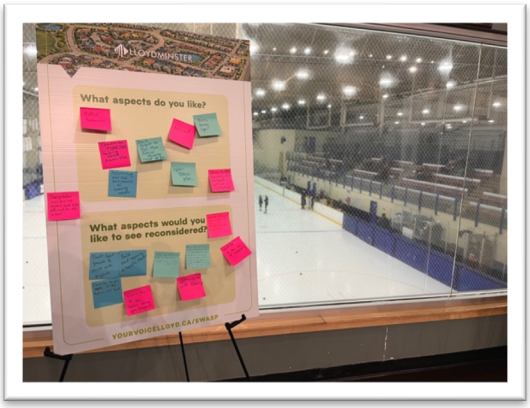
What aspects would you like to see reconsidered?

- Don't limit growth to south with bypass
- Build road capacity to handle traffic
- Bike lane access to paved country roads (ex: 12 street east and west)
- Nodes and collector roads should be plans in a relatively "straight" line in order to make it easier for a future transit system to serve. If a bus needs to "zig zag" too much it will not be efficient
- Would like to see lots of connectivity
- Ensure enough green spaces for access
- Structures with spacing
- Would like to see various housing types throughout
- Flexibility to grow south if the bypass isn't built
- Don't limit growth to the south with bypass
- Build road capacity to handle traffic

Overall do you support the initial concept?

- Yes- 7
- Unsure- 0
- No- 0





Virtual Consultation

Virtual engagement was available between January 29 to February 12 via the Your Voice website. Throughout the virtual engagement period 825 individuals viewed the project webpage.

Members of the public were encouraged to view the draft plan and provide comments or questions regarding what they did and did not like on the concept, additionally they were encouraged to ask the City of Lloydminster any project, or development, related questions. The following is a summary of the virtual engagement:

What aspects do you like about the plan:

116 individuals viewed the comments provided during the scope of engagement. The comments included:

- including open space connections
- This looks great!
- I really like the Bud Miller Park expansion. Hopefully this comes with another entrance to the park. I think it's a good mix of commercial and residential offerings.
- I think a new disc golf park would do this city well

What aspects would you like to see reconsidered?

88 individuals viewed the comments provided during the scope of the engagement. These comments included:

- I appreciate that Bud Miller has an expansion section. I would really love to see larger green spaces in town that aren't connected to Bud Miller. It would be great to have another option with a large green space in this new area. Perhaps with a sledding hill that's not quite as dangerously close to the parking lot as JC. Traffic Flow and pedestrian/bike routes are also important in my mind.
- Could there be a pedestrian bridge to connect Bud Miller to the area south of 12 St?

A summary of the general comments of questions unrelated to the specific land use concept include:

Comments Submitted	Answer Provided by the City of Lloydminster
The farthest corner of the southwest should be commercial focused with arterials leading into Lloydminster. Knowing that a bypass will eventually end up turning and going right by this area it seems like a major	Hello, thank you for your question. The draft Future Land Use Concept (dated January 2026 in the document section of the webpage) has been revised to identify the potential Highway 16 bypass and associated access points into the City for added clarity. The potential Highway 16 bypass was considered as part of the planning process and is not anticipated to change the overall distribution of land uses within the

oversight to include in the plan. Was the gazzetted land for the bypass taken into consideration by the consultants at all?	Southwest Area Structure Plan (SWASP). Commercial uses are intended to be concentrated at major access points or interchanges into the City. The identified access points from the potential Highway 16 bypass include: 1. Highway 16 (44 Street) 2. 12 Street 3. Highway 17 (50 Avenue) Outside of these locations, direct or all-direction access from the potential Highway 16 bypass into the SWASP is not anticipated. In areas where residential development backs onto the potential Highway 16 bypass, limited commercial uses may still occur; however, these would more likely be small-scale, neighbourhood-serving uses that support nearby residents, rather than high-intensity commercial developments.
Has indigenous groups as stakeholders been included?	Hello, thank you for your question. Yes, the project team remains committed to a diverse audience for engagement and consultation throughout this project. The City of Lloydminster and Frog Lake First Nation are participating in the Community Economic Development Initiative, which is delivered jointly by Cando (the Council for the Advancement of Native Development Officers) and the Federation of Canadian Municipalities (FCM). Through this partnership we have, and will continue to, engage, discuss and share ideas pertaining to the SWASP.
Lloydminster is facing challenges because the Servus Sports Centre is the only facility available for non-hockey activities, and its two field houses are heavily used for lessons, events, and bookings,	Hello, Thank you for the question. The City is dedicated to providing recreation and sport opportunities to all residents and continues to invest in facility upgrades and additions to the community to best meet our growing needs.

leaving limited access for the public. What is the City's plan to develop a permanent, dedicated multi-sport facility for non-hockey users? Options may include expanding Servus, building a new centre, or repurposing a hockey rink.	Recently the City has added non-ice sport related amenities including Basketball and Pickleball courts in Bud Miller All Seasons Park and supported both school divisions in the building of a indoor fieldhouse at the Lloydminster Comprehensive High School and an outdoor turf field at Holy Rosary, both of which allow for public use outside school hours. Future investment for facility expansions or additions will be determined through engagement with the public through a master plan in the near future. For more information, or to share further feedback please contact recservices@lloydminster.ca.
What kinds of development or land uses could occur in this area in the future? I am out of town during the Open House.	Hello, Thank you for your question. The draft Future Land Use Concept includes a mix of commercial, residential, and user-amenity expansion such as roadways, parks, and trail networks. The display boards for the open house have been uploaded into the document section of this webpage (right-hand column for desktop users). Within this document, you will find the draft Future Land Use Concept map along with supporting information. For those unable to attend the open house, virtual engagement will be available between January 29 and February 12 on this webpage. This forum will provide you an opportunity to share feedback on the project. If you have any further questions or comments, we are happy to help.
Will there be additional routes around bud miller area to ease congestion on 12th etc? There needs to be more through routes linking 75th ave eastbound. And why isn't the future considered when	Hello, Thank you for the question. Within the scope of the SWASP, the lands identified for potential park expansion do not include consideration of specific access points or circulation routes. Planning for detailed park design would be completed through a separate process at a later date.

expanding 12th? Should have expanded to double lanes instead of these shortcut passing bump outs they put in which of traffic is more than 3 cars long, there's not enough space and I'm sure will be another log jam during peak hours. This was another bypass for trucks that had been all but taken away now.	If you have questions or concerns regarding an ongoing development project, please contact Engineering Services at engineering.services@lloydminster.ca and they can provide project-specific technical information.
What is the project timeline for the Bud Miller Expansion? Can we expect work to start this year?	Hello, Thank you for your question. In 2023 the City of Lloydminster completed the Bud Miller All Seasons Park Master Plan to guide the future expansion on the area. Currently, the major improvements for this area, including the expansion, are included in the 10-year capital project plan. We are currently in the preparation stage, and remain committed continual to improvements and enhancements of the park. Visit yourvoicelloyd.ca/BudMiller to learn more about the approved master plan.
12 St is considered a wide load corridor yet it is a narrow 2 lane road with a high traffic volume, 75 Ave is also a high volume road, which will become even busier with the new developments coming online in the SW. Why are these routes not being four lanes and divided. The turning lanes created in late 2025 appear to be a cheap stop gap, but will do little to reduce congestion or make these routes safe. City council needs to do much	Hello, Thank you for your question. The City of Lloydminster acknowledges the concerns with 12 Street and 75 Avenue and is committed to roadway improvements. To date, the city has invested significant funding in phased improvements which includes intersection widening, new traffic signals and planning for future upgrades. So far, improvements have followed the transition of a road as an area develops. Beginning with a rural gravel road to a fully urban roadway with curbs, gutters and divided lanes. Upgrades will be continually made based on traffic volumes to ensure municipal funds are spent

better at planning roads and improving traffic efficiency.	appropriately throughout the community. As traffic increases along 12 Street and 75 Avenue, additional upgrades will be made in stages. Over time, this will result in a four-lane divided urban roadway. These future improvements and suggested timelines are outlined in the City's 2025 Transportation Master Plan. The City is committed to providing safe and efficient roadways for both drivers and pedestrians. To support this, traffic volumes are reviewed each year through the annual Traffic Counting Program, which helps determine when and where upgrades are required. With expected development along 75 Avenue of 12 Street, the City will continue to monitor traffic conditions and implement improvements as needed, pending City Council's approval of future capital budgets.
What is the plan for 19 st through Lakeview? Is it going to be a major road for those living in the area?	Hello, Thank you for your question. As identified in the approved Lakeside Area Structure Plan (ASP) (Bylaw No. 09-2019), 19 Street is designated as a collector roadway and will connect the existing Lakeside neighbourhood to the proposed Lakeside neighbourhood east and west. Proactively the City and the Developer are working jointly on introducing traffic calming measures and innovative roadway geometry along 19 Street to improve traffic flow and to mitigate impacts on the surrounding area.
Yes, expand 75th & 12th -- but what about 50th? The city needs to expand 50th to give it more lanes or at least better turning lanes... It's tough to go north and south... City planners need to realize the amount of traffic that is trying to get from A-B through, or around the city.	Hello, thank you for your question. While the future expansion of 50 Avenue is outside the scope of this project, the City of Lloydminster's Transportation Master Plan provides an overview of the existing roadway network and identifies recommended improvements. The plan outlines enhancements over the 5-, 10-, and 20-year horizons, which include improvements for ease of traffic flow and commuter safety along 50 Avenue.

	Learn more about the recommendations in the Transportation Master Plan at Lloydminster.ca/MasterPlan
How is the Cenovus/Husky Midstream pipeline corridor being considered in this ASP?	Hello, Thank you for the question. Throughout the project, the City of Lloydminster has, and will continue, to engage with external agencies regarding the existing oil, gas and pipeline infrastructure within the area. While most of the infrastructure within the project area is protected by an easement, there is a possibility that as development occurs additional easements may be required to ensure legislative setbacks, access and safety requirements are met.
When would this be started? Is this a 10 year, 20 year, 30 year plan?	Hello, Thank you for your question. Future development within the area will be driven by landowners and developers, not the City of Lloydminster, which makes it difficult to predict an exact timeframe. However, prior to annexation in 2022, the City of Lloydminster and County of Vermilion River completed a Joint Regional Growth Study. This study identified that the Alberta portion of Lloydminster had only enough unabsorbed land to support approximately 10 years of residential and commercial growth. The annexation added an estimated additional 35-years of residential and commercial land supply.
We have larger animals such as deer and moose in the park and coyotes. What, if any is the plan for their continued access into Bud Miller?	Hello, Thank you for your question. Within the Bud Miller All Seasons Park Master Plan it is recommended that a formal Wildlife Study be completed prior to development. This study will provide an overview of the types of wildlife that occupy the area, will analyze

	the available habitats and if there is any intervention needed. More details on the Bud Miller All Seasons Park Master Plan can be viewed at yourvoicelloyd.ca/BudMiller
I don't see much detail in the new plan regarding future parks and greenspaces. Small neighbourhood parks that people can walk to would be great. All the city seems to do now for parks is a bit of greenspace around the water storage ponds. Not everyone can or want to drive to Bud Miller.	Hello, Thank you for your comments. The draft Future Land Use Concept includes a range of uses within Neighbourhood areas, such as parks, school sites and small-scale commercial developments, to support residents' needs. Under provincial legislation, municipalities can require up to 10% of a parcel for Municipal Reserve (MR), which can be used for parks, schools, pathways and trails. The exact location and design of these MR lands will be determined during the next stage of planning, through Neighbourhood Structure Plans (NSPs), ensuring accessible, local green spaces for residents.
When preplanning just remember we are a city with lots of big trucks needs a citywide truck route one area in particular is the north east of garbage to RR 3273.	Hello, thank you for your comment. When planning roadways, the City of Lloydminster considers a range of factors, including current and future land use, traffic volumes, the types of vehicles using the road network, safety, connectivity and long-term maintenance. Truck routing is addressed through broader processes like the Transportation Master Plan which ensures truck routes and dangerous goods routes are appropriate, while minimizing impacts to residential areas. The current City of Lloydminster Truck Routes and Dangerous Goods Routes are identified within the Traffic Bylaw (Bylaw No.: 05-2021).
We at one time had 36 street as a good option to get across Lloydminster as an alternative to 44 street, then for some	Hello, thank you for your question. The City of Lloydminster's Transportation Master Plan provides an overview of the existing roadway network and

reason we put two schools right in the way on the Alberta side to add congestion.	identifies recommended improvements including the expansion and development of both 12 Street and 75 Avenue within the SWASP. The plan outlines enhancements over the 5-, 10- and 20-year horizons, which include improvements for ease of traffic flow and commuter safety. At this time, both 12 Street and 75 Avenue are planned to be developed into 4-lane divided roadways as adjacent development and corridor usage increase. Learn more about the recommendations in the Transportation Master Plan at Lloydminster.ca/MasterPlan.

Next Steps

In summary, the findings from the Southwest Area Structure Plan (SWASP) consultation will be reviewed and considered in the adjustments for the draft SWASP. For more information, and future engagement opportunities on the project, please visit yourvoicelloyd.ca/SWASP.