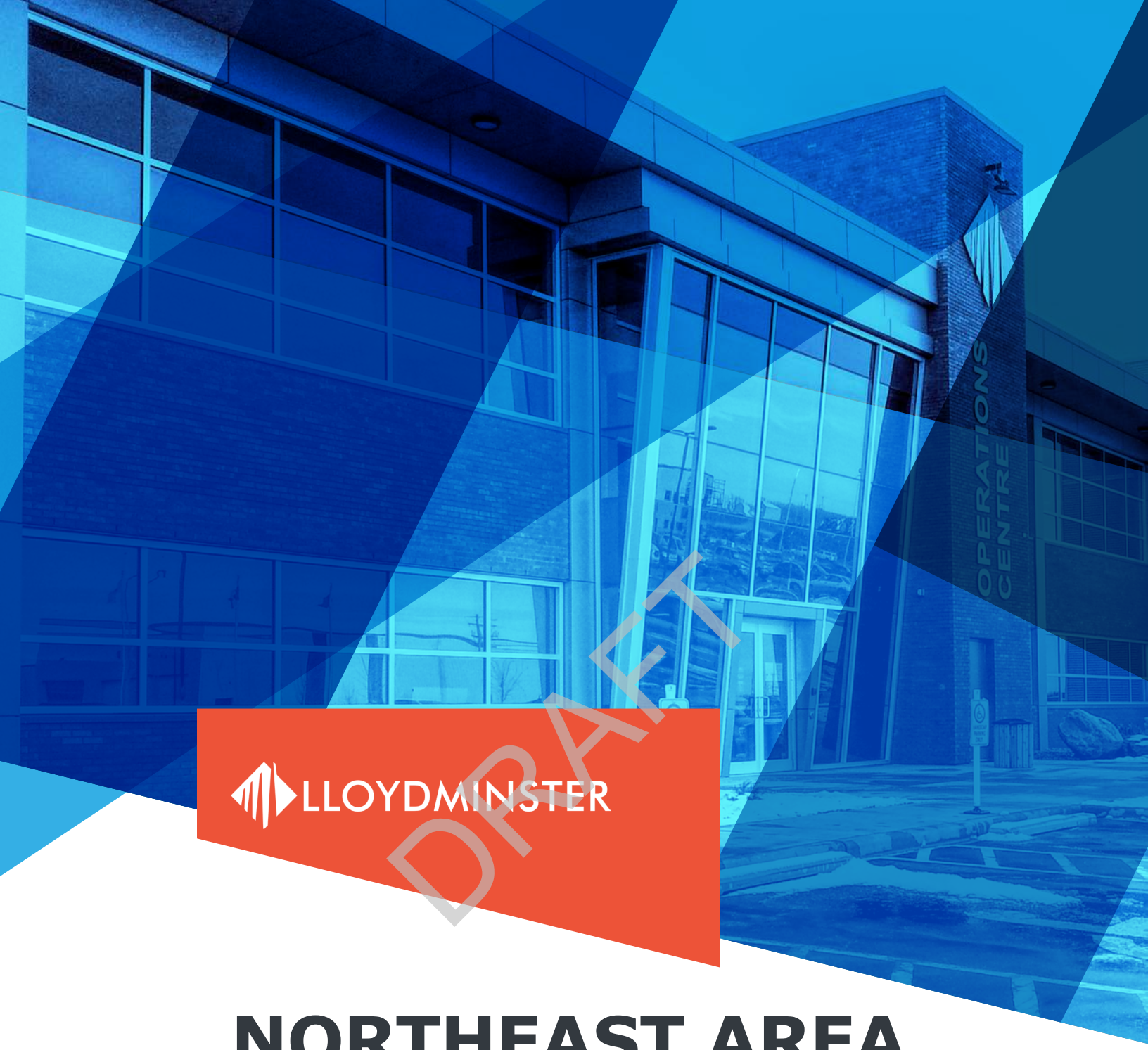


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NORTHEAST AREA STRUCTURE PLAN

BYLAW ##—2022
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Document prepared by:

redwillow planning

EXECUTIVE SUMMARY

The **Northeast Area Structure Plan** ("Northeast ASP" or "the ASP") provides a policy framework to guide future, more detailed planning, subdivision and development of an industrial neighbourhood in the northeast quadrant of the City of Lloydminster. Additionally, it provides rudimentary development analysis of Shadow Plan Area within the Rural Municipality of Britannia, which abut the ASP boundary to the east and north.

The ASP provides a high-level land use and engineering analysis of the suitability of the plan area for industrial development and assesses the natural and built environments to identify opportunities and constraints to future development. Furthermore, the ASP provides preliminary analyses of the existing water, sanitary, stormwater and transportation systems to identify what improvements may be required to support full build out.

Buffer Areas throughout the plan area provide setbacks to natural and constructed wetlands and watercourses and act to separate less compatible uses. Buffer areas may be designated as environmental reserve or municipal reserve where appropriate, and as determined by a Neighbourhood Structure Plan in collaboration with the City of Lloydminster.

Lastly, based on the preliminary analyses, the ASP offers policy direction to guide the development of Neighbourhood Structure Plans and future land uses and installation of municipal infrastructure. The ASP also provides direction for the implementation and monitoring of the document over time.

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01 PURPOSE, BACKGROUND & CONTEXT

This section introduces readers to the Northeast ASP, where it is located and current landownership within the plan area.

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PART 1.1
PURPOSE

The Northeast Area Structure Plan ("Northeast ASP" or "the ASP") provides a high-level land use and engineering analysis for the plan area, which is the area of study defined by the boundary of the Area Structure Plan. It sets the stage for Neighbourhood Structure Plans to provide detailed analyses in the future to support specific subdivision and development applications consistent with this ASP.

It also offers rudimentary land use analysis for adjacent 'shadow plan' areas within the Rural Municipality of Britannia ('RM of Britannia' or 'the RM'), which are for discussion purposes only and not statutory.

PART 1.2

BACKGROUND

The Northeast ASP was initiated by the City's Land Division with the intention of providing clarity on the future use of the subject lands as well as provide clarity to the RM of Britannia on how lands adjacent to its boundary may develop over time.

The original Northeast ASP was adopted in 2020 as Bylaw 32-2020. The boundary included approximately **120 ha** (296 ac) future residential lands, and the boundary did not include the Lloydminster Agricultural Exhibition Association Grounds, the Lloydminster Golf & Curling Centre lands, or the CP Railway and yards ("the existing developed lands"). Accordingly, the technical studies found in Appendices A through E do not provide analyses of these already developed lands yet are still valid for the remainder of the undeveloped lands within the ASP. Under current Area Structure Plan policy, a market analysis is not required. However, since the original ASP was supported by the Market Study found in **Appendix A**, it is provided strictly for information purposes as aspects of its analysis no longer apply to the plan area.

In 2022, the City updated its Area Structure Plan Policy to allow for greater market responsiveness in the development industry. The new policy reduced the level of detail required in ASPs, restricted their use for parcels of land greater than a quarter section in area, and introduced non-statutory Neighbourhood Structure Plans (NSPs) to guide smaller, neighbourhood-scale development. The NSPs support specific subdivision and development proposals within the ASP boundary through detailed environmental, land use and engineering analysis without requiring the same rigorous approval process as ASPs.

Also in 2022, the City annexed approximately **23.5** quarter sections of land from the County of Vermilion River. With the addition of this land, a review of the original Northeast ASP was undertaken with an eye to land use allocation across the City. It was concluded that including residential land in the middle of an otherwise industrial neighbourhood was not in keeping with best planning practices, nor was it consistent with the City's Municipal Development Plan, which requires industrial land to be separated from non-compatible uses, such as residential. Further, post-annexation, residential demand could be accommodated in other areas with less potential for land use conflict. Therefore, the decision was made to remove the residential land use from the Northeast ASP.

This new Northeast ASP provides a framework for future growth in Lloydminster's northeast lands with policies that have been established to ensure growth occurs in a logical and integrated pattern, supports efficient use of existing infrastructure and expansion thereof, and reduces potential land use conflicts with incompatible land uses.

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PART 1.3

CONTEXT

LOCATION

As shown in **Figure 1 Plan Location**, the plan area is located east of Highway 17, between 52nd Street and 67th Street, and bounded on the east by the RM of Britannia. The plan area for the Northeast ASP is approximately **595.60 ha** (1,471.75 ac) as shown in **Figure 2 Plan Area**. Of this, approximately **114 ha** (281.6 ac) represents the existing developed lands.

SHADOW PLAN AREA

The Northeast ASP is adjacent to lands in the RM of Britannia. As such, development inside the Northeast ASP boundary may affect future land uses in the RM of Britannia and visa versa. The purpose of the Shadow Plan Area is to provide consistency and continuity to future land uses and primary transportation routes across the municipal boundaries.

The Shadow Plan Area represents approximately **368.2 ha** (909.8 ac) but has no statutory effect; and it is not required that the RM of Britannia adhere to the land use designations or road locations shown in the Shadow Plan Area. Any suggested land use designations and road locations proposed in this ASP are for discussion purposes only and are not statutory requirements. Accordingly, the Shadow Plan Area may be revised at the discretion of the RM of Britannia prior to development to reflect circumstances at the time, and any future changes to the Shadow Plan Area would not trigger an amendment to this ASP.

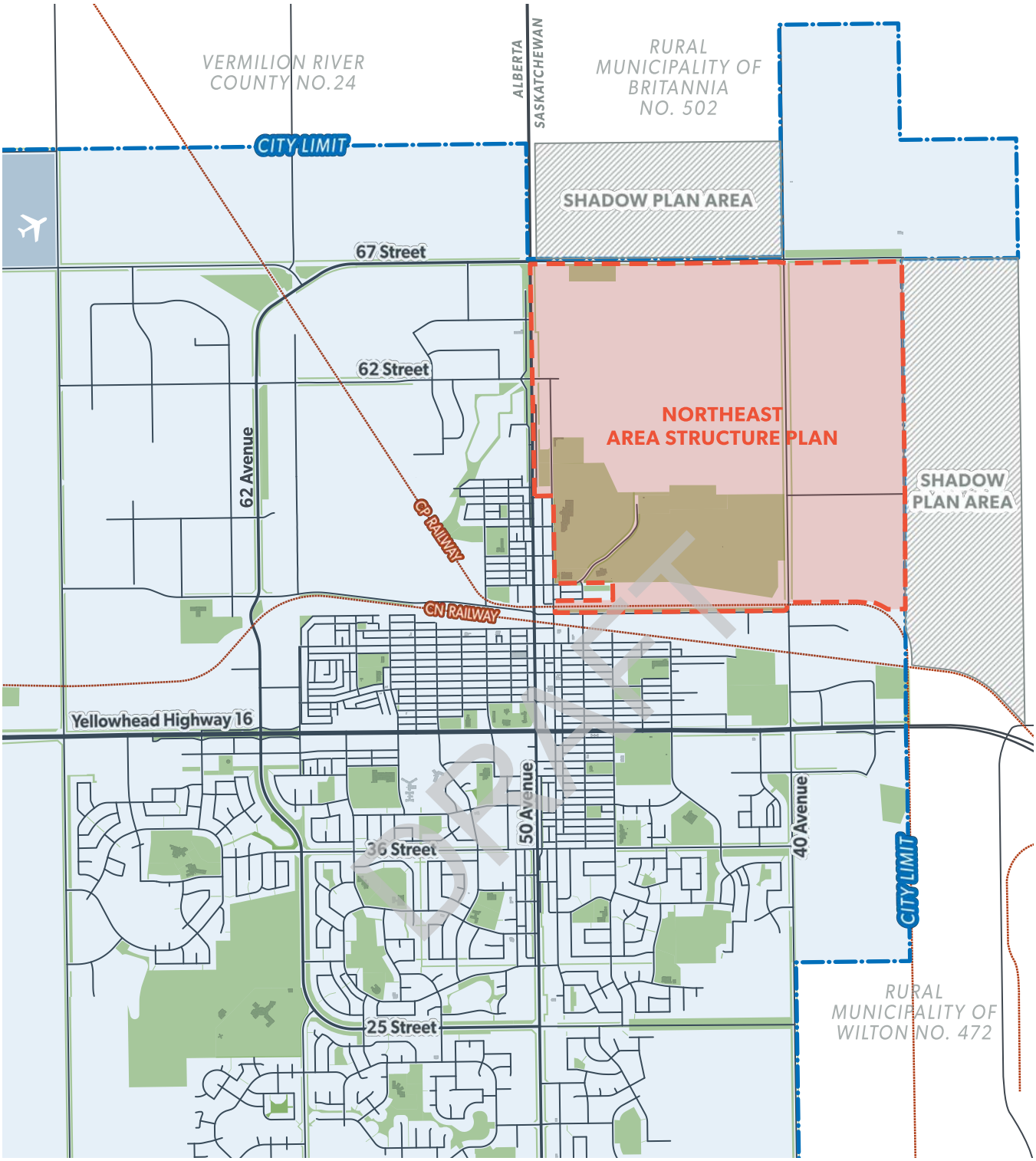
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MARKET DEMAND

A detailed Market Study was prepared by Urbanics Consultants Ltd. for the original ASP boundary to determine the demand for residential, retail, office, industrial, and institutional land in Lloydminster. With the removal of residential land uses from the Northeast ASP, this aspect of the Urbanics report is no longer applicable.

However, the Market Study notes that in a medium market share scenario over the study period to 2046, market demand for industrial and retail space at the Northeast ASP lands is estimated to be **329 ha** (812 acres).

A copy of the Market Study is provided in **Appendix A**.



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- Roads
- Railroads

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FIGURE 1

Plan Location

PUBLIC ENGAGEMENT

A virtual public open house was hosted by the City on June 16, 2022. A full account of the event is found in the What We Heard report dated July 22, 2022, found on the City's Your Voice Lloyd website (www.yourvoicelloyd.ca/NEASP). The following summarizes and paraphrases from the *What We Heard Report*.

The engagement event was promoted through the following channels:

- Mailed letters to northeast area landowners/ stakeholders
- Email invites to relevant contacts
- City of Lloydminster social media posts/stories
- City of Lloydminster news release
- Meridian Source Newspaper
- Digital Billboards
- Economic Development email newsletter
- Community Engagement email newsletter

Questions raised focused on the following topic areas:

01/ Effect of the ASP on existing residential property and land uses in the plan area,

02/ Future planning requirements and approvals process, and

03/ The adequacy of the transportation network to support the proposed uses.

City responses to the questions:

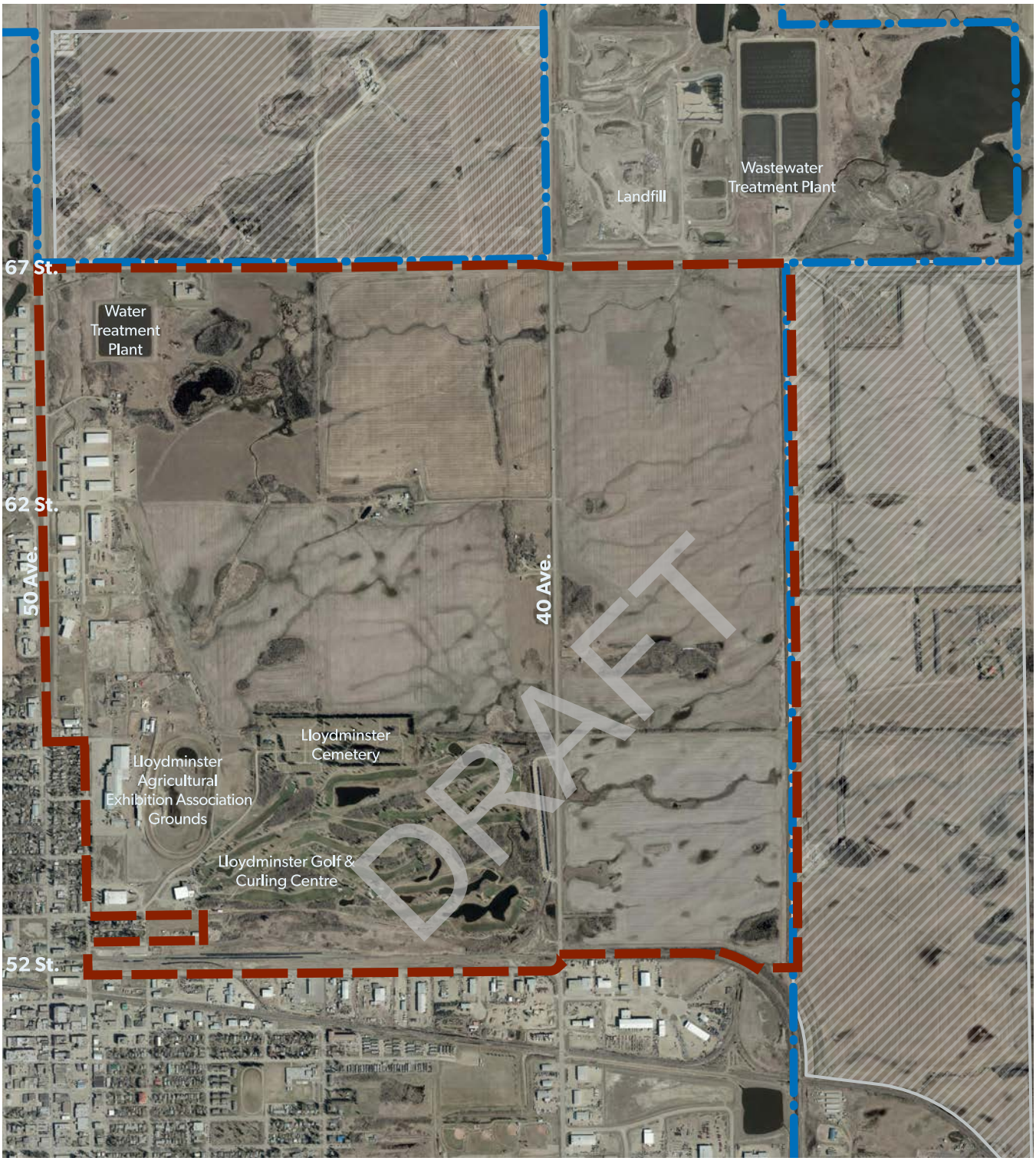
01/ The land use bylaw that affects residential properties is not being changed. All your current rights to development will remain. This plan only touches on the area surrounding you and the future development of the area.

At this time, there are no plans to change the existing land use. As per the Land Use Bylaw, which dictates development rights, it will not be amended in accordance with this Northeast Area Structure Plan amendment. Land Use bylaws will be amended closer to the time of development, through the review and approval of a Neighbourhood Structure Plan.

02/ Once the Area Structure Plan (ASP) is adopted, future subdivision, redistricting and development must be supported by a Neighbourhood Structure Plan (NSP), which are approved by Administration rather than Council if the NSP complies in all respects with the Northeast ASP. Neighbourhood Structure Plans must follow existing Council policy available on the City's website.

03/ A Traffic Impact Assessment has been completed for the Northeast ASP and identifies required transportation network improvements to support the proposed land uses. The removal of residential development from the Northeast Area Structure Plan decreases the number of daily trips local roadways in the area will experience, reducing demand. Also of note is that because the residential land uses have been removed, the extensive trails network previously proposed was also removed. However, sidewalk requirements for roadways remain in place to support non-vehicular modes of transportation for commuters.

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LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area

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FIGURE 2

Plan Area

02 POLICY FRAMEWORK CONTEXT

This section outlines the policy framework that enables and directs the Northeast ASP and its relationship to other plans and bylaws within Lloydminster.

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PART 2.1
COMPLIANCE

Per the Lloydminster Charter, ASPs are governed under the Alberta Municipal Government Act which provides direction for the contents of an ASP, ensuring they describe:

- The sequence of development proposed for the area;
- The land uses proposed for the area, either generally or with respect to specific parts of the area;
- The density of population proposed for the area either generally or with respect to specific parts of the area; and
- The general location of major transportation routes and public utilities.

PART 2.2

POLICY COMPLIANCE

MUNICIPAL GOVERNMENT ACT (MGA)

The MGA empowers municipalities to shape their communities. It regulates how municipalities are funded and how, as local governments, they should govern and plan for growth.

With respect to Area Structure Plans, the MGA sets forth the criteria for what they must address. As noted above, this includes the sequence of development, the proposed land uses, the density of population and the general location of major transportation routes and public utilities.

LLOYDMINSTER PLANNING DISTRICT OFFICIAL COMMUNITY PLAN (OCP)

The OCP provides policy direction and guidelines for the RM of Wilton, the RM of Britannia and the City of Lloydminster related to the region's physical, social and economic development. The City and RMs have mutual and long-term interests in how the area is developed.

The Northeast ASP was developed to be consistent with the OCP.

LLOYDMINSTER MUNICIPAL DEVELOPMENT PLAN (MDP)

This Northeast ASP was created at the same time the Municipal Development Plan was undergoing a major review in 2022. The Northeast ASP complies with the policies of MDP in effect at the time of production but not with the Map 2 Future Land Use Concept given the changes proposed herein. The changes in land use contained in this Northeast ASP will be represented in the new MDP.

The Lloydminster Municipal Development Plan (MDP) was amended previously to reflect the 2020 Northeast ASP. The 2022 MDP rewrite will correct the land use designations to reflect this Northeast ASP.

This ASP upholds the sound planning principles encouraged through policy in the MDP by:

- Facilitating orderly and contiguous development in the northeast area of the City;
- Providing significant lands for industrial uses;
- Locating industrial lands in appropriate locations to reduce land use conflict with incompatible uses;
- Clustering industrial uses to support partnerships and increase productivity; and
- Restricting non-industrial uses in areas designated for industrial development.

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AREA STRUCTURE PLAN POLICY 610-03

The purpose of ASP Policy 610-03 is to create a framework and provide clarity for the preparation of a long-range planning document for undeveloped parcels larger than one quarter section, which applies to the Northeast ASP.

The Policy requires an ASP provide a network level analysis of transportation and utility services, and generalized land use designations, leaving details to the Neighbourhood Structure Plan stage. The ASP must describe the following in a generalized manner:

- Proposed use of land;
- Density of the population;
- Sequence of development; and
- General location of all major transportation routes and public utilities.

LAND USE BYLAW

The Future Land Use Concept prepared for the Northeast ASP can be accommodated within the Lloydminster Land Use Bylaw (LUB). Land use designations shown on the Future Land Use Concept (Figure 7) do not signify land use districts specified in the LUB. Future development proposals within the areas currently districted Urban Transition (UT) District will require an amendment to the LUB to redistrict the lands prior to development. Redistricting applications will need to be supported by an approved Neighbourhood Structure Plan.

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PART 2.3

PLAN INTERPRETATION

MAP INTERPRETATION

Unless otherwise specified within this plan, the boundaries or locations of any symbols or areas shown on a map are approximate 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 utility/road rights-of-way. No measurements or area calculations should be taken from the ASP maps.

POLICY INTERPRETATION

Where "***shall***", "***will***", "***must***" or "***require***" are used in a policy, the policy is considered mandatory to achieve a desired result.

Where "***should***" is used in a policy it is anticipated that the policies will be applied in all situations unless it can be clearly demonstrated to the satisfaction of the Development Authority, that the policy is not reasonable, practical, or feasible in a given situation.

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03 ANALYSIS OF EXISTING CONDITIONS

This section provides context and analysis of the existing conditions within the plan area.

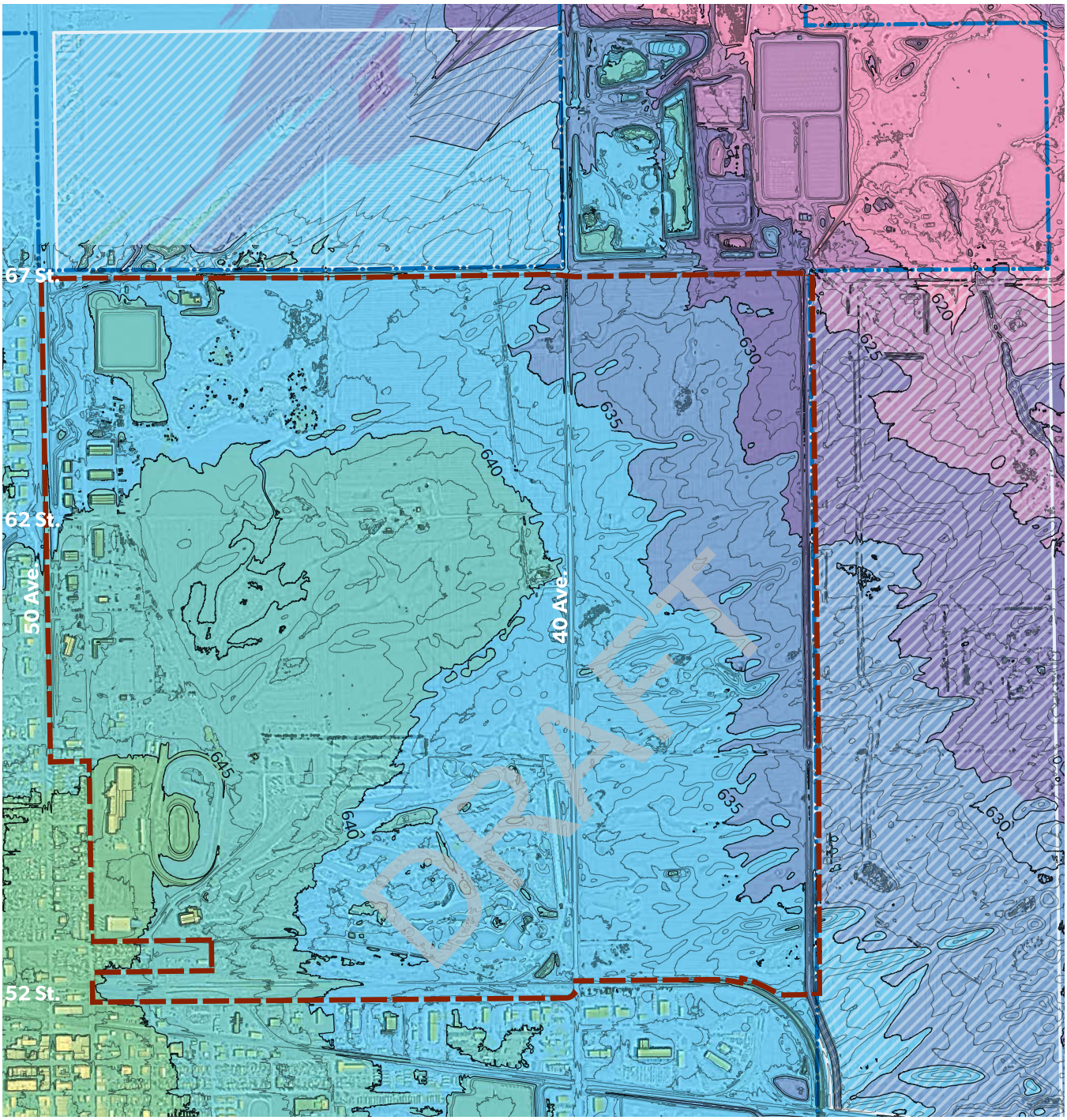
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PART 3.1

NATURAL

SOILS

Soils in the area within and surrounding the ASP are predominantly black loam with dark gray and gray Luvisolic soils. These soils have moderate limitations that reduce the choice of crops and require moderate conservation practices. Future development will require earthworks that will likely result in admixing of soils, erosion, and sedimentation. Additionally, soils from outside the ASP lands may be used as fill during development. At the development stage, the Development Authority may request that an erosion and sediment control plan be implemented to address potential issues.



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- 5 m Contour Interval
- 1 m Contour Interval

Ground Elevation

High: 647.38 m

Low: 617.11 m

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FIGURE 3

Plan Area Topography

WATER

Wetlands identified within the plan area include marshes, swamps, and a watercourse. One artificial wetland feature (City of Lloydminster Water Treatment Plant) was also identified in the plan area. Of the wetland features, 10 have been identified as being likely permanent which may require preservation, or equivalent naturalised reconstruction where preservation is not feasible. An Environmental Review is provided in **Appendix B**.

TOPOGRAPHY

The topography within the ASP is relatively flat as most of these lands have been actively cultivated or developed. Some depressional wetland areas are present. The lands generally slope from the west to east, and from south to north, representing an overall grade change of approximately 20 m (from 645m to 625m) as shown on **Figure 3 Plan Area Topography**.

VEGETATION

Vegetation within the plan area is mainly cultivated, interspersed with numerous wetlands and treed areas including treed wetlands and windrows. The treed areas are dominated by Aspen species. A modified watercourse is located in the northwest corner of the plan area and no rare vegetative species are present. There are no known occurrences of rare animal species or animal assemblages are located within the plan area.

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PART 3.2

BUILT FORM

The lands adjacent to the Northeast ASP have the following land use designations per the LUB, described counterclockwise from the southwest corner of the ASP boundary:

- Medium Density Residential District (R4), Service Commercial District (C5), Light Industrial District (I1), Row House Residential District (R3), Urban Park District (UP) and Central Commercial District (C1) at southwest corner.
- Light Industrial District (I1) along south boundary to the southeast corner.
- Lands within the RM of Britannia along the eastern boundary, which include rural commercial, industrial and agricultural uses.
- Public Utility District (PU) at the northeast corner including the City of Lloydminster Landfill and Waste Water Treatment plant.
- Lands within the RM of Britannia including rural commercial, rural residential and agricultural uses along the northwestern boundary.
- Light Industrial District (I1), Medium Industrial District (I2), Urban Transition District (UT), Urban Park District (UP), Public Utility District (PU), Single Family Residential District (R1), and Service Commercial District (C5) along the west boundary on the west on the west side of 50th Avenue.
- Service Commercial District (C5), Medium Density Residential District (R4), Row House Residential District (R3), Urban Park District (UP), Light Industrial District (I1) and Central Commercial District (C1) along west boundary east of 50th Avenue.

The ASP borders the RM of Britannia along a portion of the north boundary and the entirety of the east boundary. RM land uses adjacent to the ASP to the north are Agriculture District (A) Rural Commercial (C1), to the east, Agriculture, Industrial and Rural Commercial.

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EXISTING LAND USE DISTRICTS

The plan area is predominantly districted as Urban Transition (UT) District to allow for a limited range of agricultural and rural land use activities in a relatively undeveloped state, awaiting urban development and utility servicing. Portions of Light Industrial District (I1) and Service Commercial District (C5) also fall within the plan area as shown on **Figure 4 Existing Land Use**. Existing development in the plan area consists of light industrial and service commercial uses along Highway 17 along the west boundary of the plan area, as detailed below.

TABLE 1

Current Land Use District Allocation by Area*

Land Use District	Area**	
	Hectares	Acres
Urban Transition District (UT)	308.8	763.0
Light Industrial District (I1)	166.0	410.2
Service Commercial District (C5)	1.8	4.4
Urban Park District (UP)	95.7	236.5
	572.3	**1414.1**

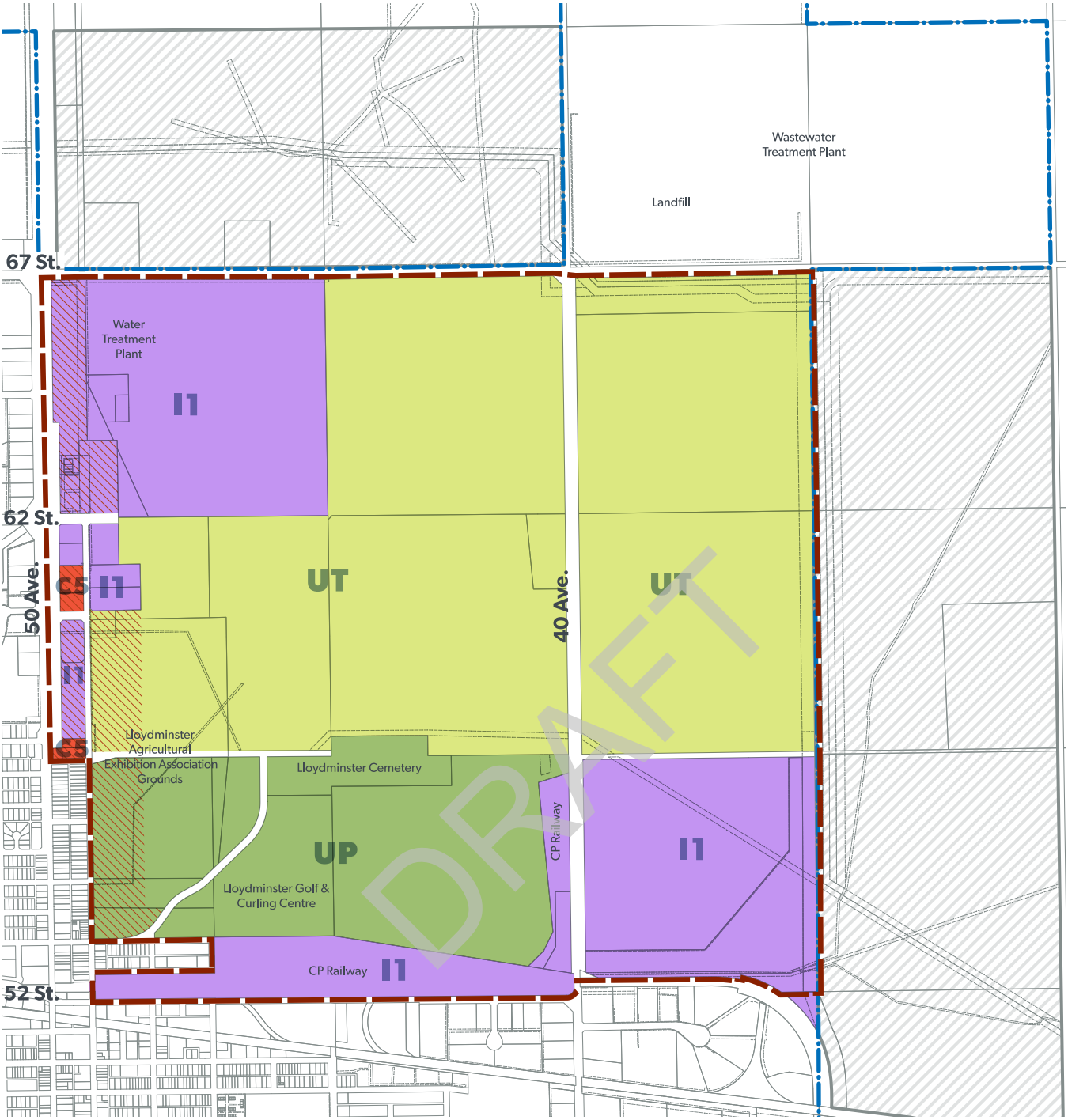
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HISTORICAL RESOURCES

The lands within the plan area have previously been disturbed through extensive farming and currently portions of the west and south support industrial uses. A review utilizing the Government of Saskatchewan's Land Sensitivity Screening Tool did not identify any of the subject lands as historically significant ant this time.

** Land Use Districts are subject to change through future Land Use Amendment applications and/or changes to the LUB.*

*** Areas are approximate only and any discrepancies are a result of rounding.*



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- UT – Urban Transition
- UP – Urban Park
- I1 – Light Industrial
- C5 – Service Commercial
- Highway Corridor Overlay

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FIGURE 4

Existing Land Use

OIL & GAS INFRASTRUCTURE

There are seven active, suspended, completed or abandoned well locations in the statutory plan area (see **Figure 5 Plan Area Context**). Each well is identified below in **Table 2** below and ownership details will need to be confirmed at the Neighbourhood Structure Plan stage. Additionally, there are 14 active and two abandoned well locations in the Shadow Plan Area. These wells are not discussed here as they are outside the statutory limits of the ASP.

Active and suspended wells are primarily concentrated in the central north and northeast plan area. There are four operating and one abandoned liquid petroleum pipelines within or adjacent to the plan area. Future development will conform to legislation with respect to setbacks and development regulations.

TABLE 2

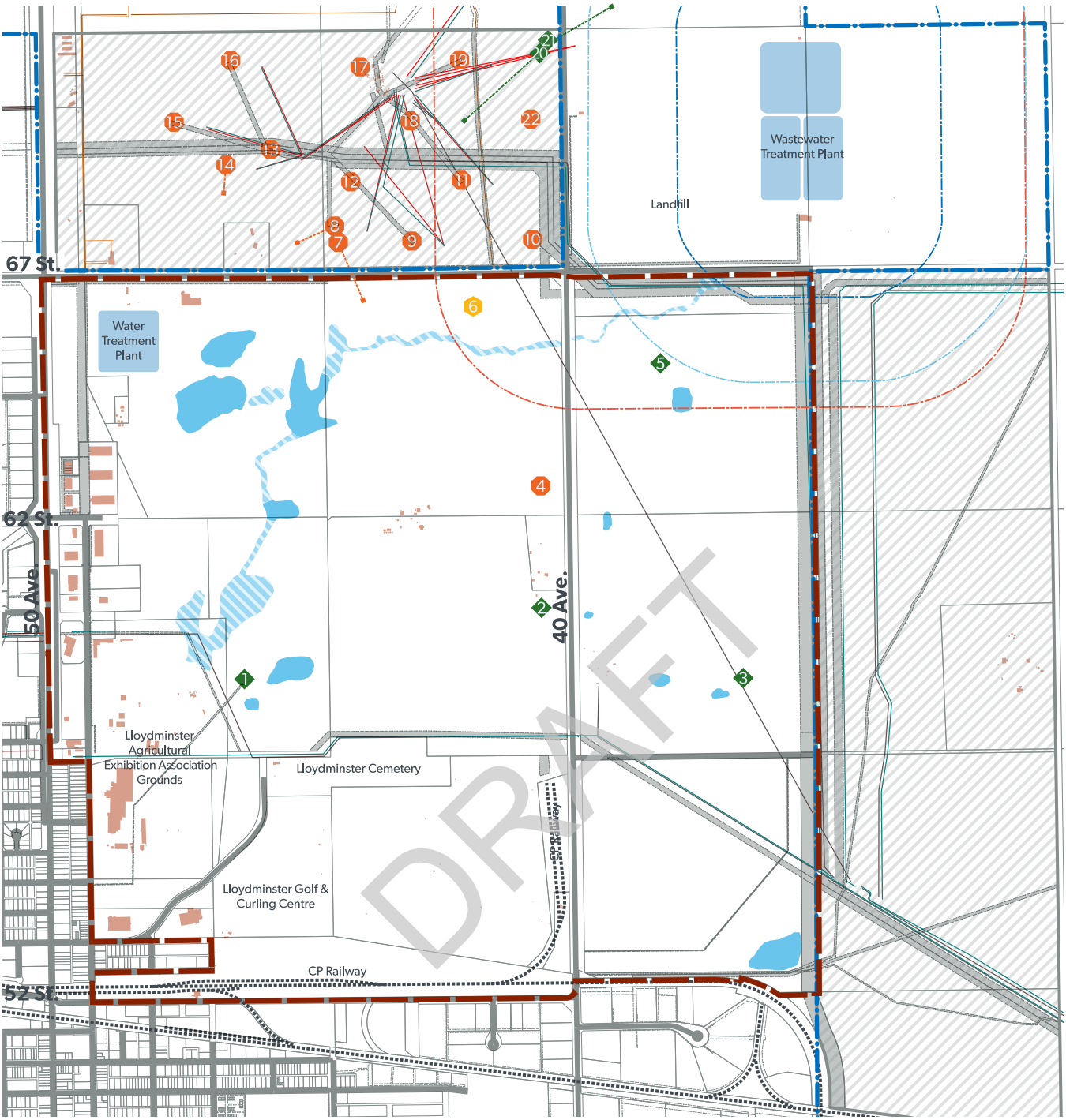
Unique Well Identifier Summary

ID	Unique Well Identifier (UWI)	Owner/Licensee	Spud Date
1	131/03-11-050-28W3/00	The Lloydminster Gas Company	11/20/1933
2	111/08-11-050-28W3/00	Cona Resources Ltd.	08/13/1979
3	101/03-12-050-28W3/00	Abandoned - Owner Obsolete	03/08/1935
4	111/09-11-050-28W3/00	Original Oil Inc.	08/07/1979
5	111/13-12-050-28W3/00	Cona Resources Ltd.	03/16/1981
6	131/16-11-050-28W3/00	West Lake Energy Corp.	07/27/1979
7	191/15-11-050-28W3/00	West Lake Energy Corp.	12/04/1985

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MUNICIPAL INFRASTRUCTURE

Existing water, sanitary, and stormwater infrastructure within the ASP is predominantly located along the west side of the plan area along or near 50th Avenue. The Water Treatment Plant is in the northwest corner of the ASP and an existing watermain runs along 40th Avenue. The existing East Sanitary Trunk and East Drainage Channel both run along the east boundary of the ASP. A Servicing Review is provided in **Appendix C**.



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- Road Network
- Rail Line
- Utility Rights of Way
- Active Oil Well (w/ downhole)
- Suspended Oil Well
- Dry/Abandoned Well (w/ downhole)
- Potentially Permanent Wetland
- Non–Permanent Wetland/Connection
- 457 m Landfill Setback
- 300 m / 600 m Lagoon Setback
- Existing Building

N W E S

FIGURE 5

Plan Area Context

TRANSPORTATION INFRASTRUCTURE

The ASP is bound by Highway 17 to the west and arterial roadways 52nd Street to the south and 67th Street to the north. The future extension of 62nd Street as an arterial roadway from 50th Avenue to 40th Avenue is identified in the Transportation Master Plan. Fourtieth Avenue bisects the ASP and is designated as an arterial roadway.

A limited street network in the southwest of the ASP, including the termination of 62nd Street, the 50th Avenue service road and a portion of 49th Avenue, provides access to existing light industrial and service commercial development.

Highway 17, 52nd Street, 67th Street and 40th Avenue are designated truck routes and the future extension of 62nd Street will likely be a truck route as an extension of the existing truck route, west of Highway 17. Highway 17, north of 62nd Street, 67th Street and 40th Avenue are designated dangerous goods routes. Access to arterial roads (as identified) from the ASP is limited and subject to access management requirements. A Traffic Impact Assessment is provided in **Appendix D**.

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LAND OWNERSHIP

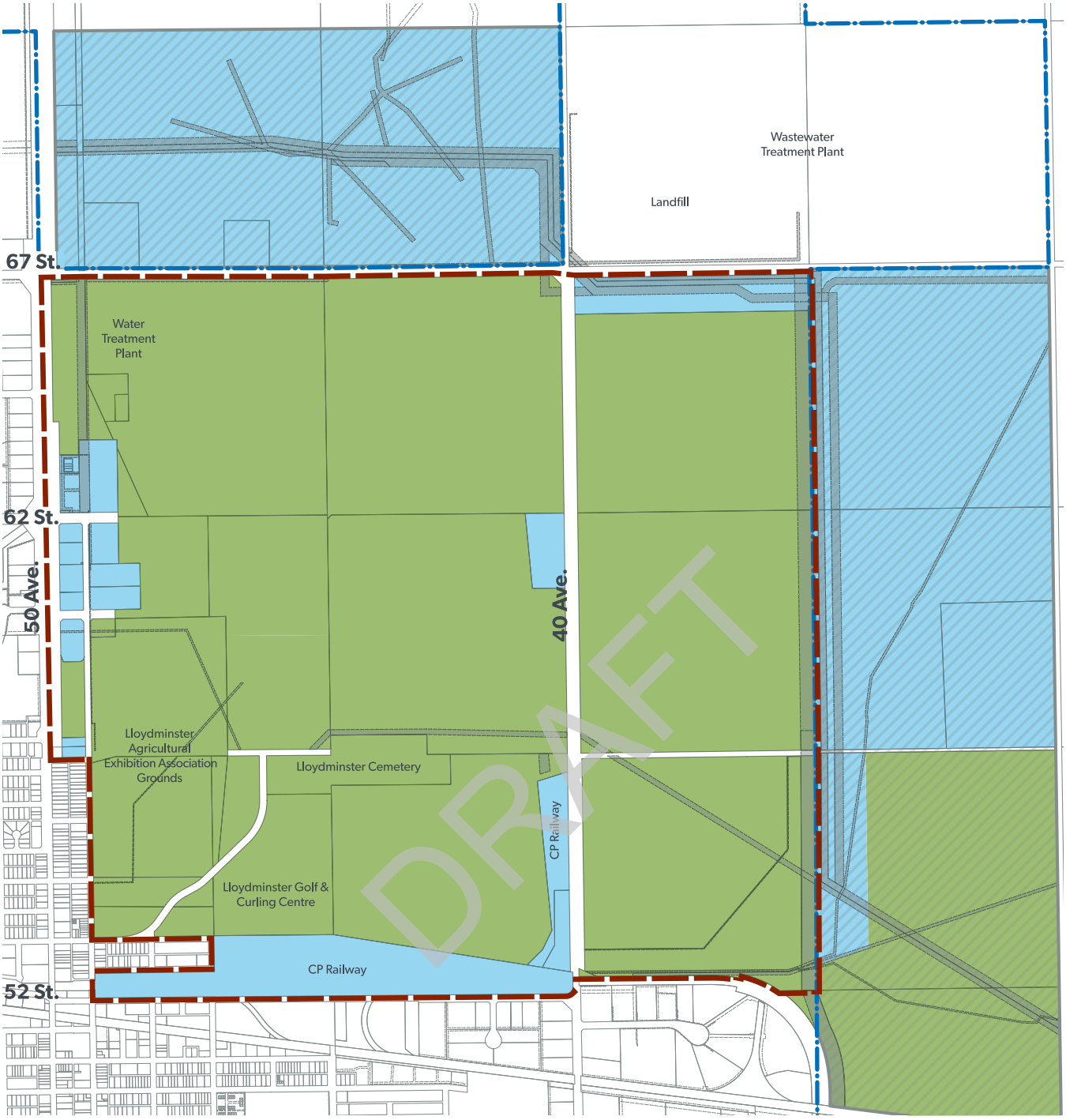
Of the **595.6 ha** plan area, approximately **53.4 ha** or almost **9%** of land is privately owned, while **517.4 ha** or **86.8%** is publicly owned land, with the City of Lloydminster being the majority public landowner (see **Figure 6 Land Ownership**). A distribution of land ownership within the plan area is summarized in **Table 3** below.

TABLE 3

Land Ownership Distribution

Ownership	Approximate Area*	
	Hectares	Acres
Publicly Owned Lands	517.4	1278.5
Privately Owned Lands	53.4	132.0
Roads	24.8	61.3
TOTAL	**595.6**	**1471.8**

** Areas are approximate only and any discrepancies are a result of rounding.*



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- Private Ownership
- Public Ownership
- Right–of–Way

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FIGURE 6

Land Ownership

04 OPPORTUNITIES & CONSTRAINTS

This section highlights the opportunities and constraints for future development.

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TRANSPORTATION NETWORK

The transportation network as described above provide ample opportunities to service an industrial development area as conceived by the Northeast ASP. The truck and dangerous goods routes along with the proposed extensions of existing roads into the Shadow Plan Area will offer good circulation post development.

Lloydminster has the advantage of being serviced by both CP and CN Rail. Adjacent to the plan area to the south is existing rail infrastructure that could support future spur lines for added service within the Northeast ASP.

CONTAMINATION

A Phase I Environmental Site Assessment (ESA) was commissioned separately by the City on June 24, 2020. Several spills were identified in the plan area that should be remediated prior to future development. A Phase II ESA was also recommended to further understand the scope of contamination on the western portion of the plan area. A copy of the Phase I ESA is provided in **Appendix E**.

In areas identified as requiring a Phase II analysis, the study would be a requirement of the Neighbourhood Structure Plan.

LIMITING DISTANCES

The City's Wastewater Treatment Plant and Sanitary Landfill area are located north of the ASP. Setbacks associated with the wastewater treatment lagoon and landfill limit the proposed uses in the Future Land Use Concept. Neighbourhood Structure Plans will need to identify how to mitigate this constraint.

WETLANDS

A number of existing wetlands were identified by the Environmental Assessment. If compensation is to be avoided, then these wetlands could pose some constraints on development. However, with Provincial approval, some of the wetlands could be incorporated into overall stormwater management plans. More detailed analysis of this opportunity would be required at the Neighbourhood Structure Plan stage.

OIL & GAS INFRASTRUCTURE

There are four abandoned wells, one suspended well and one active well in the plan area, along with pipeline rights-of-way (see **Figure 5 Plan Area Context**). Oil and gas infrastructure may pose a constraint to future development, and subsequent planning work will need to identify mitigation approaches and setback requirements.

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05 GENERALIZED FUTURE LAND USE CONCEPT

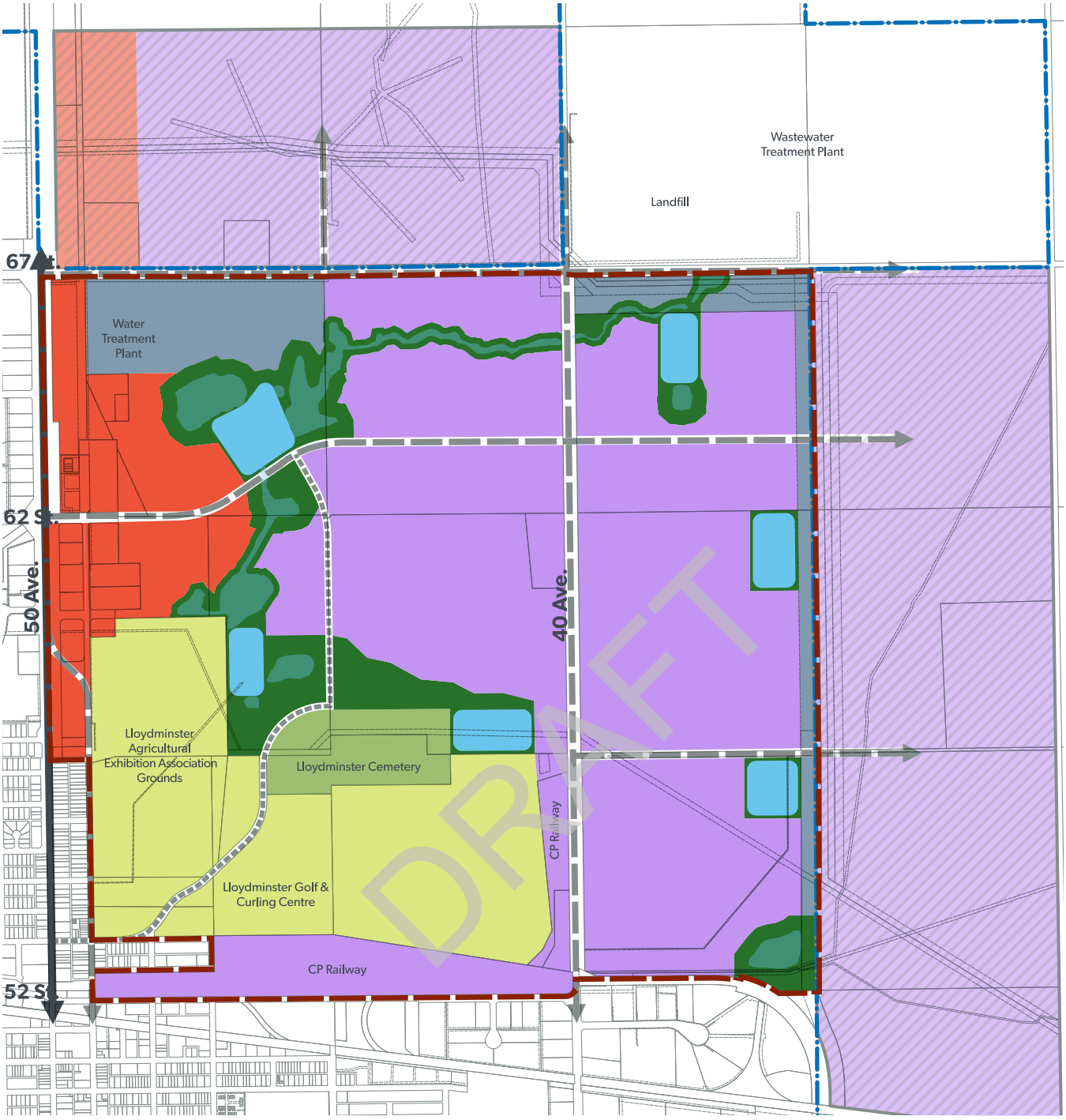
This section provides the overall Development Concept for the Northeast Area Structure Plan.

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PART 5.1
OVERALL VISION

The Northeast ASP supports the development of an industrial neighbourhood in the City's northeast quadrant that will respond to current and future market needs for non-residential development (see **Figure 7 Future Land Use Concept**).

The neighbourhood is well situated to support industrial uses as it is separated from incompatible uses by major roadways, serviced by the CP Railway, and includes the limiting distances around the Wastewater Treatment Plan and Landfill within which certain types of non-residential uses can be considered for development.



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- Highways
- Arterial Roads
- Collector Roads
- Buffer Area
- Commercial & Industrial Service
- Industrial
- Utilities
- Cemetery
- Recreation
- Storm Water Pond
- Wetland

N W E S

FIGURE 7

Future Land Use Concept

Table 4 below summarizes the proposed distribution of land uses within the plan area.

TABLE 4

Land Use Concept Statistics

Land Use Type	Area (ha.)	Area (ac.)	% of GDA
PLAN AREA	**595.6**	**1,471.8**	
Potential Environmental Reserve (ER)	59.4	146.8	
Water Treatment Plant	22.8	56.3	
Cemetery (Existing)	9.0	22.2	
Cemetery (Expansion)	6.3	15.6	
GROSS DEVELOPABLE AREA	**511.2**	**1263.2**	**100%**
Commercial & Industrial Service	50.0	123.6	10.04%
Industrial	246.2	608.4	49.43%
Industrial (Railway)	28.1	69.4	5.64%
Recreational (Golf Course)	60.4	149.3	12.13%
Recreational (Ag Ex)	25.7	63.5	5.16%
Recreational (Ag Ex Expansion)	20.7	51.2	4.16%
Utilities	17.5	43.2	3.51%
Storm Pond	20.4	50.4	4.10%
Roads	29.1	71.9	5.84%
TOTALS	**511.2**	**1263.2**	**100%**

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PART 5.2

SHADOW PLAN AREA

The Shadow Plan Area considers what types of land uses may be appropriate for adjacent lands in the Rural Municipality of Britannia, Saskatchewan. It also shows how the existing transportation network within the statutory plan area of the Northeast ASP may be extended in the future to service the Shadow Plan Area.

As shown in **Figure 5**, the northern Shadow Plan Area is highly constrained by existing oil and gas infrastructure and by the limiting distances of the Wastewater Treatment Plant and the Sanitary Landfill. The constrained lands are likely to develop after the lands adjacent to Highway 17 and the less constrained eastern Shadow Plan Area.

Table 5 below summarizes the land uses as depicted on **Figure 7**; however, these areas do not take into consideration land for reserves, roadways, utility corridors or stormwater management ponds as may be required to support development in the future.

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TABLE 5

Shadow Plan Future Land Use Concept Statistics

Land Use Type	Area (ha.)	Area (ac.)	% of GDA
SHADOW PLAN AREA	**368.2**	**909.8**	
Commercial	22.0	54.4	5.98%
Industrial	346.2	855.5	94.02%
TOTALS	**368.2**	**909.8**	**100%**

Shadow Plan Area Objectives

01/ Consider future land use suited to the areas in collaboration with the RM of Britannia.

02/ Avoid potential land use conflicts with uses located within the NE ASP.

03/ Consider future transportation network continuity.

04/ Support regional growth and development.

PART 5.3

DENSITY

There is no residential development proposed for the area and therefore no residential density calculations are proposed.

The Market Analysis (**Appendix A**) assumes a commercial floor area ratio (FAR) of 0.35 and an industrial FAR of 0.15 for Lloydminster. Floor area ratio is used to calculated non-residential development density. These figures can be used in the Neighbourhood Structure Plans to calculate land requirements for non-residential development.

PART 5.4

INDUSTRIAL

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The majority of the plan area provides industrial uses, allowing for industrial uses from the south to merge northwards, and providing opportunity for the extension of rail services northwards to provide access to industrial users in the Northeast ASP. The industrial areas provide additional employment opportunities for Lloydminster. Further planning efforts will need to identify areas of transition between light, medium and heavy industrial uses.

Industrial Objectives

01/ Provide for a range of light, medium and heavy industrial uses to support and accommodate economic growth opportunities for the City and Region.

PART 5.5

COMMERCIAL & INDUSTRIAL SERVICE

With the western boundary of the plan being located along Highway 17, it remains an important gateway to the City and future planning efforts will need to take this into consideration, especially on undeveloped sites. The Future Land Use Concept provides for the provision of additional light industrial and commercial development, similar to the existing uses within the plan area. The intersection of Highway 17 and 67th Street is recognized as an important gateway to the City and development should respond to and enhance the importance of this area as an economic driver.

Immediately adjacent to the existing built-out area along the Highway, there is opportunity for additional retail commercial to serve Lloydminster's greater regional area. This area benefits not only from its proximity to Highway 17, but also direct access onto 62nd Avenue, an arterial roadway linking to the remainder of the development area.

The Commercial & Industrial Service areas are flexible in that compatible industrial uses may be located within a commercially-dominate areas, and commercial uses may extend into more light industrial areas. The intent is to offer flexibility to developers to respond to changing market demand over time. Delineation of land use will take place at the Neighbourhood Structure Plan stage. The buffer areas and wetland complexes within them that run along the eastern edge of the Commercial & Industrial Service areas serve to separate lighter/ commercial-type industrial and commercial uses from the more intensive medium and heavy industry that would be found within the Industrial designation shown as purple on **Figure 7**.

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Commercial & Industrial Service Objectives

01/ Provide for employment and commercial amenities near where people live, contributing to a livable community,

02/ Accommodate larger scale commercial developments securing Lloydminster as a regional hub for shopping, service and commerce, and

03/ Provide a non-intrusive buffer between residential and industrial land uses.

PART 5.6

BUFFER AREA & RESERVE LAND

The plan boundary contains a number of wetlands, low lying areas and associated trees. In accordance with the Environmental Review (**Appendix B**), a 50 m setback area has been applied to all permanent wetlands and a 20 m setback area has been applied to all ephemeral drainage features. Additionally, some land is provided between incompatible uses, such as between the cemetery and surrounding industrial. These areas are shown on **Figure 7** as dark green and labelled "Buffer Area." The wetlands within the Buffer Area may be integrated into the stormwater management system as stormwater retention ponds, pending Provincial approval. Such ponds will be naturalized to reduce the municipal burden for maintenance, dissuade access, and to help maintain existing habitat.

Lands above stormwater retention pond freeboard lines may be designated as Municipal Reserve at the discretion of the City of Lloydminster in consideration of such factors as, but not limited to, Municipal Development Plan policy, suitability, ongoing maintenance costs, and desirability of public access. Cash in lieu of reserves may be preferred by the City of Lloydminster. Setbacks to existing wetlands may be designated as Environmental Reserve or Environmental Reserve Easement. As a non-residential development area, there is no expectation for the provision of School Reserve in the Northeast ASP.

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Buffer Area Objectives

01/ Protect and enhance natural areas and environmentally sensitive areas such as wetlands and treed areas,

02/ Utilize natural topography and drainage courses to management stormwater runoff while accommodating stormwater management facilities (SWMF), and

03/ Offer buffering between incompatible uses.

Reserve Land Objectives

01/ Protect natural wetland areas;

02/ Provide options for natural area protection; and,

03/ Be pragmatic when assessing need for new open spaces in non-residential areas.

PART 5.7

RECREATION

The Recreation areas comprise primarily existing developed lands including the Lloydminster Agricultural Exhibition and the Lloydminster Golf and Curling Centre. Additional undeveloped lands directly north of the existing Lloydminster Agricultural Exhibition have been identified as Recreation to accommodate future expansion of the Exhibition grounds.

Recreation Objectives

01/ Support existing recreational facilities in the Northeast ASP;

02/ Enhance opportunities for recreational activities in the City and Region, and

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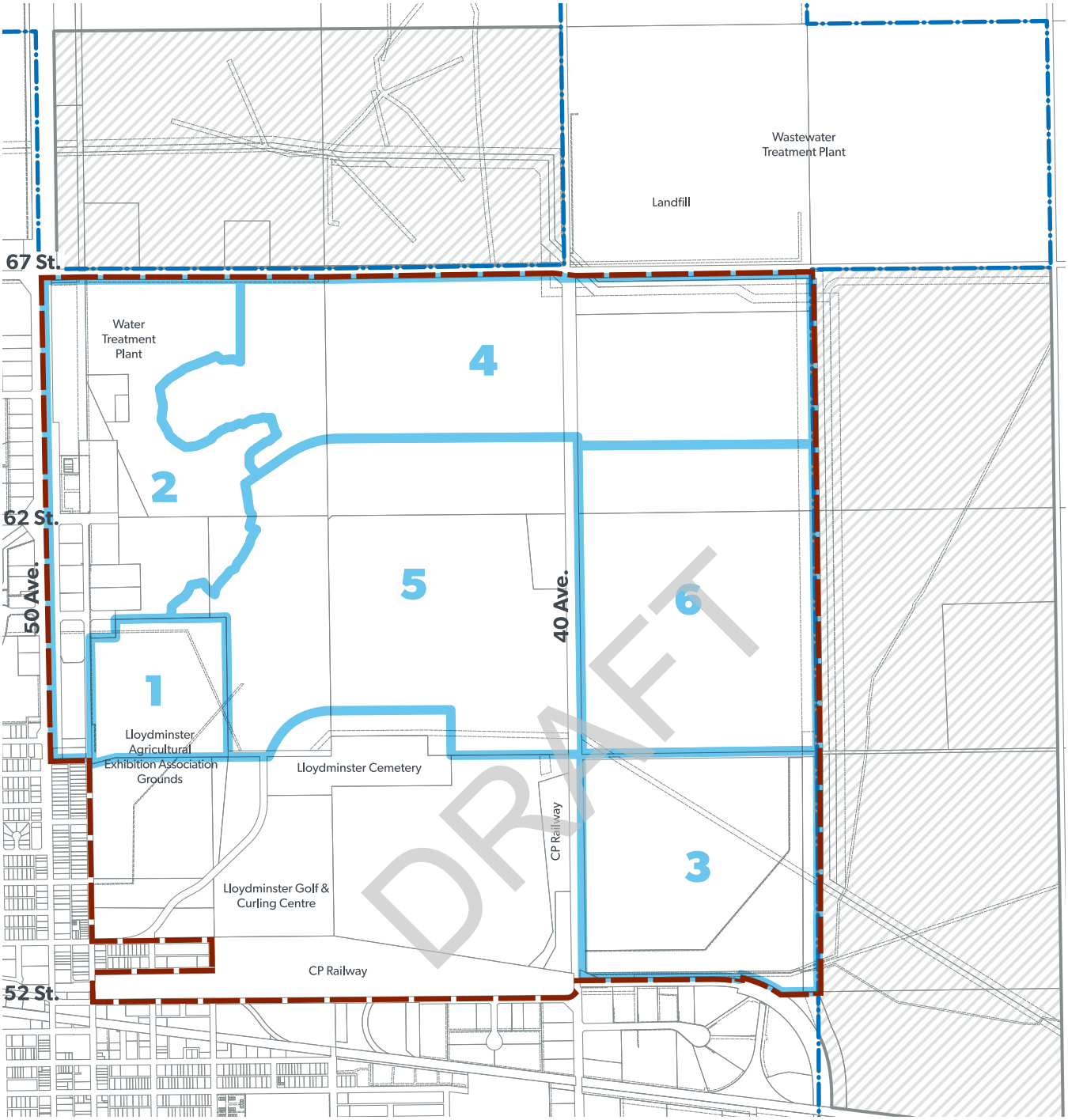
PART 5.8

DEVELOPMENT SEQUENCE

The proposed sequence of development is shown in **Figure 8 Sequence of Development**. The existing developed areas are excluded from the sequencing because they are already developed. It is anticipated the land owned by the Lloydminster Agricultural Exhibition will start developing first, followed by the area directly behind the Highway 17 commercial frontage. After this, development is expected to commence at the southeast corner, followed by the northern plan area, and then the middle of the plan area. The last area to be developed in the plan area is expected to be the eastern side of the plan area. The sequence of development will be influenced by access to services, market forces and other considerations beyond the scope of this document. Deviations from the proposed sequence of development in this ASP will not require an amendment.

The development sequencing for the Shadow Plan Area is outside the scope of this ASP. However, given the constraints of the northern Shadow Plan Area, it is expected to develop after the eastern Shadow Plan Area. In any case, changes in staging that reflect actual market demand and landowner preference will not require an amendment to this ASP.

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LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- 1—6 Phase Boundary

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FIGURE 8

Sequence of Development

06 UTILITY SERVICES

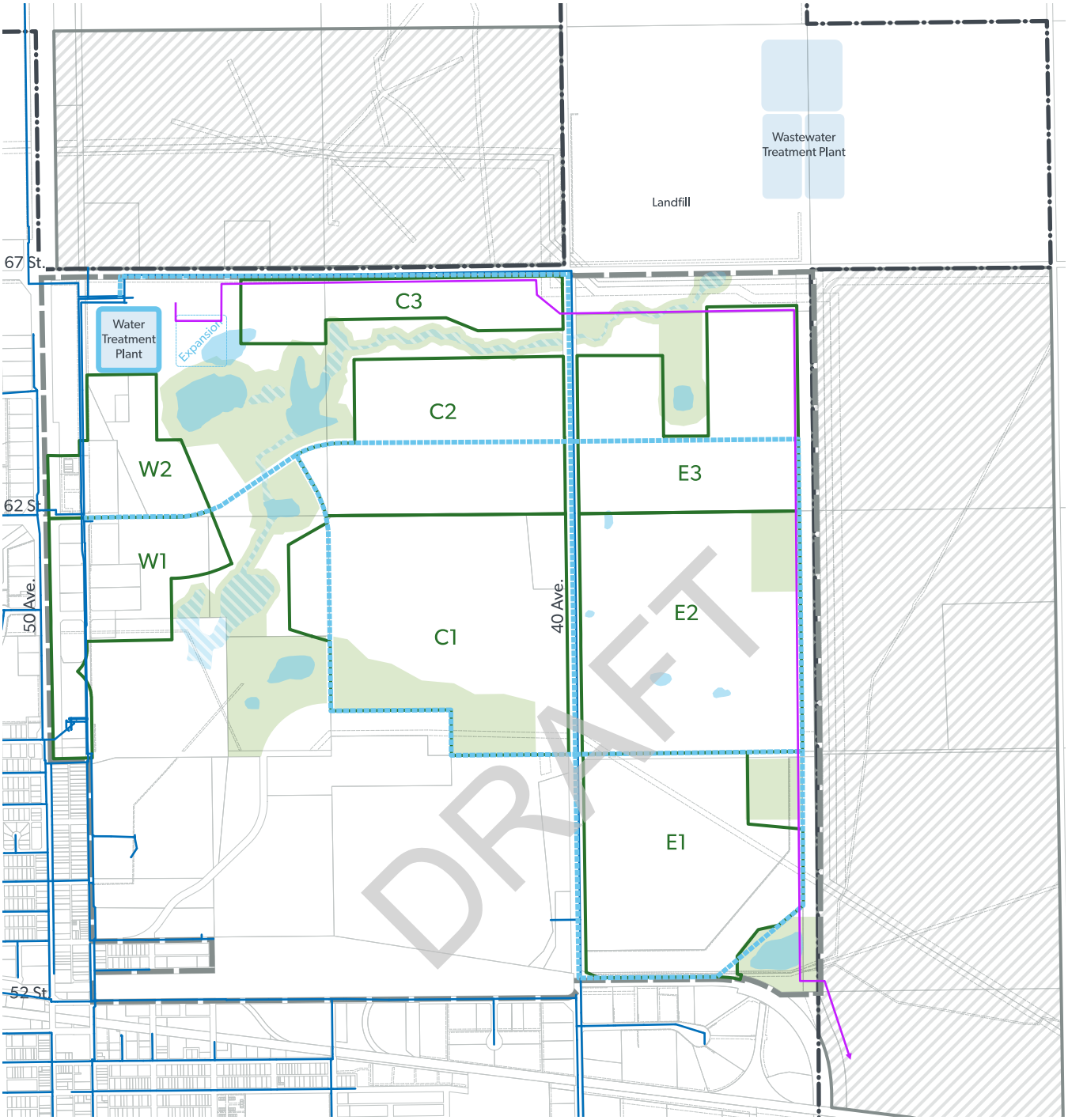
This section outlines how water, sanitary and stormwater services are provided for within the plan area.

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ISL Engineering and Land Services Inc. (ISL) prepared all the servicing studies for this ASP based on the City's Municipal Development Standards and the proposed Future Land Use Concept (**Figure 7**). The level of analysis is higher order for this ASP, and more detailed engineering will be required at the Neighbourhood Structure Plan stage. Therefore, these sections should be considered as guidelines for future detailed studies supporting proposed neighbourhood development concepts.

Overall recommendations include the review and update, as required, of the 2016 Water Master Plan, the 2016 Sanitary Sewer Master Plan and the 2015 Stormwater Master Plan.

The sections that follow contain summary excerpts and recommendations from the technical studies, which can be found in the Appendices should more detail be desired.



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- Existing Watermain
- C1—W2 Service Area
- Proposed 300 mm Watermain
- SaskWater Pipeline (approximate alignment)
- Buffer Area
- Potentially Permanent Wetland
- Non–Permanent Wetland/Connection

N W E S

FIGURE 9

Water Distribution

PART 6.1

WATER

Water for consumptive uses and fire protection is proposed to be provided primarily by a 300 mm watermain along 67th Street and 40th Avenue. The proposed water system comprises a grid main network of 300 mm watermains tied into the existing network at 40th Avenue and at 49th Avenue to provide adequate looping for the area (see **Figure 9 Water Distribution**).

It is recommended that a detailed network analysis be completed to assess the adequacy of the water system as well as impacts to the City's existing system once more detailed employment densities are available.

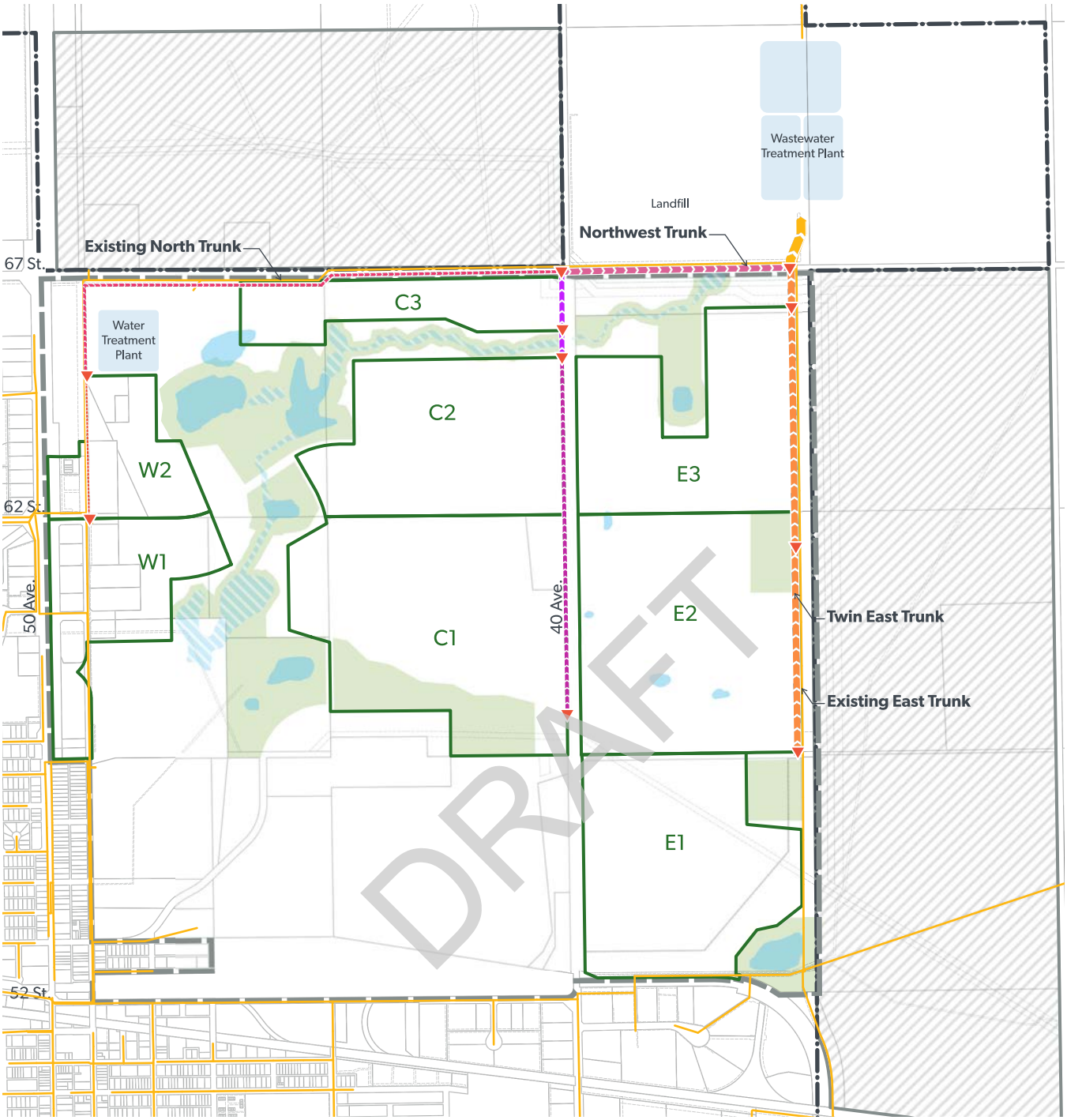
Existing facilities may need to be upgraded as development proceeds in other areas of the City to ensure adequate water supply and pressure within the plan area. The currently available capacity of both the reservoir storage and the water treatment plant needs to be evaluated to confirm if additional upgrades will be required to facilitate the future proposed development, again once more detailed employment densities are known.

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PART 6.2

WASTEWATER/ SANITARY

The proposed wastewater collection system is comprised of a gravity sewer network that connects to the waste water treatment plan northeast of the ASP boundary (see **Figure 10 Sanitary Servicing**). In order to provide wastewater servicing to the plan area, connections are proposed to the East Trunk Twin along the east boundary of the plan, and to the Northwest Trunk as proposed in the 2016 Sanitary Master Plan.



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- Existing Sanitary Sewer
- C1—W2 Service Area Boundary
- Service Area Lowest Elevation

Proposed Gravity Sewer

- 250 mm
- 375 mm
- 450 mm
- 525 mm
- 1050 mm
- 1200 mm
- 1650 mm

- Buffer Area
- Potentially Permanent Wetland
- Non–Permanent Wetland/ Connection

N W E S

FIGURE 10

Sanitary Servicing

PART 6.3

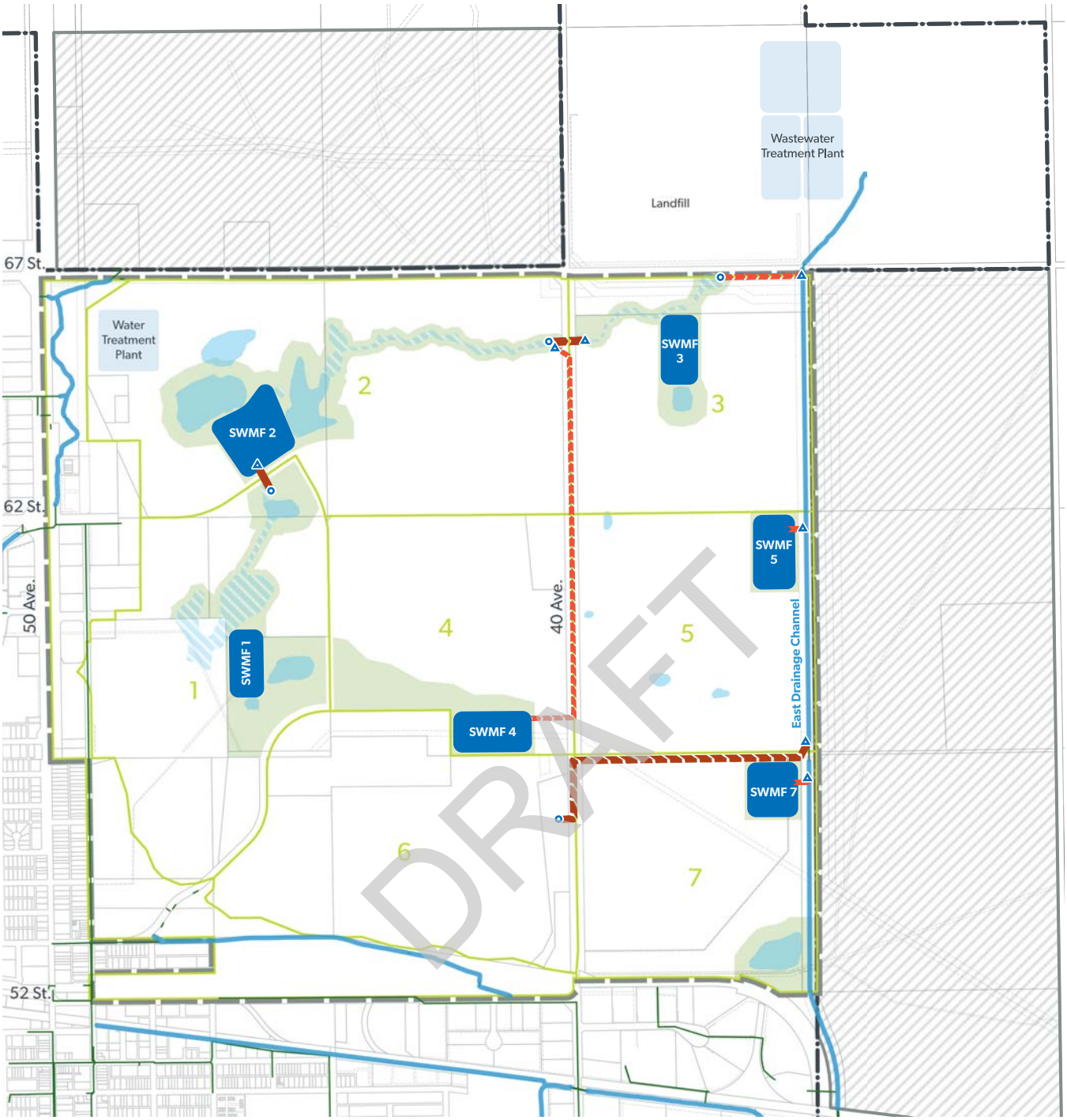
STORMWATER

Appropriate facilities for stormwater management are proposed throughout the plan area to control stromwater and alleviate the impact of post-development flows on overland conveyance routes.

The proposed system was sized based on a 1:5-year storm event, with SWMFs sized to withstand the 1:100-year storm event. The stormwater system as proposed consists of pipe and culvert connections to and from the stormwater management facilities (SWMF), with runoff from the ASP lands being conveyed to the East Drainage Channel, which ultimately discharged into Neale Lake (see **Figure 11 Stormwater Management**).

Implementation of stormwater management facilities is required as development progresses to ensure adequate quantity and quality of control of stormwater runoff is achieved throughout all phases of the plan area.

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LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- Existing Storm Pond/Channel
- Existing Storm Pipe
- 1—7 Storm Catchment Boundary
- Buffer Area
- Potentially Permanent Wetland
- Non–Permanent Wetland/Connection
- Proposed SWMF
- Proposed Inlet
- Proposed Outfall
- Proposed 300 mm Pipe
- Proposed 600 mm Pipe

N W E S

FIGURE 11

Stormwater Management

07 TRANSPORTATION NETWORK

This section addresses how transportation modes are accommodated within and beyond the plan area.

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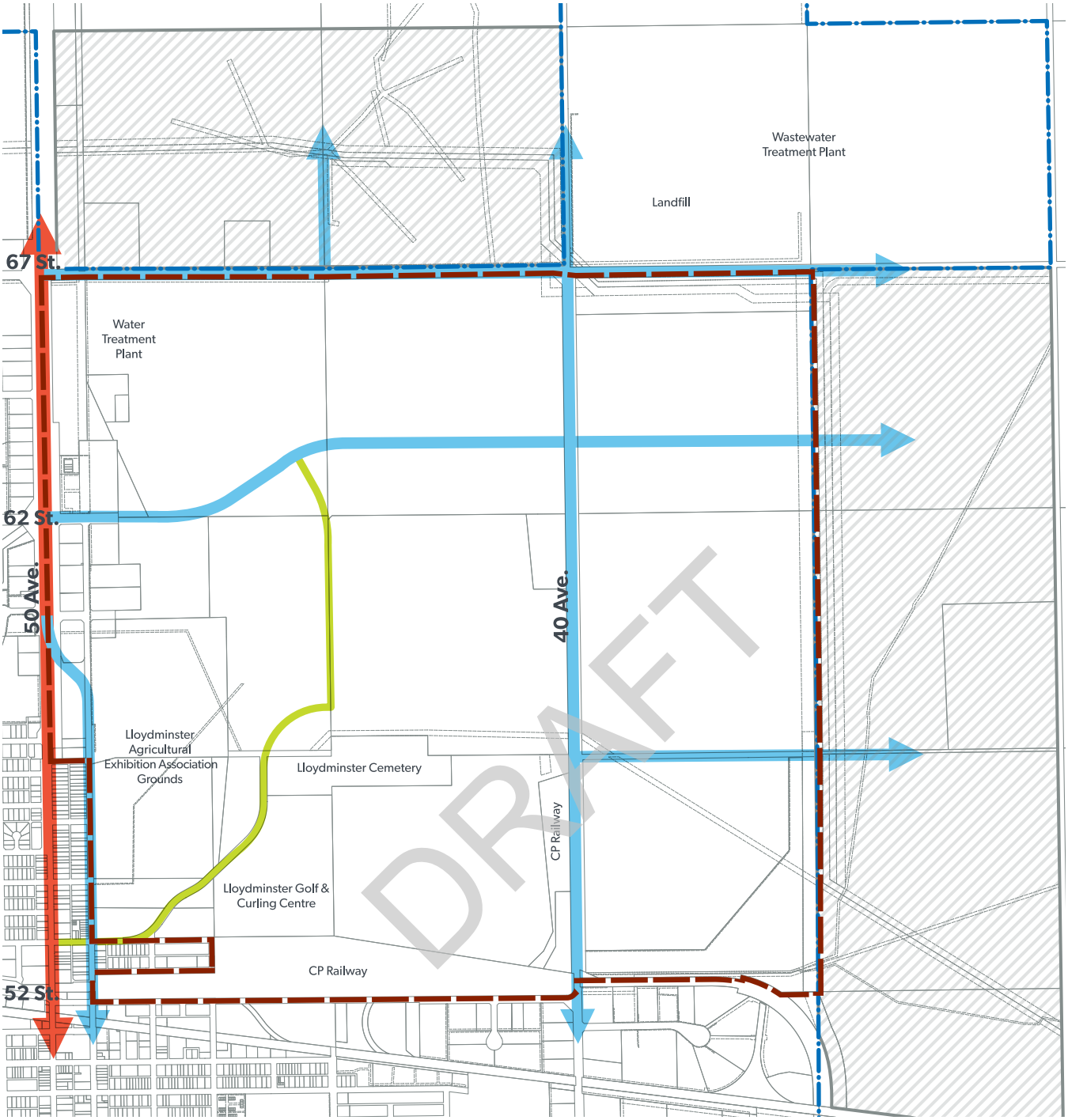
ISL Engineering provided an updated Traffic Impact Assessment (TIA) based on the revised Future Land Use Concept shown in Figure 7. The proposed transportation network is shown in **Figure 12 Transportation Network**.

Below summarizes the findings and recommendations that inform the transportation-related policies contained herein.

PART 7.1

RAIL

The CP Railway has a line running through the southern extent of the Northeast ASP. There is potential for development of a spur line and supporting industrial uses within the plan area. Such development would be considered suitable for this neighbourhood.



LEGEND

- City Boundary
- ASP Boundary
- Shadow Plan Area
- Highways
- Arterial Roads
- Collector Roads

N
W
E
S

FIGURE 12

Transportation Network

PART 7.2

ROADS

The TIA's analysis concluded that there will be high traffic volumes along 40th Avenue from employee trips to and from the industrial area. Peak volumes will occur northbound 40th Avenue during the morning, and southbound 40th Avenue during the afternoon.

Also, it is anticipated that some travellers may choose to short cut through the neighbourhood to avoid signalized intersections along Ray Nelson Drive and 50th Avenue, contributing to the traffic volumes in this area.

To address the above future conditions, the TIA recommends that 67th Street and 40th Avenue be classified as arterial roadways and that Cemetery Road be classified as a collector. Moreover, network improvements are recommended as follow:

- Modify intersection geometry as shown in TIA Exhibit 3.1 (see **Appendix D**);
- Provide traffic signals at the following intersections, signal timing as per the TIA
    - 60th Street and 50th Avenue,
    - 67th Street and 50th Avenue,
    - 62nd Street and 40th Avenue,
    - 52nd Street and 40th Avenue,
    - 62nd Street and 50th Avenue,
    - 65th Street and 50th Avenue;
- Construct the future potential extension of Cemetery Road to align with the City's Urban Industrial/Commercial Roadway cross section drawing 1-102; and
- Require the construction of sidewalks along arterial roadways and consider providing a multi-use trail along one side of the collector roads to better support the City's commitment to active transportation.

The TIA also considered access management, which must align with Transportation Association of Canada's (TAC) Geometric Design Guide. Fiftieth Avenue is recommended to have access restrictions to the intersections at 60th Street, 62nd Street and 65th Street.

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08 POLICIES

This section addresses how transportation modes are accommodated within and beyond the plan area.

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PART 8.1
LAND USE POLICIES

SHADOW PLAN AREA

Since the Shadow Plan Area is outside the statutory boundary of the Northeast ASP, there are no policies applied to this area. However, should any of the policies below be useful to the RM of Britannia, they could be adopted into the RM's own statutory planning approach, in whole or in part, as desired.

COMMERCIAL & INDUSTRIAL SERVICE

General

Policy	**8.1.1**	All existing, legally permitted commercial development shall be considered in compliance to this plan.
Policy	**8.1.2**	The Developer shall allocate area for commercial and light industrial land uses within the Commercial & Industrial Service areas at the Neighbourhood Structure Plan stage.
Policy	**8.1.3**	The Developer shall ensure that all mechanical equipment associated with development shall be concealed by screen or otherwise incorporated within an associated building.
Policy	**8.1.4**	The Developer shall provide sidewalks and pedestrian accesses to the satisfaction of the Development Authority.
Policy	**8.1.5**	The Developer shall ensure parking and loading areas are clearly delineated from driveway accesses and pedestrian areas through landscaping.

Highway Commercial

Policy	**8.1.6**	The Development Authority shall require that development consists of uses that complement existing uses.
Policy	**8.1.7**	Developers shall design and orient all buildings to face the road or be located at a 90-degree angle to the road, with entrances clearly visible.
Policy	**8.1.8**	The Development Authority should require that neighbourhood layouts reflect generally accepted urban design principles that suit the climate, respond to pedestrian needs and enhance overall community cohesion.
Policy	**8.1.9**	The Developer shall provide landscaped screening measures to separate less compatible uses from each other or from public roadways and spaces to the satisfaction of the Development Authority.

Retail Commercial Policies

Policy	**8.1.10**	The Development Authority should direct primarily larger scale, auto-oriented commercial uses to locate in this area.
Policy	**8.1.11**	The Developer shall employ high quality architecture and landscaping design in new development and redevelopment.

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Policy	**8.1.12**	The Developer should locate loading areas at the rear of buildings and screen them from view of 62 Avenue.

INDUSTRIAL

Policy	**8.1.13**	The Developer shall ensure Industrial development is designed in compliance with City standards and specifications for industrial uses.
Policy	**8.1.14**	The Development Authority may approve limited service industrial as an interim use where: • It does not compromise the transition of the site to a fully serviced industrial area, • It is compatible with the standard of development for general industrial uses in terms of landscaping, building design and screening of storage, • Transportation capacity is available to support the development, and • A deferred servicing agreement is in place.
Policy	**8.1.15**	The Development Authority, at its discretion, shall establish appropriate setbacks for industrial operations to mitigate negative impact including, but not limited to, excessive noise, toxic off-put or noxious odours on adjacent non-compatible land use parcels.
Policy	**8.1.16**	The Development Authority, in consideration of new rail access proposals and prior to recommending a decision, shall be satisfied with all information provided as required necessary to assess the merits of the proposed access.
Policy	**8.1.17**	Developers shall adhere to development setbacks from the existing wastewater treatment and landfill facilities and may not seek variances to these setbacks.
Policy	**8.1.18**	The Developer should provide landscaping treatment at each point of access into large scale industrial sites, including signage and lighting to assist with wayfinding, as may be appropriate.
Policy	**8.1.19**	Landscaping of individual industrial and commercial sites shall visually enhance the immediate area and, where applicable, provide a visual screen from arterial roads or other sensitive adjacencies.
Policy	**8.1.20**	All existing, legally permitted industrial development shall be considered in compliance to this plan.

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BUFFER AREA & RESERVE LAND

Policy	**8.1.21**	The Development Authority shall not permit development within Provincial setbacks from a wetland as determined by a Wetland Impact Assessment or Biophysical Impact Assessment prepared by a Qualified Professional at the time of Neighbourhood Structure Plan or subdivision, as is appropriate as determined by the Development Authority. Setback distances to wetlands and waterbodies may be reduced from what is proposed in this ASP at the Neighbourhood Structure Plan stage only when supported by a detailed biophysical/wetland assessment that includes in-field investigations and setback recommendations.
Policy	**8.1.22**	Natural wetlands shall be preserved, or reconstructed when impacted by development, to an equivalent standard using plant species natural to the Region.
Policy	**8.1.23**	Natural and/or reconstructed wetlands and other natural drainage systems may be utilized for stormwater management where feasible and approved by the Province.
Policy	**8.1.24**	The Developer shall provide a 50m setback to all permanent wetlands and a 20m setback to all ephemeral drainage systems as identified by the Environmental Review in **Appendix B**.
Policy	**8.1.25**	The setbacks identified in **Policy 8.1.23** above shall be identified as either Environmental Reserve or Environmental Reserve Easement per the Municipal Government Act.
Policy	**8.1.26**	The application of Municipal Reserve to land above stormwater management pond freeboard lines is at the discretion of the City of Lloydminster.
Policy	**8.1.27**	School Reserves are not required to be provided within the Northeast ASP.

RECREATIONAL

Policy	**8.1.28**	Recreational lands may be used for camping or other recreation initiatives at the discretion of the Development Authority.
Policy	**8.1.29**	Intensification of use of existing Recreational facilities may be supported by the Development Authority within the context of an overall conceptual scheme.

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PART 8.2

UTILITY SERVICES POLICIES

GENERAL

Policy	**8.2.1**	A developer shall provide, or enter into an agreement to provide when required, the utility rights-of-way or easements necessary to accommodate the extension of infrastructure through or adjacent to a site to allow for servicing.
Policy	**8.2.2**	The Developer shall align services to avoid environmentally sensitive areas. Temporary disturbances shall be reclaimed to the satisfaction of the Development Authority.
Policy	**8.2.3**	The Developer shall provide servicing in alignment with the corresponding current Water, Wastewater, and Stormwater Master Plans, as amended.

WATER

Policy	**8.2.4**	The Developer shall provide the water distribution system as generally shown on **Figure 9**.
Policy	**8.2.5**	The design of the water distribution system shall ensure that as development progresses, sufficient looping and connections are provided for adequate domestic and fire flows.
Policy	**8.2.6**	The Developer shall, at the Neighbourhood Structure Plan stage, design the water distribution system to facilitate development to the satisfaction of the Development Authority.

SANITARY

Policy	**8.2.7**	The Developer shall provide the sanitary servicing as generally shown on **Figure 10**.
Policy	**8.2.8**	The Developer shall, at the Neighbourhood Structure Plan stage, design the sanitary system to facilitate development to the satisfaction of the Development Authority.

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STORMWATER

Policy	**8.2.9**	The Developer shall provide stormwater management generally consistent with the catchment areas and ponds as shown on **Figure 11**.
Policy	**8.2.10**	The Developer shall provide a Stormwater Management Plan at the Neighbourhood Structure Plan stage.
Policy	**8.2.11**	The Developer may integrate engineered natural stormwater wetlands within environmentally sensitive areas to ensure long-term sustainability in a manner that continues to provide viable habitat.

PART 8.3

TRANSPORTATION NETWORK POLICIES

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Policy	**8.3.1**	Roadways servicing the NEASP area shall be built or upgraded to align with the City's Municipal Development Standards. This includes aligning with the City's Urban Industrial / Commercial Roadway cross section drawing 1-102. Commercial and industrial lanes must be paved.
Policy	**8.3.2**	Collector roadways shall be generally located as shown on **Figure 12**.
Policy	**8.3.3**	A **1.5 m** sidewalk must be placed along both sides of collector roads. A minimum **3.0 m** wide multi-use trail or sidewalk must be placed on one side one side of arterial roads and may be placed on one side of a collector roadway.
Policy	**8.3.4**	Access placement within the NEASP area shall adhere to the City's Municipal Development Standards. The City currently requires designs to be in accordance with Transportation Association of Canada's (TAC) Geometric Design Guide.
Policy	**8.3.5**	Intersection improvement should be considered at the development stages proposed within this TIA.
Policy	**8.3.6**	A local Traffic Impact Assessment (TIA) may be required as a supporting study at the Neighbourhood Structure Plan stage. The scope of the TIA will depend on the size and intensity of the proposed development.

PART 8.4

NEIGHBOURHOOD STRUCTURE PLANS

Policy	**8.4.1**	The Developer shall ensure that a Neighbourhood Structure Plan in support of development within the Northeast ASP identifies the allocation of Buffer Areas as Environmental Reserve, Municipal Reserve, or Conservation Easement as appropriate to the satisfaction of the City of Lloydminster.
Policy	**8.4.2**	The Developer shall ensure a Phase II ESA is a component of a Neighbourhood Structure Plan in support of development within the Northeast ASP for areas identified in Appendix E as requiring a Phase II analysis.
Policy	**8.4.3**	The Developer shall ensure that a Neighbourhood Structure Plan in support of development within the Northeast ASP identifies the impacts on future development posed by the limiting distances associated with the Wastewater Treatment Plant and Sanitary Landfill will be mitigated.
Policy	**8.4.4**	The Developer shall ensure that a Neighbourhood Structure Plan in support of development within the Northeast ASP identifies the impacts on future development posed by existing wetlands by way of avoidance or by way of compensation.

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09 IMPLEMENTATION, MONITORING & AMENDMENT

This section addresses how the Northeast Area Structure Plan will be Implemented, Monitored and Amended.

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PART 9.1
IMPLEMENTATION

It is anticipated that development will generally proceed as shown on Figure 8. However, development is depending on landowner will, market forces and economic factors outside the scope of this ASP. Departures from the proposed sequencing may occur and would not be considered inconsistent with the intent of this ASP so long as the proposed development is consistent with the ASP's policies, informed by engineering analysis and represents a logical extension of existing services and development patterns.

PART 9.2

MONITORING

The Northeast ASP is a long-term policy document that supports cohesive development within the plan area and provides guiding principles and policies that work towards achieving cohesion over time. The policies within the Northeast ASP will be monitored and should be reviewed annually for minor housekeeping edits, and fully reviewed and updated every 5-10 years, or as deemed necessary by the City, until such time as build-out of the plan area is achieved.

PART 9.3

AMENDMENT

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If substantive changes with regards to land use, road networks or any other significant aspect of the plan are contemplated, an amendment to the Northeast ASP, that includes a public hearing, shall be held in accordance with Alberta's Municipal Government Act (MGA).

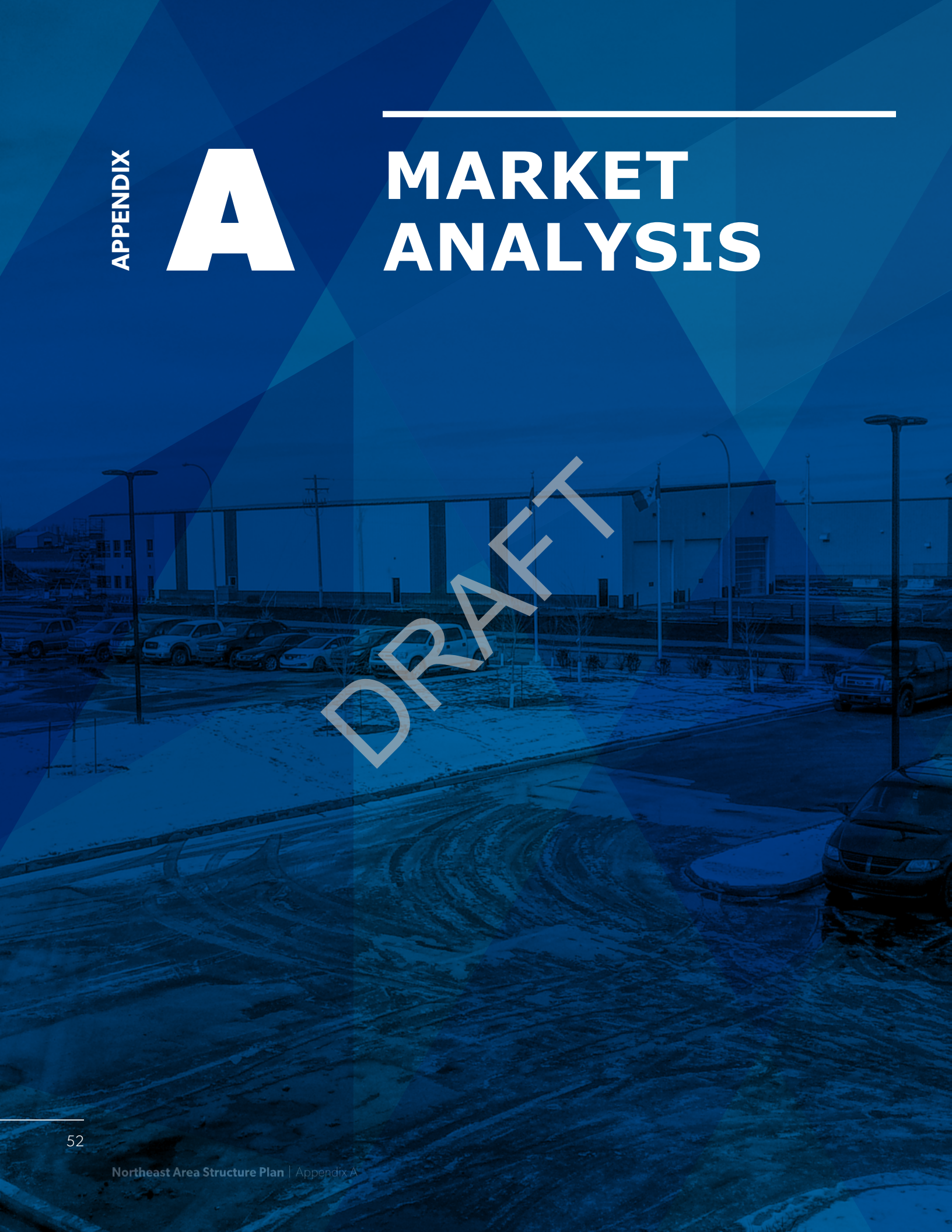
Minor changes in allocation of the Buffer Areas will not require an amendment if, in the opinion of the Development Authority, the intent of the ASP is still achieved. Minor changes include those which would not erode the minimum setback areas around wetlands as described in this ASP and the accompanying Environmental Review found in **Appendix B**. Additionally, buffer areas should be maintained around constructed wetlands (stormwater management facilities).

Where an amendment to this ASP is requested by an applicant, the applicant shall be required to submit the justification and information necessary to support the amendment.

The Northeast ASP may also be amended by the City in response to changes in the overall policy direction within Lloydminster or to maintain consistency with higher-order statutory plans.

APPENDIX

A MARKET ANALYSIS



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APPENDIX

B

ENVIRONMENTAL REVIEW

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APPENDIX

C SERVICING REVIEW



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APPENDIX

D

TRANSPORTATION IMPACT ASSESSMENT

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APPENDIX E

PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

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