



LLOYDMINSTER

SUBDIVISION AND DEVELOPMENT APPEAL BOARD (SDAB)

AGENDA

Date: Tuesday, November 7, 2023

Time: 9:00 am

Location: Council Chambers, City of Lloydminster
4420 50 Avenue Lloydminster, AB

1. Call to Order

2. Chair Introduction

3. Introductions

3.1. SDAB Board

3.2. SDAB Administrative Staff

4. Approval of Agenda dated November 7, 2023

Recommendation:

That the Agenda dated November 7, 2023 be approved.

5. Approval of Previous Minutes dated October 19, 2023

Recommendation:

That the Subdivision and Development Appeal Board minutes of the previous hearing dated October 19, 2023 be approved.

6. Introduction of SDAB Hearing No. SDAB-23-04-3604

| | |
|---------------------|---------------------------------|
| APPEAL TO BE HEARD: | Development Permit Approval |
| Municipal Address: | 39 Avenue & 40 Street |
| Zoning: | RD – Recreation District |
| Legal Description: | N.W. ¼ Sec.36-TWP.49-Rge.28-W3M |
| Permit No. | 23-3604 |
| Appellant Name: | Manzoor Ahmed |

7. Introduction of Appellant

8. Objections to Board

9. Hearing Process

10. Hearing of Appeal

10.1. Presentation of Subdivision/Development Authority Pages 13-28

10.1.1. Questions by the Board

10.1.2. Presentation of Potential Conditions of Approval



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10.2. Presentation of the Appellant Pages 29-30

10.2.1. Questions by the Board

10.3. Presentation of Affected Parties in Favour of the Appeal

10.4. Presentation of Applicant

10.4.1. Questions by the Board

10.5. Presentation of Affected Parties Opposed to the Appeal Pages 31-85

10.6. Rebuttal (to new evidence only) of the Appellant

10.7. Read into Record Additional Information (if required)

11. Brief Recess

12. SDAB Reconvenes

12.1. Board questions

13. Summaries

13.1. Subdivision/Development Authority Final Comments

13.2. Applicants Final Comments

13.3. Appellants Final Comments

14. Close of Hearing

The Board's decision will be made within fifteen (15) days upon conclusion of the Hearing and those affected will be notified of the decision and reasons for it by mail.

15. SDAB goes In Camera

Recommendation:

That the November 7, 2023 Subdivision and Development Appeal Board hearing go into a closed session at ____ AM/PM.

Recommendation:

That the November 7, 2023 Subdivision and Development Appeal Board hearing resume open session at ____ AM/PM.

16. Adjournment

Recommendation:

That the November 7, 2023 Subdivision and Development Appeal Board hearing be adjourned at ____ AM/PM.



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SUBDIVISION AND DEVELOPMENT APPEAL BOARD (SDAB) MINUTES

Thursday, October 19, 2023

City of Lloydminster Council Chambers
4420 – 50 Avenue
Lloydminster, Alberta

| | |
|---------------------|---------------------------------------|
| APPEAL TO BE HEARD: | Development Permit Refusal |
| Municipal Address: | 4918 50 Avenue, Lloydminster, Alberta |
| Zoning: | C1 Central Commercial |
| Legal Description: | Lot PT19-20 Block 2 Plan LXXXVI |
| Permit No. | 23-3701 |
| Appellant Name: | Mike Cedro |

| | |
|-----------------------|---|
| SDAB Members Present: | Bernal Ulsifer, Chair Tom Schinold Glenn Fagnan Dean Segberg Larry McConnell Joe Rooks |
| SDAB Support Present: | Doug Rodwell, SDAB Clerk Shannon Rowan, Recording Secretary |
| City Staff Present: | Natasha Pidkowa, Manager Planning Marilyn Lavoie, Legislative Services Manager |

| | |
|--------------------|-------------------|
| Appellant Present: | Not in attendance |
|--------------------|-------------------|

1. Call to Order 10:00 AM

Chair, Bernal Ulsifer called the October 19, 2023 Subdivision and Development Appeal Board Hearing to order at 9:02 AM.

2. Chair Introduction

SDAB Chair, Bernal Ulsifer introduced himself to those in attendance.

3. Introductions

3.1 All members of the SDAB introduced themselves.

3.2 All members of Administration introduced themselves.

4. Additional Information

None.

5. Approval of Agenda dated October 19, 2023

Tom Schinold moved that the SDAB Agenda dated October 19, 2023 be adopted as presented. Seconded by Joe Rooks.

CARRIED

6. Approval of Previous Minutes from July 20, 2023 Hearing

Dean Segberg moved that the SDAB Minutes dated July 20, 2023 be approved as circulated. Seconded by Larry McConnell.

CARRIED

7. Introduction of SDAB Hearing No. SDAB 03-23-3701

| | |
|---------------------|---------------------------------------|
| APPEAL TO BE HEARD: | Development Permit Refusal |
| Municipal Address: | 4918 50 Avenue, Lloydminster, Alberta |
| Zoning: | C1 Central Commercial |
| Legal Description: | Lot PT19-20 Block 2 Plan LXXXVI |
| Permit No. | 23-3701 |
| Appellant Name: | Mike Cedro |

8. Introduction of Appellant

The Clerk noted that the Appellant, Mike Cedro provided notification that he would not be in attendance.

9. Objections to Board

The Development Authority had no objections to the members of the Board who were in attendance.

The members of the public had no objections to the members of the Board who were in attendance.

10. Hearing Process

Chair, Bernal Ulsifer provided an overview of the hearing process. No concerns were brought forward by audience members or the developing authority regarding the process of the hearing.

11. Hearing of Appeal

11.1. Presentation of Developing Authority

Natasha Pidkova presented on behalf of the City of Lloydminster and noted that Planning received a Development Permit Application on August 20, 2023.

Administration deemed the application complete on August 25, 2023.

Administration reviewed application and noted the proposed use does not meet the minimum required drop-off spaces as per Section 5.8. The applicant is required to provide thirteen (13) off street parking spaces for the one hundred twelve (112) children proposed in the business plan based on the requirements in the Land Use Bylaw 05-2016.

The application was refused on September 8, 2023, with the Notice of Decision being sent to the applicant on September 8, 2023.

Questions by the Board

Tom Schinold asked whether the Development Authority would have waived the requirement for drop off spaces if they had the capability.

Natasha Pidkova advised that the Development Authority stands by the decision rendered by the Development Officer.

11.2. Presentation of the Appellant

The board reviewed the Appellant's paper submission.

Question of the Board

None.

11.3. Presentation of Affected Parties in Favour of the Appeal

Chris Parsons spoke in favour of the Appellant and presented a written package of information he had provided to downtown businesses. He noted that the business owners he had spoken to were in favor of a childcare facility in the downtown area. The written package was provided to the Clerk and will be included in the SDAB Hearing minutes.

He also identified that the owner's intent to mitigate concerns around parking congestion was to stagger pick up and drop off times. Mr. Parsons indicated that this accommodation to mitigate the concerns was shared verbally with the signatories to businesses who provided their support to the placement of the facility.

11.4. Presentation of Affected Parties Opposed to the Appeal

None.

11.5. Appellant Rebuttal to Respond to New Evidence Only

None.

12. Brief Recess

Chair, Bernal Ulsifer called a brief recess at 9:23 AM.

13. SDAB Reconvenes

The SDAB reconvened and Chair, Bernal Ulsifer called the meeting to order at 9:40 AM.

13.1. Board Questions

Tom Schinold asked the Development Authority whether any feedback was received from surrounding businesses during their notification process. Natasha Pidkova responded that since Childcare is permitted use in C1, there was no requirement for notification of adjacent businesses.

Larry McConnell inquired if the Development Authority had received any letters opposed to the development. Natasha Pidkova responded that they had not received any letters opposed to the development.

14. Summaries

14.1. Development Authority’s Final Comments

Natasha Pidkowa noted that an additional application was received simultaneously that met all requirements of parking and as it is in Direct Control District approval by Council is required, but has not yet been given.

14.2. Appellant’s Final Comments

No closing comments.

15. Close of Hearing

The Chair concluded the hearing at 9:48 AM.

Chair Bernal Ulsifer indicated that a written decision would be forwarded within fifteen (15) days of the hearing. Those affected will be notified of the decision and reasons for it by mail.

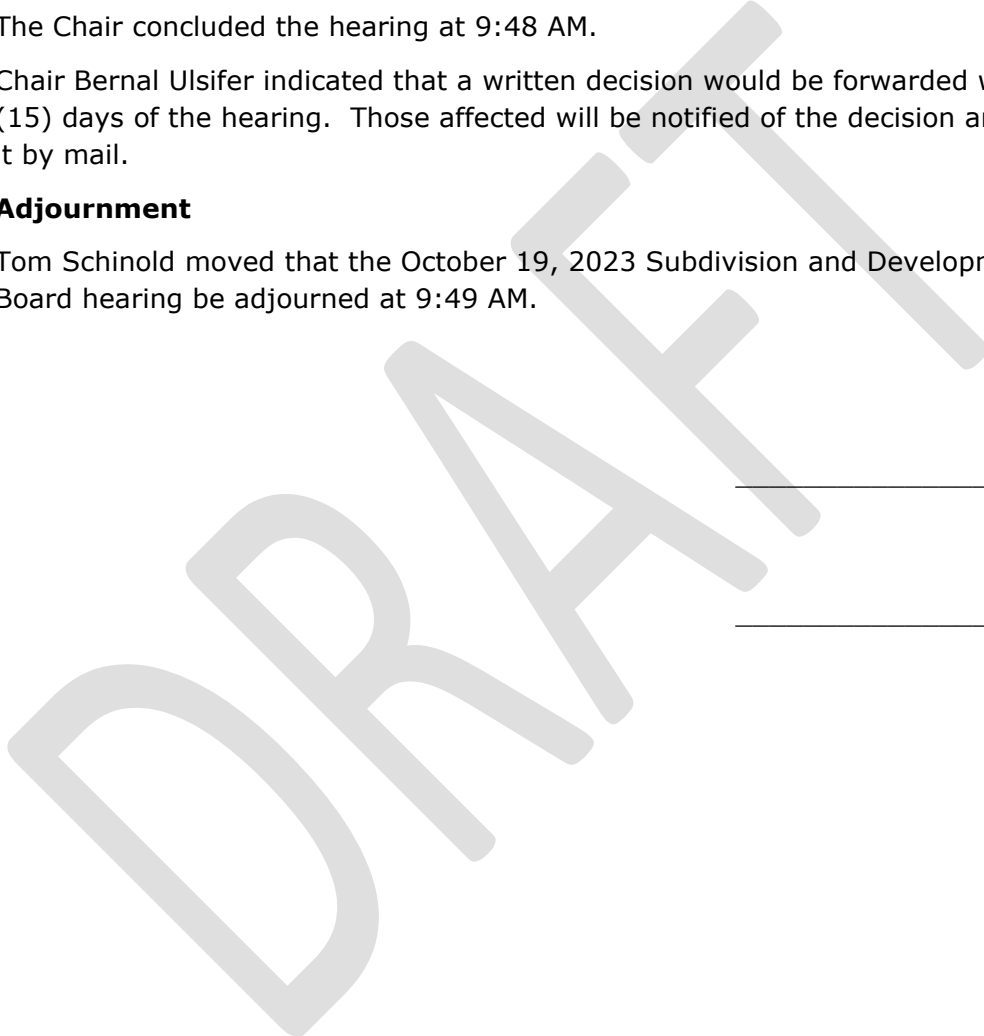
16. Adjournment

Tom Schinold moved that the October 19, 2023 Subdivision and Development Appeal Board hearing be adjourned at 9:49 AM.

CARRIED

SDAB Chair

SDAB Clerk



Community Support Letter for Downtown Daycare

4916 – 50th Avenue, Lloydminster, AB

A childcare facility in downtown Lloydminster will bring a large population of working families to the downtown core. This increased traffic can help draw in customers to surrounding businesses and help stimulate economic activity. There can be collaborative efforts between local businesses and the daycare. This collaboration will provide conveniences for employees working in the area who need daycare service and draw attention to businesses with the expectation of boosting sales. Ultimately, this will help keep downtown Lloydminster a vibrant place to shop and do business.

There are several benefits to having a daycare in close proximity to your business. Here are a few to make note of:

- 1. Increased Employee Productivity:** When parents have easy access to quality childcare, they can focus better on their work without worrying about their children's safety and well-being.
- 2. Reduced Absenteeism:** Parents are less likely to take time off work due to childcare emergencies when they have a daycare nearby, reducing absenteeism and disruptions in the workplace.
- 3. Attract and Retain Talent:** Offering a convenient daycare option can make your business more attractive to potential employees and help retain existing staff, leading to a more stable and skilled workforce.
- 4. Work-Life Balance:** Employees can achieve a better work-life balance when they can drop off and pick up their children quickly, reducing stress and improving job satisfaction.
- 5. Employee Morale:** Providing a daycare option shows that your company values and supports its employees' families, which can boost morale and overall job satisfaction.
- 6. Gender Equality:** Accessible daycare facilities can help promote gender equality in the workplace by allowing both mothers and fathers to balance their professional and family responsibilities more effectively.
- 7. Community Engagement:** Supporting local daycare centers can strengthen ties between your business and the community, fostering goodwill and positive relationships with neighbors and customers.

Having a daycare near your business can be a win-win situation for both employees and employers, promoting a healthier work environment and helping your company stand out in a competitive job market.

Supported by the Downtown Area Redevelopment Committee (DARC)

As per the DARC meeting minutes from September 2023, the committee is in full support of day care for this location.

“Childcare Facility located at 50 Avenue and 50 Street Application submitted to the City for a Childcare Facility to be located at 50 Avenue and 50 street shared as information with the DAR Committee. The DAR Committee is in favour of a Childcare Facility to be located in Downtown Lloydminster, some comments include:

- good for Downtown Lloydminster;
- increase amount of people coming to the downtown;
- added service that will benefit those who work/live in and near downtown;
- meets recommendations within the DARP;
- fills a vacancy within an existing facility located in the downtown;
- centrally located and accessible;
- rooftop play area concern - the Applicant will need to adhere to provincial regulatory for daycare licensing as well as any development regulations, etc.”

Supported by the Downtown Area Redevelopment Committee (DARC)

Some additional points/comments from DARC:

- Downtown as a complete Community – DAR Committee members expressed the need for daycare in the community, having one in the downtown area would help build towards that complete community.
- DARC feels permanent parking may not be required at a downtown daycare, pick up and drop off programs have proven successful in other daycares and schools, during certain time frames. During Covid local daycares used a system for pick up and drop off that was efficient they could model after that if parking was an issue.
- A Temporary pop-up park is in the works, this could be utilized by the daycares and programming in this space is welcomed.
- Residential Development is plan goal, DARC feels the addition of a daycare in the Downtown Area would be very attractive in the community particularly for the area, as it includes starter homes, with residents that may not have vehicles, having a daycare that is walkable would help with employment and access to needed services.
- Increase the amount of people coming to the downtown.
- Fills a vacancy within an area that has had a high vacancy for some time, opportunity for cluster development around a childcare facility.
- centrally located and accessible.

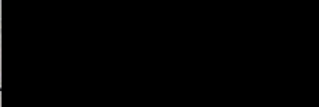
Additional Comments/Suggestions:

- The City has parking available for rent downtown which could potentially be an option for the daycare.
- According to the Social Needs Assessment. 12% of respondents in the downtown identified access to childcare as one of their top 5 community priorities. That includes almost 200 survey respondents within the CBD, East Lloydminster and West Lloydminster.

Community Support Letter for Downtown Daycare

Subject Matter: Brains UP-Childcare Learning Center is seeking your support to open a daycare facility in downtown Lloydminster at 4916 50th Avenue.

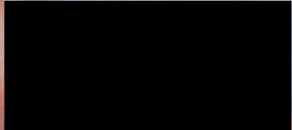
Your support will help Brains UP-Childcare Learning Center prove the need for a downtown daycare while in discussions with the City of Lloydminster.

Name: Darren Weinkauf
Address: 4802 50th Avenue, Lloydminster, AB
Signature: 

Name: Joem Weinkauf
Address: 4802 50th Avenue, Lloydminster, AB
Signature: 

Name: Jon Mark
Address: 4602 50th Avenue, Lloydminster, AB
Signature: 

Name: Tracy Klotz
Address: 5115 49th Street, Lloydminster, AB
Signature: 

Name: Dr. Abiola Oshodi
Address: 4517 50th Avenue, Lloydminster, SK
Signature: 

Community Support Letter for Downtown Daycare

Subject Matter: Brains UP-Childcare Learning Center is seeking your support to open a daycare facility in downtown Lloydminster at 4916 50th Avenue.

Your support will help Brains UP-Childcare Learning Center prove the need for a downtown daycare while in discussions with the City of Lloydminster.

Name: *Jeffrey D. Kerr, Partner, PSM LLP.*
Address: *5009 47 Street, Lloydminster, AB*
Signature: [Redacted]

Name: *Kerry Millon*
Address: *5020 50th Street Lloydminster, AB*
Signature: [Redacted]

Name: *Becky Schille*
Address: [Redacted]
Signature: [Redacted]

Name: *Dorothy Carson*
Address: [Redacted]
Signature: [Redacted]

Name: *Dill Randhawa*
Address: [Redacted] *Lloydminster SK*
Signature: [Redacted]

Community Support Letter for Downtown Daycare

Your support will help prove the need for a downtown daycare while in discussions with the City of Lloydminster.

Name: Wade Graham

Address: [REDACTED]

Signature: [REDACTED]

Name: Teri-Lynn Mackie

Address: [REDACTED]

Signature: [REDACTED]

Name: Cliff Rose for Clothes

Address: 4917-50 AVE

Signature: [REDACTED]

Name: Kristin Mcfadzen

Address: 4925 50th Street, Lloydminster, SK

Signature: [REDACTED]

Person seeking your support is:

Name: Brains UP-Childcare Learning Center c/o Solomon Davies

Address: 11810 Kingsway Avenue, Edmonton, ABT5G 0X5

Signature:

DEVELOPMENT OFFICER'S APPEAL STATEMENT

APPLICATION: Variance Application – 15% Parking Reduction

DECISION OF THE DEVELOPMENT OFFICER: Approved

REGISTERED OWNER: City of Lloydminster

APPELLANT/APPLICANT: Matt Roper

DECISION DATE: September 19, 2023

NOTIFICATION PERIOD: October 12, 2023

DATE OF APPEAL HEARING: **November 7, 2023**

CIVIC ADDRESS: 39 Avenue & 40 Street

LEGAL DESCRIPTION: N.W. ¼ Sec.36-Twp.49-Rge.28-W3M

DISTRICT: RD – Recreation District

STATUTORY PLAN: Land Use Bylaw 5-2016

DEVELOPMENT OFFICERS DECISION: Schedule "A"

Is **Approved** for the **full 15% Parking Reduction** as indicated above for the property identified above as applied for on **July 24, 2023**, subject to the following conditions:

1. Approved as per the submitted Overall Site Plan of July 21, 2023, and the identified Bus Parking of July 28, 2023.
 - a. The Applicant must construct the identified seven hundred and four (704) parking stalls plus the three (3) identified bus parking stalls (as per July 28, 2023) in Phase 1 for opening day plus the deferred parking obligation for a minimum of one hundred and eighty (180) in Phase two for a total of eight hundred and eighty-four (884) parking stalls.
2. The full terms and conditions associated to the parking deferment noted above will be identified in the Notice of Decision for the construction of the facility.
3. Any additional development will be required to provide parking in accordance with the Land Use Bylaw 5-2016 as amended from time to time.
4. The Applicant is responsible to create and facilitate a Parking and Traffic Management Plan for any events requiring floor seating to minimize any effects that the events may have on adjacent commercial or residential properties.
5. In accordance with Section 4.15 Parking and Loading of the Land Use Bylaw 5-2016, all Development is required to provide the necessary off-street vehicle parking.

6. The Applicant must adhere to all Federal, Provincial, and Municipal regulations, bylaws, standards, and policies that apply.

DEVELOPMENT OFFICER'S APPEAL STATEMENT

OVERVIEW OF APPLICATION AND DECISIONS

- Administration received a Development Permit Application for the Variance on July 24, 2023.
- Administration deemed the application complete on July 24, 2023.
- Administration placed an advertisement in the Meridian Source on July 27, 2023, and mailed letters to landowners within 100 metres of the property on July 24, 2023.
- Administration received several concerns about the impact the reduced number of supplied parking stalls will have on the surrounding neighbourhood, residents, and businesses.
- The application was approved on September 19, 2023, with the Notice of Decision being sent to the applicant on September 19, 2023. A copy of the Notice of Decision is attached as Schedule "A" to this Report.

ADDITIONAL INFORMATION

Planning received an Application on June 29, 2023 for the proposed Cenovus Hub Event Centre. During a preliminary review of the overall site plan, it was identified that the parking proposed for the development did not meet the minimum number of stalls required as per Land Use Bylaw 5-2016.

Land Use Bylaw 5-2016 Section 4.15 – Parking Regulations requires parking for a development of this nature to be calculated as follows:

| | | |
|-----|---|---|
| 22. | Public assembly auditoriums including theaters, convention halls, funeral homes, religious assemblies, racetracks, halls, private hall, sporting venues, and Buildings operated by citizen organization | 1 per 4 seating spaces or 1 per 5m ² used by the public, whichever is greater. |
|-----|---|---|

Planning and the Consultant for the project concluded the Public Space to be 10,743 m² and the maximum seating of 4,623 which resulted in the following calculations:

| | | |
|---------------|------------------|------------------------------|
| Public Space: | 10743/5 = 2148.6 | 2,149 stalls required |
| Seats: | 4623/4 = 1155.75 | 1,156 stalls required |

The Parking Regulations in the Land Use Bylaw do not specifically contemplate or address a development of the nature proposed. Considering the purpose and intent of the parking regulations in the Land Use Bylaw to be the provision of adequate parking stalls for a proposed development, the Developer Officer exercised its discretion to calculate the number of parking stalls required on the basis of seating spaces, as opposed to public space. The Development Officer determined that based on the nature of the proposal, this was the most accurate representation of the largest number of patrons anticipated to utilize the facility at one time.

The Land Use Bylaw 5-2016 Section 4.15 Parking Regulations allows for variances for Mixed Use Development, such as the proposed development, to be applied.

| | | |
|-----|---|--|
| 33. | Mixed Use Development with shared customers and similar hours | 10% reduction of the required parking spaces, in addition to the variance powers of the Development Officer. |
|-----|---|--|

Through the application of the 10% Mixed Use Variance, the calculations are as follows:

| |
|--|
| 1,156 stalls – 116 (10%) = 1,040 stalls required |
|--|

An application was submitted on July 24, 2023, for the Variance to reduce the required number of parking stalls by an additional 15% in accordance with the variance powers granted to the Development Officer under Section 2.15 of the Land Use Bylaw, which permit a variance of the parking required for a development of up to 15%.

A Variance Application was deemed to be Discretionary and as such, a letter of advisement was mailed to all property owners within 100 metres of the subject property boundaries asking for comments and concerns to be submitted within 14 days. An advertisement was placed in the Meridian Source on July 27, 2023, asking for public feedback, and allowing 14 days for any submissions.

During the referral period several concerns were received from the neighboring property owners opposed to the additional 15% parking reduction.

The referral period expired at end of day August 10, 2023. Planning reviewed the submitted concerns, compiled a list of questions and provided those questions to the Applicant on August 16, 2023, asking for the questions to be addressed and submitted so we can respond to the resident for transparency.

A summary of the concerns received are as follows:

1. What is the plan to accommodate overflow parking for sold out events if the 15% variance is approved?
2. Residents were concerned about the usage of on-street parking in their neighborhoods and impacts (including safety) it might pose. How is this being mitigated?
3. What are the pros and cons of the reduction?
4. How will the reduction of parking benefit the City as a whole and specifically the neighborhood?
5. What supporting documents do you have for the reduction of the 15%?

The response from the Applicant was received on September 1, 2023 and was provided directly to the concerned residents. Planning drafted a cover letter to accompany the response from the Applicant and allowing 7 days to respond. No additional responses were received. The Variance Application was approved on September 19, 2023, and letters of the approval were mailed out to all property owners notifying them of the decision.

| |
|--|
| 1,040 stalls – 156 (10%) = 884 stalls required |
|--|

The final site plan shows 704 parking spaces provided in Phase 1 with the remaining number of stalls, 180, to be completed in Phase 2. A Deferred Parking Agreement will be required as part of the decision pertaining to the construction of the facility which has been detailed in the conditions of the variance approval.

Regarding the conditions imposed on the Applicant, these will be managed through enforcement of the City of Lloydminster as Land Use Bylaw 5-2016 states:

| |
|---|
| 4.15.6 Off-street Parking Requirements |
|---|

- | |
|---|
| <ul style="list-style-type: none"> i. Off-street vehicular Parking Spaces for any Development in any District defines in this Bylaw shall be provided in accordance with Table 4.15.6. |
|---|

And

| |
|---|
| 1.4.56 Parking, Off-street means a off-street area located on a Site and available for the parking of one more motor vehicles. |
|---|

LAND USE BYLAW

The following excerpts from the Land Use Bylaw are attached as Schedule “B” to this Report:

- Section 4.15 – Parking Regulations

BOARD’S AUTHORITY

The Board’s authority with respect to a development appeal is set out in s. 687(3)(c) and (d) of the *Municipal Government Act*:

- (c) may confirm, revoke or vary the order, decision or development permit or any condition attached to any of them or make or substitute an order, decision or permit of its own;
- (d) may make an order or decision or issue or confirm the issue of a development permit even though the proposed development does not comply with the land use bylaw if, in its opinion,
 - (i) the proposed development would not

- (A) unduly interfere with the amenities of the neighbourhood, or
- (B) materially interfere with or affect the use, enjoyment, or value of neighbouring parcels of land,

and

- (ii) the proposed development conforms with the use prescribed for that land or building in the land use bylaw.

The is distinct from the Developer Officer's variance powers, which are limited to those set out in the Land Use Bylaw.

Respectfully Submitted,



Natasha Pidkowa, RPP, MCIP
Manager, Planning
City of Lloydminster

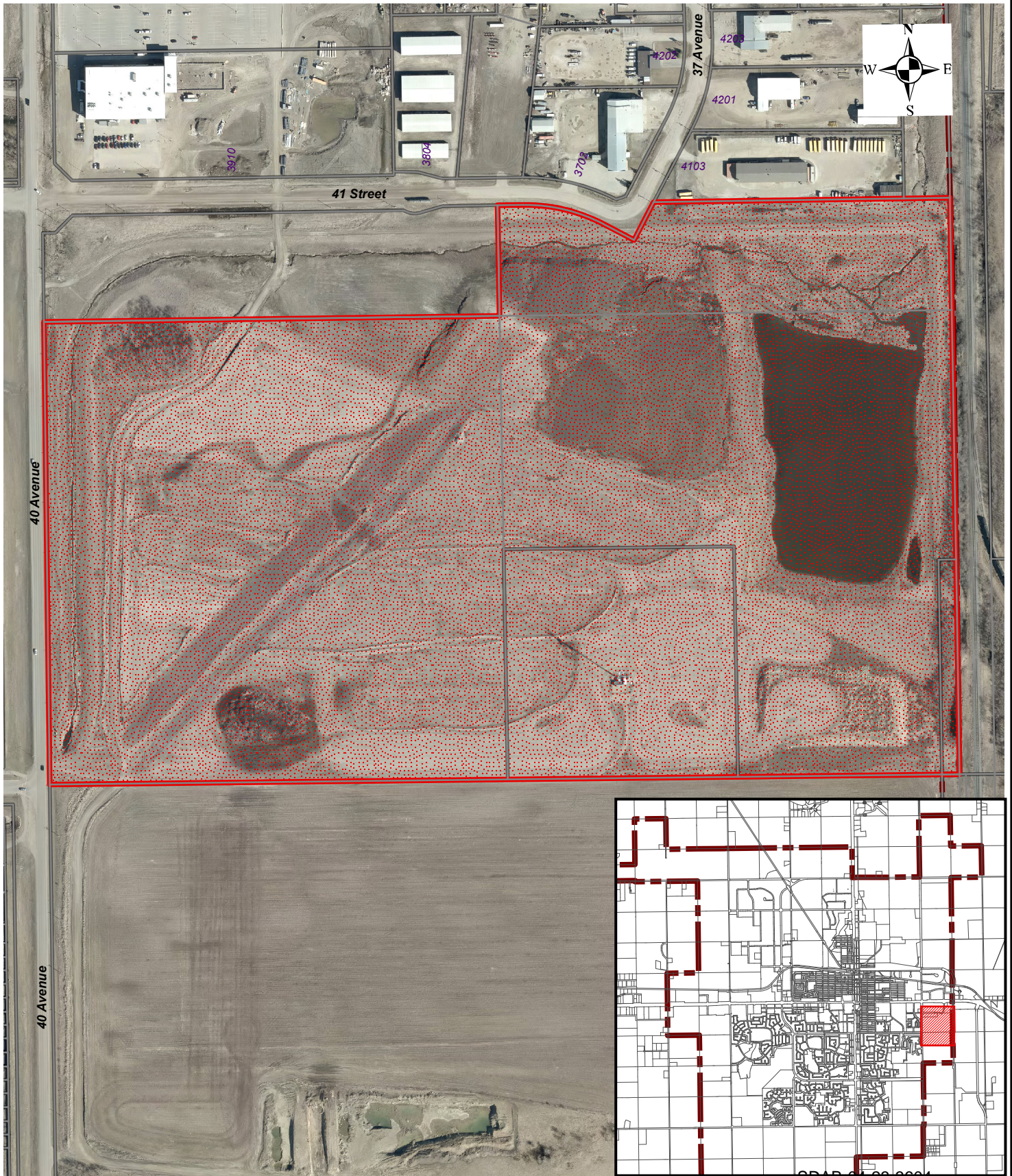
On behalf of Roxanne Shortt, Development Officer, Planning; City of Lloydminster



Location Sketch

Cenovus Hub Event Centre,
39 Avenue & 38 Street, N.W. Sec.36-Twp.49-Rge.28-W3M
Lloydminster, Sk.

| | |
|----------------|------------------|
| Appeal Number: | SDAB-04-23-3604 |
| Date: | October 26, 2023 |
| Drawn by: | pkenedy |



Schedule A



LLOYDMINSTER

NOTICE OF DECISION LAND USE BYLAW 5-2016

You, **Matt Roper** representing **TBD Architecture & Urban Planning of 9916 – 81 Avenue NW, Edmonton AB T6E 1W6**, hereinafter referred to as the "Applicant", are hereby notified that your application for development as follows:

| | |
|----------------------------|---|
| Application Number: | 23-3604 |
| Permit Number: | 20230524 |
| Purpose: | Variance – Additional Parking Reduction 15% |
| Involving: | 39 Avenue & 40 Street (N.W. ¼ Sec.36-Twp.49-Rge.28-W3M) Cenovus Energy Hub |
| Registered Owner: | City of Lloydminster |

Is **Approved** for the **full 15% Parking Reduction** as indicated above for the property identified above as applied for on **July 24, 2023**, subject to the following conditions:

1. Approved as per the submitted Overall Site Plan of July 21, 2023, and the identified Bus Parking of July 28, 2023.
2. The Applicant must construct the identified seven hundred and four (704) parking stalls plus the three (3) identified bus parking stalls (as per July 28, 2023) in Phase 1 for opening day plus the deferred parking obligation for a minimum of one hundred and eighty (180) in Phase two for a total of eight hundred and eighty-four (884) parking stalls.
 - a. The full terms and conditions associated to the parking deferment noted above will be identified in the Notice of Decision for the construction of the facility.
3. Any additional development will be required to provide parking in accordance with the Land Use Bylaw 5-2016 as amended from time to time.
4. The Applicant is responsible to create and facilitate a Parking and Traffic Management Plan for any events requiring floor seating to minimize any effects that the event may have on adjacent commercial or residential properties.
5. In accordance with Section 4.15 Parking and Loading of the Land Use Bylaw 5-2016, all Development is required to provide the necessary off-street vehicle parking.
6. The Applicant must adhere to all Federal, Provincial, and Municipal regulations, bylaws, standards, and policies that apply.

Although approved, this permit is subject to a twenty-one (21) day appeal period from the date of advertisement. The advertisement will be placed in the **September 21, 2023, edition of the Meridian Source.**

Any development commenced or undertaken during the twenty-one (21) day appeal period, or where an appeal has been filed but not finally determined, shall be solely at the risk of the applicant and in no event shall the City be liable for the filing or outcome of any appeal.

If you are not in agreement with this decision or conditions described herein, it may be appealed within twenty-one (21) days from the date of decision (as per Section 686 Development Permit Appeals: *(Municipal Government Act)*) by submitting a written notice and four hundred dollars (\$400.00) processing fee to the following:

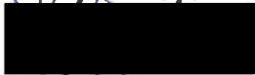


City Hall – Office of the City Clerk
Attention - Secretary of the Subdivision and Development Appeal Board
4420 – 50 Avenue
Lloydminster, AB T9V 0W2

If you have any questions, or require any clarification, please contact the undersigned at (780) 874-3700 or by email at rshortt@lloydminster.ca.

| | |
|--------------------------|--------------------|
| Date of Decision: | September 19, 2023 |
| Date of Notice: | September 21, 2023 |
| Date of Validity: | October 13, 2023 |

Sincerely,
City of Lloydminster



Roxanne Shortt
Development Officer, Planning
Operations Centre

4.15.1 General Regulations Parking

- i. Where provision of Off-street vehicular parking, Garage spaces, Bicycle Parking or Loading Spaces is required by this Bylaw with the exception of Single-detached Housing, Duplex Housing, and Semi-detached Housing, a plan of the proposed Site layout shall be included with the Development Permit Application. The Site Plan must be drawn to scale and must clearly illustrate the Lot size and configuration, Building locations, Site access, parking and Loading Spaces, On-site circulation and any other details relevant to the review of the Development proposal.
- ii. Off-street vehicular Parking Spaces, Loading Spaces and bicycle Parking Spaces required for any Use are specified in Table 4.15.6, Table 4.15.7 and Table 4.15.10, respectively.
- iii. Where Tables 4.15.6, Table 4.15.7 and Table 4.15.10 do not clearly define regulations for a particular Development, the single Use Class or combination of Use Classes most representative of the proposed Development shall be used by the Development Officer to determine the vehicular parking, Bicycle Parking and loading requirements
- iv. In any District, when any new Development is proposed including a change of use of existing Development, or when any existing Development is substantially enlarged or increased in capacity, provision shall be made for off-street vehicular parking or Garage spaces in accordance with the regulations set out in this Section.
- v. In the case of multiple Uses of a Site, the Development Officer shall calculate the vehicular parking, Bicycle Parking and total off-street loading requirement for each individual Use and the total shall be deemed to be the required vehicular parking, Bicycle Parking or off -street loading for the Site, unless the applicant can demonstrate that there is complementary use of the parking or loading facilities which would warrant a reduction in the requirements. Where such reduction is made, this shall be considered a variance and the Development Officer shall state the reduction and the reasons for it on the Development Permit.
- vi. Adequate access to the exit from individual Parking Spaces is to be provided at all times by means of unobstructed maneuvering aisles, except where otherwise indicated in this Bylaw.
- vii. All curb crossings, driveways, parking areas, entrances and exits shall conform to the City's Municipal Development Standards.
- viii. Parkades below Grade may extend into a required Yard, subject to ensuring that there are no encumbrances registered on title which would prevent or be inconsistent with such extension. A detailed Landscape Plan, including a cross section must be submitted, which demonstrates enough soil depth above the parkade for the required Landscaping in any required Yard.
- ix. Any lighting proposed to illuminate Off-street Parking areas shall be located and arranged so that all direct rays of light are directed upon the parking area and not on any adjoining properties.

4.15.2 Parking for People with Disabilities

- i. Parking spaces for disabled persons shall be located as close as possible to elevators, ramps, Walkways, and Building entrances.
- ii. Parking should be arranged in such a way that users of wheelchairs are not required to pass behind parked cars.
- iii. For conditions requiring more than two Parking Spaces for disabled persons, no more than two stalls shall be placed abutting each other. If there are several accessible Building entrances, a stall shall be located near each entrance.
- iv. Parking stalls shall be designed and provided in accordance with the current version of the Alberta Building Code.
- v. Parking for people with disabilities shall be included as part of and not in addition to the applicable minimum parking requirement.
- vi. Each parking stall shall be marked with a symbol and a sign. The sign shall consist of the international symbol of access and the message "Permit Required". The symbol shall be white on a blue background, and shall have minimum dimension of 0.46 m by 0.61 m. Each sign shall be mounted at a Height of at least 1.2 m from the pavement or sidewalk to the bottom of the sign.

4.15.3 Location of Vehicular Parking Facilities

- i. For all residential developments, the required parking spaces shall be wholly provided on the same Site as the Building.
- ii. For all other Uses, parking spaces may be provided on a Site located remotely, but no further than 120 m from the Site. Such distance shall be measured along the shortest public pedestrian route from the nearest point of the parking area to the nearest point of the Site where the building or Use is located. Where Off-site parking is provided pursuant to this provision, the Development or Use shall be considered Discretionary.
- iii. Where required parking spaces are not on the same Site of the Development or Use, these parking spaces shall be identified as parking spaces for that Development or Use through the use of appropriate signage.
- iv. Notwithstanding the definition of Accessory in this Bylaw, Accessory Parking spaces for non-residential Uses may be located on another Site where the Principal Use Class to which the parking is an Accessory Use is a Permitted or a Discretionary Use on the Site to be used for additional parking or Non-Accessory Parking is a Permitted or a Discretionary Use on the Site to be used for parking.
- v. Except as otherwise provided for in this Bylaw, parking spaces, not including Driveways, that are required in accordance with the minimum standards of this Bylaw shall not be located within a Landscaped Yard.

4.15.4 Parking Space and Drive Aisle Dimensions

- i. Except as provided in Section 4.15.4.ii, each required Off-street Parking Space shall be a minimum of 2.75 m in width for 90° parking and 2.6 m for 60° with a depth of 6.4 m and 2.6 m for 45° with a depth of 6.1 m, exclusive of access drives or aisles, ramps, columns, or office work areas. Such spaces shall have a vertical clearance of at least 2.0 m.
- ii. For parallel parking, the length of the Parking Spaces shall be 7.0 m except that an end space with an open end shall be a minimum of 5.5 m.
- iii. For Parking Spaces other than parallel Parking Spaces, up to 15% of the required Parking Spaces may be of a length shorter than that required under Subsection (i) above, to a minimum of 4.6 m.
- iv. Drive aisles shall be a minimum of 7.5 m wide for 90° parking, 5.5 m wide for 60° angle parking, 4.0 m wide for 45° and 7.0 m for parallel parking.
- v. Where Parking Spaces are located with access directly off a Lane, the required width of the drive aisle may be reduced by the width of the Lane, however the entire Parking Space must be provided on the Site.
- vi. Where the use of a Parking Space is limited on both sides by a wall, column or fence, the unobstructed width from face to face of the obstruction shall be 3.0 m and if in this case a Building door opens into the Parking Space on its long side, the unobstructed width shall be 3.3 m.
- vii. Where the use of a Parking Space is limited on one side by a wall or a column, the unobstructed width of the Parking Space shall be 2.7 m and if in this case a Building door opens into the Parking Space on its long side, the unobstructed width shall be 3.0 m.
- viii. For parking spaces other than parallel Parking Spaces, up to 100% of the required Parking Spaces may in the sole discretion of the Development Officer be a length shorter than that required under Subsection (i) above, subject to the applicant providing a parking study or similar document prepared by a qualified professional satisfactory to the Development Officer in which in the opinion of the Development Officer justifies a reduction in the length of the Parking Spaces for the proposed development. No stalls shall be shorter than 5.44 m. (Bylaw 08-2019)

4.15.5 Pedestrian Aisles

- i. Off-street Accessory and Non-Accessory Parking in the C2 District, C3 District and C4 District shall provide pedestrian aisles a minimum of 1.5 m wide connecting parking areas to Abutting sidewalks and commercial development.
- ii. On-site pedestrian circulation, by means of sidewalks or Walkways, shall connect with public sidewalks.

4.15.6 Off-street Parking Requirements

i. Off-street vehicular Parking Spaces for any Development in any District defined in this Bylaw shall be provided in accordance Table 4.15.6.

| Table 4.15.6 | | |
|---------------------|--|--|
| | Use of Building or Site | Minimum Number of Vehicular Parking Spaces Required |
| Residential | | |
| 1. | Single-detached, Duplex, Semi-detached, Row/Town Housing | 2 parking or Garage spaces per Dwelling unit. Note: a Front Yard driveway providing access to a Parking Space that is not within the Front Yard is considered as the provision of a second car Parking Space that is in tandem. |
| 2. | Secondary Suite, Garden Suite, Garage Suite | 1 space per two bedrooms, minimum of 1 stall. |
| 3. | Apartment Buildings | One space per bachelor, 1 bedroom unit, or 2 bedroom units, 2 spaces for 3 or more bedroom units. One (1) visitor parking per 4 units which is readily available to an entrance of the Building to be served, and must be clearly identified as guest parking. |
| 4. | Senior Citizens Apartments | 0.5 Parking spaces per Dwelling unit |
| 5. | Lodging Houses, Fraternity or Sorority Houses | 1 per 2 beds or 1 per 4 seats in the dining room, whichever is greater. |
| 6. | Group Home | 1 parking space per 3 Sleeping Units and 1 parking space per resident staff member. |
| 7. | Bed and Breakfast | 1 hard surfaced parking stall for each Bed and Breakfast unit. The stalls are to be in addition to the original required parking stalls for that site. |
| Commercial | | |
| 8. | Offices and banks | 3.4 per 100 m ² of Gross Floor Area in the Building |
| 9. | Retail Shops, Esthetic Shops and Equipment Repair Shops with a gross leasable Floor Area of: | See Below |
| a. | Less than 2,000 m ² | 3.0 per 100 m ² of Gross Floor Area in the Building. |
| b. | 2,000 m ² to less than 9,000 m ² | 3.5 per 100 m ² of Gross Floor Area in the Building. |
| c. | 9,000 m ² or greater | 4.3 per 100 m ² of Gross Floor Area in the Building. |

| | | |
|-----|---|--|
| 10. | Retail Store (Convenience) | 3.4 stalls per 100 m ² of Gross Floor Area plus one per gas pump island, if proposed. |
| 11. | Eating establishments | The greater of 1 per 4 seats or 2.3 per 10 m ² of seating area based on occupancy of building, whichever is greater. An additional 3 stalls are required for staff parking. |
| 12. | Nightclubs | 1 stall per 3.0 m ² of public space. |
| 13. | Minor Alcohol Sales | 3.2 stalls per 100 m ² of Gross Floor Area. |
| 14. | Motels and Hotels | 1 per guest room plus 1 per 3 employees. |
| | Community, Educational, Public Service, Recreational and Cultural | |
| 15. | Billiard parlors and arcades | 2.2 per 100 m ² of gross leasable area in the Building. |
| 16. | Bowling alleys | 2.5 spaces per alley, 5 spaces for staff and 1 space per 10 seating spaces for spectators. |
| 17. | Casino | 1 space per 2.4 m ² of public space or based on occupancy of building, whichever is greater. |
| 18. | Curling rinks | 4 spaces per curling sheet of ice and 5 spaces for staff, and 1 space per 10 seating spaces for spectators. |
| 19. | Day Care/Child Care Facility | 1 stall per two employees, in addition to parking required for the primary Dwelling. |
| 21. | Health and Fitness Clubs | 1 space per 10 m ² of Gross Floor Area. |
| 22. | Public assembly auditoriums including theatres, convention halls, funeral home, religious assemblies, racetracks, halls, private hall, sporting venues, and Buildings operated by a citizens organization | 1 per 4 seating spaces or 1 per 5 m ² used by the public, whichever is greater. |
| 23. | Public Libraries and cultural exhibits | 1 per 10 m ² of Floor Area used by patrons. |
| 24. | Elementary and junior high schools | 1.4 spaces for each classroom. |
| 25. | Senior high schools | 1 space for each classroom plus 1 space for every 12 students plus auditorium requirements where applicable. |

| | | |
|-----|---|---|
| 26. | Universities, colleges business or commercial or technical schools | 1 per 10 seats plus auditorium requirements where applicable. |
| 27. | Hospitals, or similar uses | 1.1 per 100 m ² of Gross Floor Area. |
| 28. | Homes for the Aged (individual unit projects) | 1 per 4 units. |
| 29. | Homes for the Aged (lodge- type accommodation) | 1.1 per 100 m ² of Gross Floor Area. |
| | Industrial | |
| 30. | Manufacturing, warehousing, wholesale and storage Buildings, research laboratories and public utility Buildings | 1 per 100 m ² of Gross Floor Area. |
| 31. | Servicing and repair establishments | 3 spaces per service bay, plus a minimum of 5 spaces for employee parking. |
| | Reductions | |
| 32. | C1 District | Up to a 20% reduction of the required parking spaces at the discretion of the Development Officer for residential developments. Up to a 100% reduction of the required parking spaces at the discretion of the Development Officer for commercial developments. The Development Officer may require a parking study. Bike trails and transit facilities are favourable in considering reductions. |
| 33. | Mixed Use Development with shared customers and similar hours | 10% reduction of the required parking spaces, in addition to the variance powers of the Development Officer. |
| 34. | Mixed Use Development with separate hours and shared Parking Spaces | 20% reduction of the required parking spaces, in addition to the variance powers of the Development Officer. |

4.15.7 Off-street loading requirements shall be provided in accordance Table 4.15.7.

| Table 4.15.7 | | |
|---------------------|---|---|
| | Use of Building or Site | Minimum Number of Loading Spaces Required |
| 1. | Apartment Buildings | For Apartments of 20 units or more an On-site loading bay is required. |
| 2. | All uses in Commercial and Industrial Districts | 1 space for each loading door with a minimum of 1 space to be provided. |

4.15.8 Location of Loading Spaces

- i. All Loading Spaces shall be located on the Site so that all materials and commodities can be easily collected or distributed within the Site, to and from all tenants or occupants.
- ii. Access shall be so arranged that no backing or turning movements of vehicles going to or from the Site causes interference with traffic on the adjoining or Abutting Roads, Lanes, sidewalks or boulevards.

4.15.9 Loading Space Dimensions

- i. Loading Spaces shall have a minimum area of 28 m², a minimum width of 3.0 m, and have a minimum overhead clearance of 3.7 m.

4.15.10 Bicycle Parking Requirements

- i. Bicycle Parking Spaces shall be provided in accordance Table 4.15.10.

| Table 4.15.10 | | |
|----------------------|---|---|
| 1. | Residential Developments with 10 or more Dwelling units and all non- residential Developments | 5% of the number of vehicle parking spaces, with a minimum of 5 required. |
| 2. | All Educational Developments | 10% of the design student capacity, with a minimum of 5 required. |

- ii. Each bicycle Parking Space shall be a minimum of 0.25 m in width and 1.83 m in length, with a minimum overhead clearance of at least 2.13 m.
- iii. Bicycle Parking Spaces shall be wholly provided on the same Site as the Building.
- iv. Adequate access to and exit from individual bicycle Parking Spaces shall be provided to the satisfaction of the Development Officer, with an aisle of not less than 1.52 m in width to be provided and maintained beside or between each row of bicycle parking.
- v. Bicycle parking shall be separated from vehicle parking by a physical barrier or a minimum 1.52 m of open space.
- vi. Bicycle Parking Spaces shall be visibly located where possible and provided in one or more of the following ways, to the satisfaction of the Development Officer: secure bicycle storage rooms, lockers, racks or railings or other such device inside the Building or an Accessory Parking area; or within a required Yard of a Site but not more than 15.2 m from a principal entrance of the Building.
- vii. Bicycle parking shall be designed so that bicycles may be securely locked to the rack, railing or other similar device without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

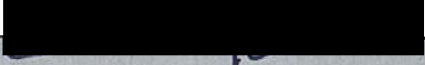


Subdivision and Development Appeal Board

Application to Appeal



LLOYDMINSTER

| | | | | |
|--|--|--|--|--|
| Submission Date | Date: <u>Oct 11/2023</u> | | OFFICE USE ONLY | |
| APPEAL PROPERTY INFORMATION | Municipal Address: <u>39 AVE & MOSTREAL</u> | RECEIVED DATE: | | |
| | Municipal Tax Roll #: _____ Zoning: _____ | SDAB APPEAL # | | |
| | Legal Description: Lot: _____ Block: _____ | APPLICATION #: | | |
| | Legal Plan: <u>NW-36-49-28-W</u> | PERMIT #: | | |
| | Permit Number Being Appealed: <u>2023 0524</u> | PERMIT FEE: | | |
| APPELLANT INFORMATION | Appellant Name: <u>MAXIMILIAN AWUA</u> | RECEIPT #: | | |
| | Address: _____ Postal Code: _____ | APPEAL HEARING DATE: | | |
| | Phone: _____ | DECISION ISSUED DATE: | | |
| | Email: _____ | APPEAL GRANTED: <input type="checkbox"/> Yes <input type="checkbox"/> No | CONDITIONS ON APPEAL: <input type="checkbox"/> Yes <input type="checkbox"/> No | |
| APPEAL AGAINST <small>Each appeal requires an application</small> | <input type="checkbox"/> Development Permit | <input type="checkbox"/> Subdivision Application | <input type="checkbox"/> Notice of Contravention | |
| | <input checked="" type="checkbox"/> Approval | <input type="checkbox"/> Approval | <input type="checkbox"/> Stop Order | |
| | <input type="checkbox"/> Conditions of Approval | <input type="checkbox"/> Conditions of Approval | | |
| <input type="checkbox"/> Refusal | <input type="checkbox"/> Refusal | | | |
| REASONS FOR APPEAL <small>(Sections 678 and 686 of the Municipal Government Act (MGA) require that written Notice of Appeal must contain specific reasons for the appeal.)</small> | I do hereby appeal the decision of the Subdivision/Development Authority for the following reasons (Attach separate page if required): | | | |
| | <p><u>Next door resident - Feel that there will be lot of traffic on street which can affect my residence.</u></p> | | | |
| |  Signature of Appellant / Agent | <u>Oct 11/2023</u> Date of Signature | | |
| APPEAL BOARD DECISION | _____ _____ _____ _____ _____ _____ | | | |

Collection and Use of Personal Information: The personal information being collected on this form is for the purposes of processing and acting upon this application in accordance with the Municipal Government Act, and is protected by the privacy provisions of the Freedom of Information and Protection of Privacy Act (FOIP). The City will not share your personal information for purposes outside of those stated without your permission in writing, unless there is a specific exemption stated in the Municipal Government Act.

IMPORTANT NOTICE: THIS APPLICATION DOES NOT PERMIT YOU TO COMMENCE CONSTRUCTION UNTIL SUCH TIME A DEVELOPMENT PERMIT HAS BEEN ISSUED BY THE DEVELOPMENT AUTHORITY AND ALL OTHER PERMITS (IF REQUIRED) ARE APPROVED. IF A DECISION HAS NOT BEEN ISSUED WITHIN 40 DAYS OF THE DATE THE APPLICATION IS DEEMED COMPLETE, YOU HAVE THE RIGHT TO FILE AN APPEAL TO THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD. APPEALS TO THE SUBDIVISION AND DEVELOPMENT APPEAL BOARD CAN ALSO BE FILED IN REGARDS TO PERMIT REFUSALS AND/OR CONDITIONS WITHIN 21 DAYS OF A DECISION.



September 19, 2023

Property Owner

**RE: Development Permit
Letter of Approval
Permit Application Number: 23-3604**

To whom it may concern:

Please be advised that the application as described below meets the requirements of Land Use Bylaw 5-2016 and has been approved by the City of Lloydminster. Several concerns were submitted within the referral period from adjacent property owners. A letter dated September 11, 2023, was supplied to the residents in response to the concerns.

| | |
|----------------------------|---|
| Application Number: | 23-3604 |
| Permit Number: | 20230524 |
| Purpose: | Parking Reduction Variance of 15% |
| Involving: | 39 Avenue & 40 Street (within N.W.SEC.36-TWP.49-RGE.28-W3M) Cenovus Event Centre Hub |

Although approved with conditions, this permit is subject to a twenty-one (21) day appeal period. The appeal period expires twenty-one (21) days from the date of the advertisement. The advertisement is scheduled to be in the **September 21, 2023**, edition of the Meridian Source.

Should you wish to file an appeal against the decision of the Development Authority to the Subdivision and Development Appeal Board you may do so by delivering written notice and the fee of four hundred dollars (\$400.00) to the following:

City Hall – Office of the City Clerk
Attention - Secretary of the Subdivision and Development Appeal Board
4420 – 50 Avenue
Lloydminster, AB T9V 0W2

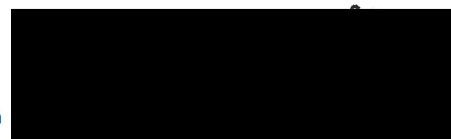
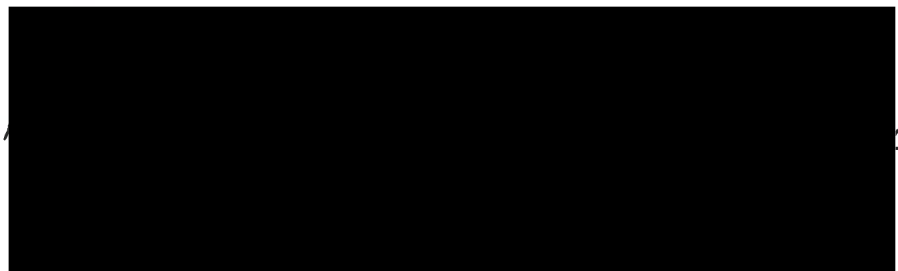
Adjacent property owners within a thirty (30) metre radius of the above referenced property are notified of this decision as per the requirements set forth in Land Use Bylaw 5-2016.

If you have any questions, or require any clarification, please contact the undersigned at (780) 874-3700 or by email at rshortt@lloydminster.ca.

**Sincerely,
City of Lloydminster**



**Roxanne Shortt
Development Officer, Planning
Operations Centre**



October 27, 2023

Subdivision and Development Appeal Board
c/o Office of the City Clerk
4420 – 50 Avenue
Lloydminster, AB T9V 0W2



Attention: Secretary of the Subdivision and Development Appeal Board

RE: Application 23-3604 – Parking Reduction Variance - Cenovus Energy Hub

On behalf of the project owner, I am submitting the attached letter and supporting documentation as the Applicant of Development Permit Number 20230524, parking reduction variance of 15% involving 39 avenue and 40 street.

You will find attached the following documents to support our submission:

- Letter dated July 17, 2023, to City of Lloydminster Planning department regarding the submission of the Parking Study.
- Lloydminster Recreation and Event Facility Parking Study Report completed by ISL Engineering and Land Services Ltd. date June 2023.
- Event Facility South Parking Field Drawing A011 developed by TBD Architecture + Urban Planning.
- Letter from TBD Architecture + Urban Planning regarding parking variance request dated July 14, 2023.
- Response letter to City of Lloydminster Planning department from Project team regarding questions posed by adjacent landowners to the Planning Authority dated August 23, 2023.

Joseph
Tkalcic*

Architect, AAA, AIBC,
MAA, SAA, MRAIC
Partner

Brian
Bengert*

Architect, AAA, AIBC,
MAA, SAA,
NWTAA, MRAIC,
LEED® AP BD+C
Partner

The City of Lloydminster has provided the attached Parking Study, signed, and sealed by a Professional Engineer, to validate our request for Variances from the Land-Use Bylaw No. 5-2016 as it pertains to the parking requirements for the New Event Facility. It is our conclusion that the existing site design, including 706 dedicated parking stalls (inclusive of barrier free and EV stalls) for the New Event Facility, is sufficient for the primary operational needs. The New Event Facility was designed as the anchor facility within the larger Entertainment District which will feature 6 ball diamonds, a 49-stall campground, 6 commercial retail units, 1 hotel, a playground, an outdoor pavilion, pathways, and greenspaces throughout the District. The City recognizes these additional amenities will be responsible for their respective parking requirements.

Matthew
Roper

Architect, AAA,
M. Arch.,
LEED® AP BD+C
Senior Associate

As you can see within the Parking Study, 1814 temporary floor seats were included in the count. These additional seats increased our parking requirements by 39% alone. The temporary floor seating arrangement will only be used during concerts, which is operationally 2% of the time annually. If the temporary seating was removed from the seating count, the 706 stalls would satisfy the bylaw requirement. The Parking Study explains further the most frequent operational scenarios to consider related to the parking demands for reference.

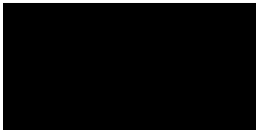
Comparable within this community, the Servus Sports Centre operates with more amenities and only 660 parking stalls. For most operational days, this parking is sufficient to accommodate all users. On the days where all amenities indoors and outdoors are active, we work with our adjacent commercial retails and neighbourhood spaces to mitigate any parking impacts. This demonstrates the City's ability to manage peak operational times through community communications, traffic management plans and partnerships with our neighbours.

The City of Lloydminster Municipal Development Standards (MDS) restrict parking on arterial roads. The street located on the west side of the property is 40th avenue and is an arterial road according to our MDS standards, and therefore no parking will be permitted along this road. This road creates a natural boundary between the property and adjacent residential neighbourhoods to the west. The distance to walk to the site from the closest residential street will be approximately 1 kilometre, which is a significant distance for a patron to walk from their parked vehicle. As per Figure 3.1 of the Parking Study, pedestrians will typically only walk 400 metres from their parked vehicle.

The New Event Facility and Entertainment District will serve our community for the next 50+ years. The design submitted and variance justification sets the community up for successful development of a site that balances hardscapes, landscapes, and green space, creating a space the community can be proud of.

Respectfully submitted,

TBD Architecture + Urban Planning



Matthew Roper
Architect, AAA
M.Arch.,
LEED AP BD + C
Senior Associate



Joseph Tkalcic*

Architect, AAA, AIBC,
MAA, SAA, MRAIC
Partner

Brian Bengert*

Architect, AAA, AIBC,
MAA, SAA,
NWTAA, MRAIC,
LEED® AP BD+C
Partner

Matthew Roper

Architect, AAA,
M. Arch.,
LEED® AP BD+C
Senior Associate



July 17, 2023

Natasha Pidkowa
Manager, Planning
City of Lloydminster
6623 52 Street
Lloydminster, AB T9V 3T8

Dear Ms. Pidkowa:

On behalf of the City of Lloydminster and the Lloydminster New Event Facility Project, I am submitting the attached Parking Study for your consideration. This study should be considered a part of the Development Permit Application for the Lloydminster New Event Facility, submitted June 29, 2023, via email to Paul Levy (submitted by Matt Roper with TBD Architecture + Urban Planning).

The City of Lloydminster has provided the attached Parking Study, signed and sealed by a Professional Engineer, to validate our request for Variances from the Land-Use Bylaw No. 5-2016 as it pertains to the parking requirements for the New Event Facility. It is our conclusion that the existing site design, including 706 dedicated parking stalls (inclusive of barrier free and AV stalls) for the New Event Facility, is sufficient for the primary operational needs. The New Event Facility was designed as the anchor facility within the larger Entertainment District which will feature 6 ball diamonds, a 49-stall campground, 6 commercial retail units, 1 hotel, a playground, outdoor pavilion, pathways, and greenspaces throughout the District. The City recognizes these additional amenities will be responsible for their respective parking requirements.

Following discussions with yourself and the Planning and Engineering team at the City, the intentions of this letter and subsequent study is to provide justification for the parking calculation based on seating count vs. public space as per the Bylaw and the justification of hardship to support a 15% variance (section 2.14 of the Bylaw). Additionally, the Development Permit, based on recommendations from the Study is requesting a parking deferral.

Parking Calculation

The New Event Facility is a complex facility that will serve primarily as an ice and dry-pad sports facility for community use. Due to the nature of how an ice arena functions, it is challenging to define public space. It is the opinion of the City Project Team that the surfaces of play (ice surfaces primarily) should not be included in the public space calculation as they are not open public spaces in the same way a lobby is open to anyone. Additionally, given the primary use of this facility is ice sports, the maximum number of public members on the ice is 12 players with up to 8-10 additional players on each team bench (total 20-22 players plus 3-5 coaches/staff on each team). Given the large square footage of the two indoor and one outdoor ice surfaces, it is not representative of the functionality of the space to calculate parking needs based on that floor space. The attached Parking Study provides a calculation for public space based on our interpretation of public space, which excludes the playing surfaces. Based on this calculation from the City Project Team, including our consultants at TBD Architecture + Urban Planning, the total public space is 4,291.1 square feet, which would result in 859 parking stalls. The calculations proposed by the City Planning Department was not in alignment with this number. Therefore, given the subjectivity of how public space is defined, this calculation is in itself subjective given the limited definition in the Land-Use Bylaw No. 5-2016. Therefore, the parking calculation per fixed seat is most logical and transparent to best represent the operational functionality of the facility. The attached Parking Study provides a per-seat calculation based on 498 seats in the community arena, 2,326 in the event arena, and a maximum of 1,814 temporary seats on the floor of the event arena for major events. Based on this seat count and the calculation of 1 stall per 4 seats (Table 4.15.6 section 22 in the Land-Use Bylaw No. 5-2016), 1,160 parking stalls would be required. This parking stall number is used as the base moving into the justification for variances and deferrals.



Variance Justification

As previously mentioned, the Event Facility has been designed as the anchor facility within the greater Entertainment District. It was designed to create positive pedestrian microclimates around the exterior public outdoor spaces while providing an overall site plan that brings vehicular traffic into the centre of the site. The City's request for the 15% variance due to hardship is multifaceted and focuses on the primary operations of the facility, site restrictions, and financial risk.

The Entertainment District is designed as a year-round sport and recreation destination, indoor and outdoor. The inclusion of six ball diamonds provides activation and utilization of amenities that offset the winter schedules of ice sports. The 49-stall campground is included to support hosting large ball events, a common complimentary amenity adjacent to recreational hubs. The site is restricted by the large stormwater management system that includes a channel running along the west and north perimeters as well as a significantly large storm pond (Lake K). The inclusion of additional parking would result in a loss of an amenity, or two, which would negatively impact the user experience, site operations, and the ability to attract visitors to our community. The Entertainment District has been designed as a mixed-use site which intends to provide a walkable hub within the municipality where visitors can utilize and enjoy multiple components throughout their entire stay. Retail spaces and a hotel are intended to compliment the Event Facility and reduce the need for parking from an overall perspective as the same visitor to the City, as an example, could be staying at the hotel, go to a restaurant, and attend an event at the Event Facility all on-site. This is a fiscally responsible use of site infrastructure.

The Event Facility will be a year-round amenity that operates roughly 300-350 days a year, primarily for youth and youth elite sports. This operational model would see the playing surfaces used for sport and recreation activities, and not floor seating events. The anticipated number of special events in the facility is four to six annually of which not all will require floor seating. Including the 1,814 temporary floor seats has a significant impact on the parking requirements, adding 454 stalls to the overall requirement. In other terms, 39% of the required parking is a direct result of temporary seats that will be used at most less than 2% of the operational time. Given this, it is the opinion of the City and the Project Team that the investment in costly infrastructure is a hardship on the taxpayers in our community. If the temporary floor seating was removed, then the 706 proposed stalls would satisfy the Bylaw requirement. The Study further explains the most frequent operational scenarios to consider related to the parking demands for reference.

This Entertainment District was shared with multiple grant authorities and significant changes to design could risk existing and future grant opportunities. The current Investing in Canada Infrastructure Program grant received on the project equates to \$33,128,508 in Federal and Provincial (Saskatchewan) funding. Changes to the design of the facility and district requires grant authority approval, if approval is not granted and funding is revoked by either funding authority, the project and the community would be negatively impacted. This would pose a significant financial burden on the taxpayers of Lloydminster and therefore a hardship consideration. Additionally, the City has submitted a grant application for over \$8 million for the construction of four ball diamonds and the outdoor community pavilion. This application is based on the current Entertainment District design and significant alterations to the design could result in denied funding, requiring the ball diamond and pavilion amenities to be funded by the taxpayers.

Existing in the City of Lloydminster is the Servus Sports Centre which includes 2 ice sheets (with approximately 200 and 100 seats on each), 2 fieldhouses (with approximately 100 seats on each), a leisure ice, a large community room (75-person capacity), a fitness centre, walking track, child minding, indoor playground and leased commercial space. Additionally, the site includes a skate park, rugby field, and speedskating oval along with a pedestrian over pass to the adjacent hotel. The facility has 660 parking stalls along its south, west and north perimeter, inclusive of barrier free and family stalls. For the majority of operational days, this parking is sufficient to accommodate all users. On the days where all amenities indoors and outdoors are active, parking is pushed into the adjacent commercial retails and neighbourhood spaces with limited complaints. This demonstrates the City's ability to manage peak operational times through community communications, traffic management plans and partnerships with our neighbours.



Request for Variance

The New Event Facility is designed with 706 parking stalls, inclusive of barrier free and AV stalls. As demonstrated above, if the temporary floor seats are excluded from the calculation, the 706 stalls meet the demand of Bylaw 5-2016.

If temporary floor seating is required to be included, the following calculation and variance is requested with the understanding that 1,160 is the base requirement. It is our understanding from previous communications with the Planning and Engineering department that a 10% reduction can be allied for mixed-use facilities, which would bring the requirements down by 116 stalls. The City is requesting the 15% variance based on the justified hardship and Parking Study be applied which brings the requirement down another 157 stalls. These numbers are detailed in the table below showing a total required parking of 887 stalls.

| | |
|---|-------|
| Parking Requirements Based on Bylaw No. 5-2016 Seat Count | 1,160 |
| After the 10% Mixed Use Reduction (116 stalls) | 1,044 |
| After the 15% Variance (157 stalls) | 887 |

The Event Facility is designed with 706 stalls and therefore a difference of 181 stalls is noted in this scenario. In the hopes of ensuring construction commences in 2023 to protect the City's timelines and the replacement of a rapidly aging facility (Centennial Civic Centre), it is requested the 181 stalls be deferred and constructed with five years or with the four ball diamonds and pavilion projects, whichever is sooner. Notwithstanding the commitment to build within five years, it is requested that if the City of Lloydminster implements public transit prior to that deadline, the requirement for the additional parking be reassessed with the appropriate parties. The City of Lloydminster is currently engaged in a Public Transit Feasibility Study as per the City Council Strategic Plan and therefore consideration to further defer or delete additional infrastructure should be given.

It is my hope that this letter and report satisfy the needs of the Planning Authority and the Planning and Development Departments requirements. Should you require any further information please contact me directly at 780-875-6184 ex. 2210 or tsimpson@lloydminster.ca.

Respectfully submitted,



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Parking Lot in Alberta

LLOYDMINSTER RECREATION AND EVENT FACILITY PARKING STUDY

City of Lloydminster

FINAL REPORT

July 2023





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Corporate Authorization

This document entitled “Lloydminster Recreation and Event Facility Parking Study” has been prepared by ISL Engineering and Land Services Ltd. (ISL) for the use of the City of Lloydminster. The information and data provided herein represent ISL’s professional judgment at the time of preparation. ISL denies any liability whatsoever to any other parties who may obtain this report and use it, or any of its contents, without prior written consent from ISL.

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1.0 Introduction

1.1 Background

The Multiuse Recreational and Event Facility is a planned event and community arena facility within Lloydminster, AB|SK that is currently funded for final development stages. This facility is intended to eventually replace the aging Centennial Civic Centre, which currently host various event bookings and act as the home of the Lloydminster Junior A Bobcats and Junior B Bandits. The new building is planned as part of a larger entertainment district which will provide year-round recreational spaces and associated amenities. The site location is provided in the following figure.



Figure 1.1 Site Location (East of 40 Avenue, North of 36 Street)

As part of the development approval process for the Multiuse Recreational and Event Facility, the City of Lloydminster (City) must ensure that an adequate number of parking spaces are provided within the site development plans. ISL Engineering and Land Services Ltd. (ISL) was contracted by the City to provide a parking analysis study to assist the development approval process, since a large multi-use facility will have unique transportation and parking needs to satisfy the various operational modes expected.



1.2 Study Scope

The following parking study is focused on the transportation and vehicular parking needs for the first phase of development which includes the Recreational and Event Facility, the adjoining parking lot only, a small extension of 39th Avenue and the outdoor rink. The current site plan is provided in the following figure.

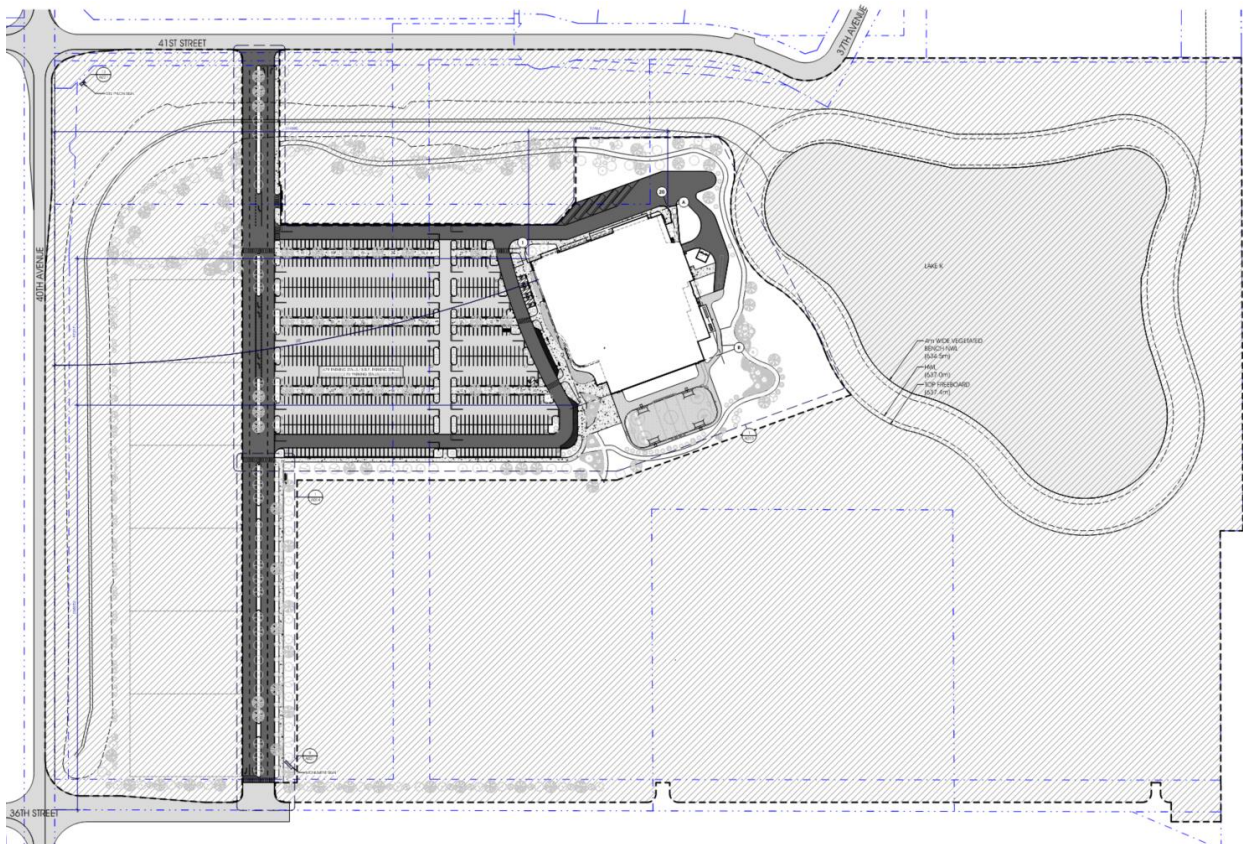


Figure 1.2 Subject Site Plan (Arenas and Parking)

Parking requirements for future uses will be subject to future review including for the ball diamonds, a hotel establishment and other commercial developments. The ultimate site plan is provided in the following figure.

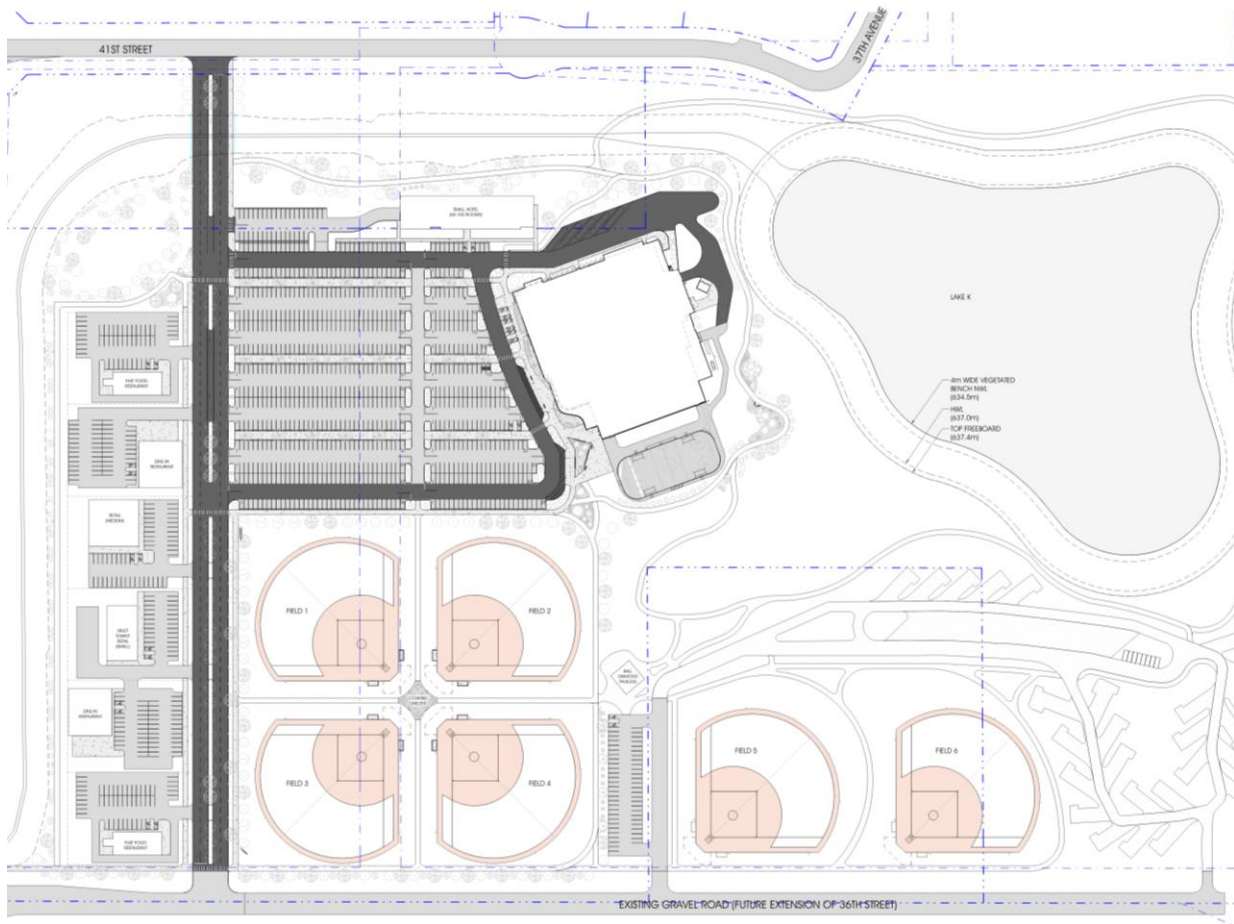


Figure 1.3 Ultimate Site Development Plan

1.3 Study Outline and Methodology

The following provides an outline of the study and methodology.

Section 2.0 – Parking Requirements for Subject Application

The current application is for a facility that includes a large event arena which is planned for a capacity of roughly 2,500 spectators with an accompanying secondary arena with seating for approximately 500 spectators and an outdoor ice rink. ISL was retained by the City to prepare a parking study as part of the final steps of the site plan development and approval process. The intent of this report is to review the availability of parking supply across the various operating scenarios, to aid in determining the appropriate size of the parking lots.

This study applies the City of Lloydminster's Land-Use Bylaw (Bylaw No. 5-2016), as it pertains to the parking requirements for the Multiuse Recreational and Event Facility on opening day. It also considers the levels of existing and expected future attendance to understand the need for parking.



Section 3.0 – Parking Demand for Event Operational Planning

Ultimately (not part of the current development permit), the site will host additional amenities including ball diamonds, several commercial retail units (CRU), a campground, and a hotel. Early in the project review process, it was apparent to ISL that varying operating modes of the facility would present different parking needs, and that parking built to service a full 4344 spectator event would not be recommended due to the following reasons:

- **Infrequency of Events:** Supplying parking for the full building occupancy would require an excessively large parking lot which would remain mostly unused for large periods of time (359 days of the year), since such large events would be scheduled very infrequently (2 to 6 per year).
- **Best Practices:** Typical transportation engineering best practices is to design for the typical and frequent busy periods. Infrequent congestion levels caused by surges in transportation demand (such as a special event) are generally acceptable to the public.
- **Site Impacts:** Sizing the parking lot for full-capacity events would unnecessarily absorb developable lands and will likely result in portions of the ultimate site plan not being developed. This could result in a loss of tax revenue generating developments.
- **Funding:** Construction costs and ongoing maintenance costs present an excessive burden to taxpayers and residents to fund compared to the frequency of the value provided.
- **Management Approach:** Travel surges that occur infrequent should be planned for and managed. Once built, the facility operations team will require information to properly service the parking demands of various operating scenarios. Initially, the operations team has limited prior information on how patrons will travel and park at the facility. To close this gap, the design and operation teams have conducted extensive reviews of similar facilities throughout Alberta and Saskatchewan. The specific travel needs for this site is based on this review, which will be refined through observing daily operations upon opening the facility. Such knowledge is critical in successfully delivering on any Transportation or Parking Management plans on large event days.

- **Based on the above reasons, ISL does not recommend constructing a parking lot sized for full-capacity events and suggests that this is not best practices for event sites. Rather, we recommend a transportation demand management approach. To help the City understand and plan for large events this report provides a range of parking demand scenarios and discusses transportation servicing options to inform the operations teams on how to manage travel behavior on large event days.**



2.0 Land Use Bylaws Parking Requirements

The City's Bylaw No. 5-2016 (Land Use Bylaw) is used to regulate the land uses and land improvements to achieve the development goals of the City. The Land Use Bylaw is a guidance and enforcement document detailing various development classifications and the rules that govern how buildings and land improvements within these classes can be built. Any new development must submit a development permit application as specified within the Land Use Bylaw, detailing the proposed site improvements along with certain key information.

One key criterion within the Land Use Bylaw is the off-street parking requirement and the number of parking spaces provided within a new site development. Section 4.15 of the Land Use Bylaw details the regulations specific to vehicular parking. Furthermore, Table 4.15.6 defines the minimum number of vehicular parking spaces required for various land uses, buildings or sites.

The best match for the Multiuse Recreational and Event Facility development, within Table 4.15.6, is for the category of "Public assembly auditoriums including ... sporting venues". The minimum required parking spaces for this classification is the greater of either:

- 1 per 4 seating spaces, or
- 1 per 5 m² used by the public,

Once a base value is obtained for the minimum number of parking spaces, the Land Use Bylaw permits further reductions based on mixed use developments, and by requesting a specific variance amount. The following sections describes in detail the calculation of the specified minimum number of parking spaces and subsequent adjustments.

2.1 Base Parking Supply Calculations

This section provides the direct calculation of parking supply minimum values before applying any variance or adjustments that are permitted within the Land Use Bylaws. Section 3.2 further adjusts this base number for a final number which is to be used in the Development Application.

Seating Count

The criterion of seating spaces has been interpreted as total number of fixed seats plus bar stool and temporary seating capacity for the entire facility. This includes the seating for the community rink, the event arena bowl, event arena suites, and non-fixed floor seating in the event bowl. The numbers presented in Table 2.1 below were provided by TBD Architecture + Urban Planning (TBD).



Table 2.1 Total seating capacity of the Multiuse Recreational and Event Facility

| Location | Seating | Totals | |
|-------------------------|---------|--------|-------|
| Community Rink | 498 | | |
| | | 498 | |
| Event Arena | | | |
| Bowl | 2,163 | | |
| Suite Level | 163 | | |
| Total Fixed Seating | | 2,326 | |
| Non-Fixed Floor Seating | 1,814 | | |
| | | 1,814 | |
| Total Seating Capacity | | | 4,638 |

- From the Land Use Bylaw criterion based on seating, a capacity of 4,638 seats would require a minimum parking of 1,160 spaces.
- ISL does not recommend sizing the parking lot by including the floor seating.
- Using the combined event arena and community rink seating for 2,824 seats would require 706 parking spaces (at 1 space per 4 seats).

Public Use Area

TBD provided facility site layout drawings along with a breakdown of the publicly usable spaces for the facility (see Appendix A). In general, the spaces identified are the areas that a member of the public attending an event would have access to. This includes the main lobby and reception space, the event arena concourse, the community arena concourse, and the premium suite circulation space. The numbers presented in Table 2.2 below were provided by TBD.

Table 2.2 Total Publicly Useable Area for the Multiuse Recreational and Event Facility

| Location | Public Area (m ²) | Total (m ²) |
|--------------------------|-------------------------------|-------------------------|
| Event Level | 551.9 | |
| Community Dressing Rooms | 1,116.8 | |
| Concourse Level | 2,336.2 | |
| Premium Suite Level | 287.2 | |
| Total Public Area | | 4,292.1 |

- From the Land Use Bylaw criterion based on public area, an open area of 4,292.1 m² would require a minimum parking of 859 spaces.
- ISL does not recommend including ice rink slab areas or private team dressing rooms as part of the useable area calculation as the rink area is for single-use sporting activities (not general circulation or general purpose areas), and the team dressing rooms will not be generally accessible to the public.



Base Parking Requirement

The Land Use Bylaw specifies that for public sporting venues like the study facility, the minimum parking supply be the greater of the seating count and the public area criteria.

- **The criterion based on seating is the greater of the two calculations. Under a strict interpretation of seating capacity, the minimum parking requirement for the facility is 1,160 spaces. However, ISL does not recommend sizing based on the using the floor seating and suggests that further adjustments be made to this number.**

2.2 Minimum Parking Supply Adjustments

The City's Land Use Bylaw permits a process for adjustments from the base minimum parking requirements outlined above. Section 2.14 of the Land Use Bylaw outlines that variances may be granted by the Development Officer for parking minimums up to a maximum of 15% of the base value. Furthermore, within Table 4.15.6, reductions are permitted for mixed used developments, where customers and patrons might be shared between buildings and land uses. This mechanism permits a 10% reduction in addition to the variance of 15%.

- **ISL recommends that a formal application be made for a 15% variance of the base parking requirement, plus an additional 10% reduction based on shared parking in mixed use developments. Justification is provided in the following subsections.**

2.2.1 15% Variance

The above process for establishing parking requirements is derived from the total seating capacity of the facility. The basis of calculation of 4 seats per parking space is assumed to be an aggregation of multiple factors, to simplify the development approval process. When establishing these simplified methods, factors typically under consideration include (but are not limited to): anticipated travel mode share (% of trips by vehicle), vehicle occupancy rates (persons per vehicle), typical venue occupancy rate, and employment numbers.

ISL is unable to examine the rationale used to derive the parking-per-seating rate with the City's Land Use Bylaw. Nonetheless, it is understood by ISL that the typical venue occupancy for the Facility will be significantly lower than full capacity. This understanding, and the request for a 15% variance, is based on two factors: 1) the frequency of bookings that will use floor seating, and 2) the historical attendance figures for Lloydminster-based sporting events.

Frequency of Floor Seating Events

The primary purpose of the Multiuse Recreational and Event Facility is for smaller ice rink bookings. Large events requiring floor seating are expected to be a minority use case and should not be used as the basis for establishing parking needs.

The Event Facility Project Synopsis report (January 2023) states that the need for a new recreational ice surface facility is rooted in the need for publicly available ice surfaces, for community use. The Centennial Civic Centre is at risk of become inaccessible within 5-10 years. Should this occur, the report states that "regional opportunity(ies) for youth to skate and play hockey will be significantly diminished. It would also put Lloydminster's premier hockey clubs in jeopardy".



ISL understands that regular community-use of the facility is at a high-level importance for the development team. This assessment was reached from having reviewed the development process, the engagement process and discussions with the development and operational teams. By placing a strong emphasis on regular community league bookings and organized league play, the scheduled availability for large events is expected to be severely constrained to where only 2-5 times per year is deemed feasible.

As such, the parking requirements for this facility should discount the portion derived from large events requiring floor seating.

Historical Attendance Figures

As outlined below in Scenario 2A / 2B, based on the historical attendance figures for the Lloydminster Junior A Bobcats, the facility is not expected to regularly fill to capacity. Over the last 3 full seasons, the Junior A Bobcat's attendance figures averaged 650 spectators per game and the 90th percentile highest attendance of 930 spectators.

The Centennial Civic Centre (the current home of the Bobcats) has a capacity of 1,700 spectators and does not regularly reach capacity. It is reasonable to assume that, given historical attendance, the first year of opening for the Multiuse Recreational and Event Facility will not regularly reach capacity of 2,500 spectators in the event arena. A small boost in attendance may be expected due to the novelty of a new facility, particularly for an opening night home game or a championship playoff match.

ISL recommends that attendance figures and parking occupancy audits be performed throughout the first year of operations of the facility. Such audits would aid in evaluating whether sufficient parking is available and inform the future development phases of the entertainment district.

- **Based on the factors of intended frequency of floor seating events, and the historical attendance figures for sporting events, ISL recommends that a 15% variance be applied.**

2.2.2 10% Mixed-use development discount

In addition to the 15% variance, ISL recommends that a 10% reduction be applied based on the mixed-use development status. Within the Land Use Bylaw, a Mixed Use Development is described as (1.5.5.9) a multi-Storey Building designed for more than one type of land Use. As part of the off-street parking requirements in 4.15.6, a mixed use development with shared customers and similar hours could be awarded a 10% reduction of the required parking spaces, in addition to the variance powers of the Development Officer.

The Multiuse Recreational and Event Facility will be a multi-floor facility with land uses of recreational nature and for spectator sporting events. Beyond the immediate facility, future development phases are intended to include additional land uses, which are anticipated to leverage the shared parking lot. While those future phases are intended for separate development applications, the parking lot developed for the Facility is expected to be referenced for shared parking needs within those applications.

- **The application of a 10% mixed-used development reduction followed by a 15% variance application results in a prescribed 888 parking stalls. This number is closer in alignment with ISL's recommendation of 706 stalls based on fixed seating alone.**



2.2.3 Deferral of additional stalls

The site development plans, as prepared in May 2023, makes provisions for a large parking lot consisting of 694 spaces, plus 10 Barrier Free stalls, plus 2 Electric Vehicle stalls for a total of 706 parking stalls. This results in a deficit of 182 parking spaces.

As part of the development application, a request shall be made that these 194 additional stalls will be provided in a future stage of construction. A 5-year deferral period is to be requested such that construction and operation of the Multiuse Recreational and Event Facility may proceed.

ISL anticipates that the 706 spaces will be sufficient for the first year of operations. For the few occasions with larger than anticipated parking demand, ISL believes that an adequate Transportation Demand Management (TDM) and/or Parking Demand Management plan would be sufficient, rather than constructing a more permanent facility. Should the City of Lloydminster implement Public Transit within the near future, the mode shift onto transit would help to mitigate the total demand for parking of private vehicles. Monitoring parking lot utilization is the best mechanism to directly track when the additional parking stalls would be necessary.

- **ISL recommends that the construction of the additional 182 parking stalls be completed within 5 years of facility opening, or earlier based on a to-be-established mechanism through monitoring the actual parking use.**

ISL leaves the precise legal definition and prescription of the deferral of additional stalls to the developmental authority. ISL suggests that ongoing monitoring and auditing of the parking lot during sporting events would be appropriate. ISL proposes that the triggering criteria could take the form of:

- Parking lot occupancy above 85% on 5 separate occasions with an audit on average every 4th home game, or
- Parking lot occupancy above 95% on 2 separate occasions with the same audit frequency



3.0 Parking Demand for Event Operational Planning

Previously, this study examined the Land Use Bylaw requirements for construction of parking spaces as part of the development application process for the Multiuse Recreational and Event Facility. The minimum requirements from such processes are statutory in nature and may not directly represent true parking needs for a particular purpose.

The remainder of this report attempts to produce a substantive estimate of true parking demand, through the use of best practices within the Civil Engineering and Transportation Engineering profession.

3.1 Parking Demand Forecasting Methodology

A Parking Demand study is the estimation of peak parking demand based on the anticipated operational and programming needs of a development site. To estimate the peak parking demand, this study uses a pair of methods corresponding to the different land uses anticipated at the facility:

- Community Skating Rink purposes – Institute of Transportation Engineers (ITE) Parking Generation Manual
- Sporting and Concert purposes – Standard industry practice of Trip Estimation

The ITE Parking Generation Manual collects, aggregates and publishes parking demand studies for various categories of land uses throughout North America. The manual provides charts and tables from which users can extrapolate and apply parking demand estimates to a specific study site.

The industry practice of Trip Estimation follows the sequence of:

1. estimating the fraction of each mode of travel to the study site,
2. estimating the total number of person trips to the study site, and
3. estimating the total number of trips by each mode of travel.

Following this methodology, this report makes various justified assumptions regarding the travel behaviour and trip demand to estimate the number of vehicles that would require parking at the facility. Once the parking demand numbers are established, they can be compared against the available parking supply within a reasonable walking distance of the study site.

3.1.1 Purpose of Parking Studies

By properly sizing the available on-site parking supply, and simultaneously providing well serviced alternatives, the City will be able to make more efficient use of the land immediately surrounding the facility and throughout the City's boundaries. These efficiencies can be created by encouraging carpooling, attendee drop-off, use of shuttle buses and use of otherwise distant, empty parking lots.

The equilibrium point between parking supply and demand determines the number of parking spaces used for a specific purpose. This equilibrium is the result of complex interactions of human behaviour and the built environment interacting with each other to incentivize and promote certain outcomes. As an extreme example, with a supply of ample free parking then all patrons will be incentivized to travel using personal vehicles. This is a major cost to construct and maintain paved parking spaces that may only be used on a very limited basis. In the other extreme, insufficient parking spaces will entirely discourage travel to a specific location.



3.1.2 Parking Scenarios

The Multiuse Recreational and Event Facility is anticipated to be a community focal point serving many purposes varying from recreational, commercial and entertainment based. The parking demands for all these purposes will vary wildly from each other, depending on the scheduled programming for any given day. ISL has established, in collaboration with the ownership development team, 3 different scenarios for the various types of operational modes at the facility.

Scenario 1 – Community-focused programming

This scenario is expected to be the most common operating mode, occurring frequently (weekly to daily). The expectation is that a typical busy day will occur when both ice surfaces are programmed for community-based hockey bookings (local recreational and competitive teams) or other ice-surface based sports. These are likely to occur on weekday evenings and weekend daytime. Weekend operations may be boosted in demand due to a programmed tournament drawing patrons to remain on-site for several hours.

For community rink operations, the period of peak parking demand is typically experienced during the scheduling cross-over between bookings. Users typically arrive 15-30 minutes before their scheduled start time and require parking while the currently scheduled booking is still operating; once finished with their allotted time, parking demand remains as users require 15-30 minutes before departing.

- **Scenario 1 describes the parking demands between 65% and 70% of days throughout the year, with variable demands, covering a typical weekday evening or weekend daytime/evening.**

Scenario 2 – Sporting Event Day

This scenario is expected to be the second-most common operating mode, occurring roughly 120 times per year (30-35% of days). Within this scenario, the community arena would be programmed for community-based bookings (as in scenario 1) while the main event arena is programmed for a ticketed audience sporting event. This scenario assumes staffing levels and spectator attendance levels anticipated for one of the major tenants hosting a home game.

There are 5 major team partners who will regularly schedule home matches in the facility, which will attract different levels of spectator attendance. The major teams, and their anticipated home schedule, includes the following:

- Lakeland College Rustlers (Women's) – 23 home games
- Junior A Bobcats – 33 home games
- Junior B Bandits – 21 home games
- U-18 AAA Male – 21 home games
- U-18 AAA Female – 21 home games

Within this scenario, the parking demand rates for the community arena will be used for a single rink while the main event arena is assumed to operate at various attendance levels, possibly up to capacity of 2,500, for example during a competitive playoff game or high-draw regular season game.

- **Scenario 2 describes the parking demands that would occur between 30% and 35% of days throughout the year when a larger attendance sporting event is programmed simultaneously with community rink bookings, although attendance will be different for different teams.**



The event arena capacity of 2,500 is not expected to be realized for all the above major team partners nor is it expected for the opening year of operations based on attendance records from past events. To differentiate between a typical attendance day, and an at-capacity day, the following sub-scenarios are used within this study.

SCENARIO 2A - SPORTING EVENT DAY – TYPICAL ATTENDANCE

Each of these major partners have different attendance draws, with the Junior A Bobcats historically drawing the largest spectator attendance.

Collecting data from the past 3 full seasons (2019-2020, 2021-2022, 2022-2023), the Junior A Bobcats attendance was as follows:

- Average of 650 spectators per game
- 90th percentile of 930 spectators
- 1000 or more spectators at 7% of home games
- The maximum attendance recorded was 1,600 spectators (this was for a single playoff game)

The maximum attendance over the past 3 seasons is a significant turnout (and one of the largest recorded by the team), however it did not reach full capacity of the Centennial Civic Centre Arena of 1,700 seats. The historical regular season attendance for the Junior A Bobcats is not limited by the arena capacity, and it is reasonable to assume that increasing capacity to 2,500 will not boost attendance figures to capacity on a regular basis.

- **Scenario 2A will use an attendance of 1,000 spectators (or fewer) as a base assumption for a busy day. This scenario would be expected for the Junior A Bobcats, should attendance figures remain similar, and for all of the 4 remaining teams. This covers 100 home games for between 25% - 30% of days throughout the year.**

SCENARIO 2B – SPORTING EVENT DAY – SELL OUT

Once the facility is built, the seating capacity of 2,500 will nearly double the current capacity of the Centennial Civic Centre. Growing attendance numbers to these levels is part of the goals of building the Multiuse Recreational and Event Facility, yet it is not expected to occur regularly upon the facility opening. Regardless, the potential for a sell-out crowd remains a possibility, for example as a Grand Opening home game weekend.

Should the Lloydminster Junior A bobcats regularly grow their attendance beyond 1,000 spectators per game, their 33 regular season home games correspond with ~10% of days throughout the year, matching scenario 2B. The other 4 major hosted teams are not expected to draw these attendance figures regularly, and better match with scenario 2A.

- **Scenario 2B will use an attendance of 2,500 spectators as a base assumption for a large-draw event day. This is assumed to occur 5% - 10% of days throughout the year.**



Scenario 3 – Big Event Day

This scenario is expected to be the least frequent operating mode, occurring between 2 - 5 times per year. Under this scenario, the community arena would be closed to community-based bookings and the entirety of the facility would be under a single event program. Such events might include concerts or other staged productions, in which floor seating is used, while others might be a regional or national interest sporting event or a trade show using the entire facility.

The total attendance for such scenarios would range depending on the seating configuration. To understand the highest demand “sub”-scenarios, ISL assumed the event arena configured in the Open Ended Bowl layout with attendance capacity for ~4,500 persons.

- **Scenario 3 covers the most intensive parking demand occurring less than 1% of days throughout the year, when a major sporting, concert or staged event is the sole activity occurring within the event building.**

As ISL does not recommend sizing the parking lot under this scenario, the analysis results for this scenario is provided only in Appendix D.

3.2 Parking Demand Calculations

A summary of the resulting parking demand scenarios is provided in Table 3.1 below. These numbers provide the current best estimate of the number of parking spaces required during the busiest period of each operating scenario. For a detailed breakdown of how these numbers were obtained, see the following subsections.

Table 3.1 Parking demand estimates for the Multiuse Recreational and Event Facility operating scenarios

| Scenario | Peak Parking Demand (spaces) |
|---------------------------|------------------------------|
| 1 - Community Rink | 104 – 283 |
| 2A - Typical Sporting Day | 445 – 642 |
| 2B - Sellout Sporting Day | 1,034 – 1,392 |

Based on attendance figure estimates, +10% trips for staffing, 100% vehicle mode share and 2.2-2.8 persons per vehicle.



3.2.1 Parking Calculations for community-based programming (Scenario 1)

Peak Parking demand for the community rink operations was estimated using the ITE Parking Generation Manual (5th Edition). The land use code of “Ice Skating Rink” is the most applicable category available within the manual. It is described as:

“An Ice-skating rink is a stand-alone facility for ice-skating-oriented sports and entertainment activities. It may contain limited spectator seating, refreshment areas, a locker room, and arcade.”

Within the ITE Parking Generation Manual, there are limited numbers of studies available to develop the rates for Ground Floor Area (4 studies) and for Number of Rinks (9 studies). Table 3.2 below is reporting the 33rd and 85th percentile of observed rates (rather than only the average) to demonstrate that there is uncertainty due to the low number of studies.

In addition, ISL has previously completed an on-site parking survey for a twin-arena complex in Calgary, Alberta. This study counted the peak number of vehicles parked during a busy weekend championship tournament for minor hockey players. ISL believes that the local contexts between Calgary and Lloydminster are sufficiently similar that the findings are transferrable. This study is supplied as an additional reference point to support the numbers obtained from the ITE Manual and can be found in Appendix C.

Table 3.2 Parking rate calculations for a community-use ice rink.

| Independent Variable | Analysis Period | Percentile Rate | | Input Value | Units | Demand Estimate | |
|--|-----------------|---------------------|------------------|-------------|-------|-----------------------|------|
| | | 33 rd | 85 th | | | Low | High |
| # of Rinks | Weekday | 28.1 | 63.25 | 2 | rinks | 56 | 127 |
| # of Rinks | Saturday | 52.15 | 141.50 | 2 | rinks | 105 | 283 |
| ISL East Calgary Twin Arena Parking Study | | Average Rate | | | | Average Demand | |
| # of Rinks | Saturday | 100 | | 2 | rinks | 200 | |

- **Recommended parking requirement for the community-use ice rinks is about 140 parking stalls per rink, for a total of 280.**

3.2.2 Event-based Parking Calculations (Scenario 2A, and 2B)

The method for estimating event day parking needs is very different from the community rink trip generation method. Every major event centre will vary greatly in travel patterns and thus a singular parking rate is not easily transferrable from one site to the next, thus using an ITE Parking Manual rate is not provided for such land uses. ISL has followed advice and guidelines from the United States Federal Highway Administration (FHWA) on managing travel for planned special events, along with engineering judgement from similar projects.

Given that the City does not currently have an operating public transit service, a base assumption of a 100% mode share of personal vehicles is used (either as driver or as passenger). This assumption will be relaxed when comparing against available parking supply.



Event spectators are not the only persons requiring travel to the facility on an event day. ISL estimates that between security, users/ticket scanners, concessions, janitorial staff and more that staffing could be as much as 10% the attendance numbers. Event participants (athletes, performers and supporting production staff) are assumed to have their parking and transportation needs serviced by the back-of-house areas for buses and loading docks.

- **Total person trips on event day is estimated to be spectator attendance plus 10% for staffing.**

Table 3.3 Calculations for total person trips to the event site made by automobiles

| Event | Seating Capacity / Attendance | Staffing Estimate | Person-Vehicle Trips (rounded) |
|----------------------------|-------------------------------|-------------------|--------------------------------|
| 2A - Typical Sporting Day | 1,000 | 100 | 1,100 |
| 2B - Capacity Sporting Day | 2,500 | 250 | 2,750 |

The table above estimates the number of person-trips conducted by vehicle on event days. These trips are then converted into a vehicle-trip count by estimating a vehicle occupancy ratio. A ratio of between 2.2 and 2.8 persons per vehicle is recommended for planning and forecasting purposes by the United States' DOT Federal Highway Administration (Managing Travel for Planned Special Events).

Table 3.4 Calculations for total vehicular trips to the event site

| Event | Person-Vehicle Trips | Vehicle Occupancy | Vehicle Trips (rounded) |
|----------------------------|----------------------|-------------------|-------------------------|
| 2A - Typical Sporting Day | 1,100 | 2.2 – 2.8 | 393 – 500 |
| 2B - Capacity Sporting Day | 2,750 | 2.2 – 2.8 | 982 – 1,250 |

It is further assumed that all vehicle trips for spectators and staff will require parking throughout the event programming. The peak parking demand is assumed to be directly in a one-to-one ratio with vehicle trips.

3.3 Scenario Parking Demand Results

Table 3.5 below shows the final estimate for peak parking demand, given the assumptions of 100% vehicle mode share, 10% staffing levels, and vehicle occupancy of 2.2 – 2.8 persons per vehicle. The operational programming scenarios for the facility will require a wide range of parking needs. Also shown in the table is the estimated frequency (% of opening days) for which each scenario is expected to operate.

- **It is anticipated that on 90% - 95% of daily operations, parking demand will be roughly 650 parking spaces or less.**



Table 3.5 Peak Period parking demand for each operating scenario

| Scenario | Source | Annual Coverage | Peak Parking Demand |
|--|-----------------------|---|----------------------|
| 1 – Standard | Community Rink | 65 – 70% | 104 – 283 |
| | | | |
| 2A – Typical Attendance Sporting Event | Community Rink | | 52 – 142 |
| | Event Arena | | 393 – 500 |
| 2A – Total | Total | Up to 30% (119 days per year) | 445 – 642 |
| | | | |
| 2B – Sell-out Sporting Event | Community Rink | | 52 – 142 |
| | Event Arena | | 982 – 1,250 |
| 2B – Total | Total | ~ 10% (33 Junior A Bobcats Sellout Games, Plus Playoffs) | 1,034 – 1,392 |

Based on attendance figure estimates, +10% trips for staffing, 100% vehicle mode share and 2.2-2.8 persons per vehicle.

3.4 Parking Supply

The next step is to establish the availability of parking within the immediate area of the Multiuse Recreational and Event Facility. Firstly, a walking distance network has been created to estimate how far and where pedestrians are likely to want to park. Within this area, all available parking spaces were counted or estimated. Finally, the total availability of parking spaces is compared against the total demand for each operating scenario.

This study is only examining the availability of parking spaces. The traffic conditions from vehicles accessing the facility has not been investigated but is a key factor in understanding the event transportation network.

3.4.1 Walking Distance

Parking spaces are more desirable the closer they are to the front doors of the facility. Typical methods to estimate the proximity (and hence attractiveness) is through drawing concentric circles around the event entrances at increasing distances, such as in 200 meter increments.

Rather than use concentric circles, the map below in Figure 3.1 uses concentric shapes to show the walking distance from the front entrance, using the road and sidewalk network. This method better demonstrates the true walking distance.

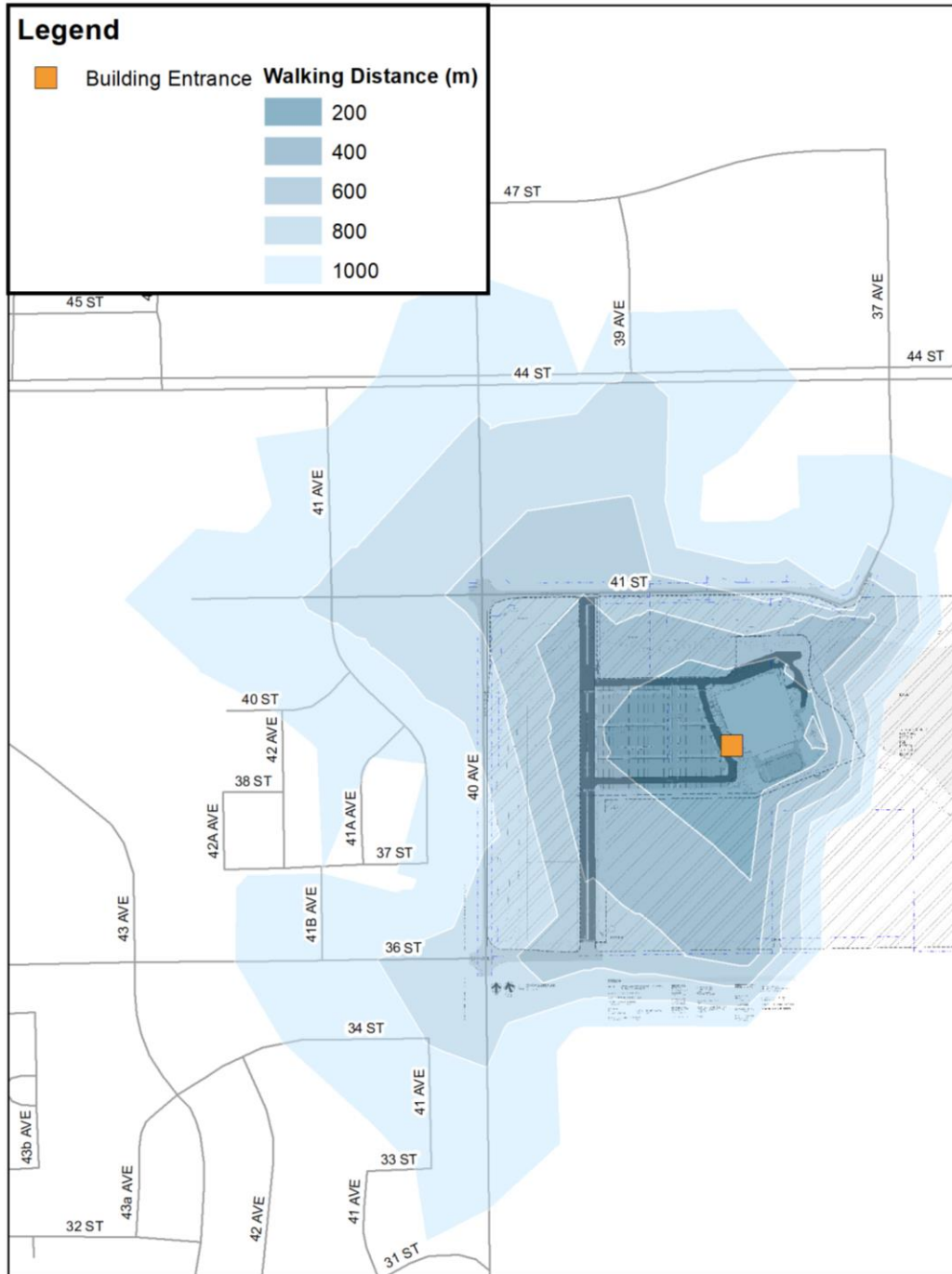


Figure 3.1 Map of walking distance from the Multiuse Recreation and Event Facility

The road and planned sidewalk network around the facility is shown as the solid grey lines. The building entrance is shown in the orange square. The shapes of solid colour show the area that are within a specific walking distance, as shown in the legend. Pedestrians are likely to walk up to 400 meters for a parking space at a small event. For large events, walking distances will increase up to 1 kilometer or more.



3.4.2 Parking Supply Inventory

Recording the available parking supply requires collecting the inventory of on-site, off-site and on-street parking within a reasonable walking distance to the facility. For a small event day, a 400 m walking distance is known by ISL from similar previously completed work as a reasonable walking distance for parking. For the larger concert event day, a 1000 m walking distance has been used to represent that the larger draw and attraction of such events would encourage additional pedestrian activity.

While some patrons may choose to walk for longer distances, these numbers are anticipated to be minimal in context to the broader travel patterns. For example, residents of the Larson Grove neighbourhood (west of 40 Avenue and north of 36 Street in Figure 3.1) are outside the 1000 m boundary and walking to/from the event center might be more attractive than attempting to find parking.

The following figures and tables include off-site parking locations which are considered separately to the developmental application for The Multiuse Recreation and Event Facility. These are included for informational purposes of locations where patrons may choose to park and as areas that should be further evaluated as part of Parking Demand Management plans.

3.4.3 Parking Supply Assumptions

To estimate the available parking supply, ISL has had to calculate following certain assumptions. The following measures and calibration constants have been used throughout the analysis methodology:

Table 3.6 Calculation methods for parking supply estimation

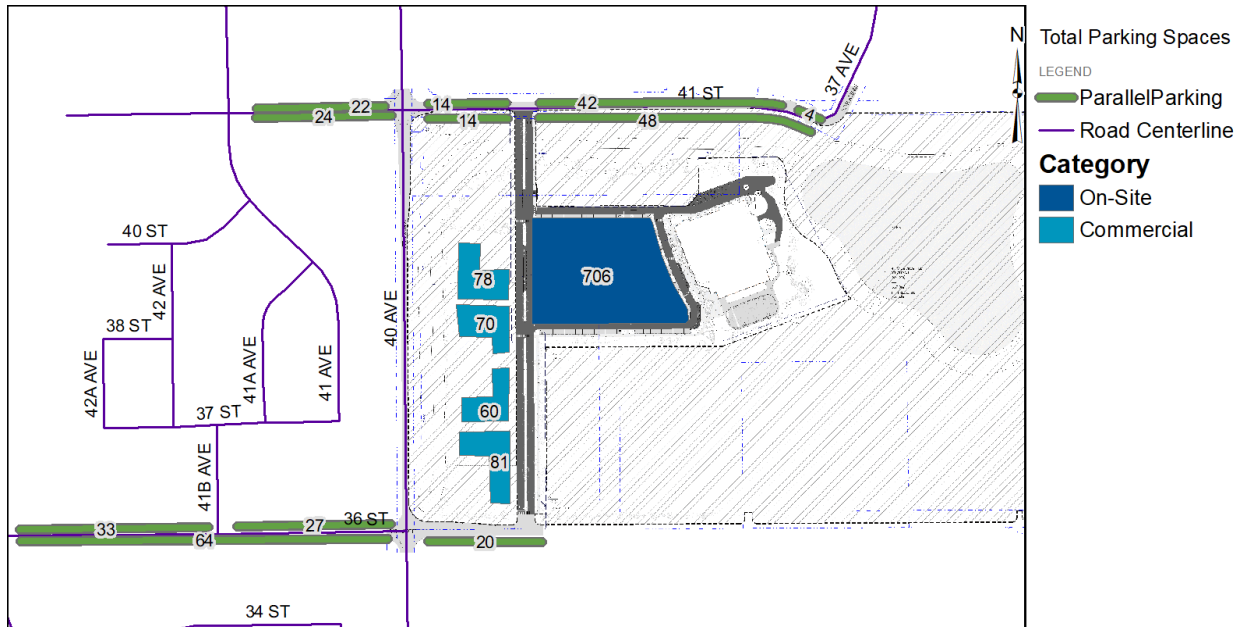
| Measure | Description | Value | Source |
|--|---|---|---|
| Number of Parking Spaces per Lot Area | A fixed surface area for use exclusively for vehicle parking, including access lanes. Input the gross surface area to estimate the number of parking spaces | 25.16 spaces per 1000 m ² | Past ISL Parking Study Projects – Aerial Survey of Alberta-based parking lots |
| Number of Parking Spaces for a Commercial Retail Unit complex | A lot area for combined retail unit buildings and supporting automobile facilities (spaces, lanes, drive-throughs). Input the gross surface area (A) to estimate the number of parking spaces | 12.565 parking spaces per 1000 m ² | Study of Reference site within Lloydminster |
| Number of painted parallel parking spaces | Input the roadside length (L) for parallel parking spaces, using painted delineated markings to estimate the number of parking spaces | 7 m per space 5.5 m per end spaces | City of Lloydminster Land Use Bylaw Section 4.15.4 |



3.4.4 Parking Summary

A map of all parking facilities within reasonable walking distance is shown in Figure 3.2 (as well as a larger version in Appendix B). This map demonstrates the total number of parking spaces available, before any reductions are made. Further details on the various on-site and off-site parking locations is provided in subsequent sections of this report.

Figure 3.2 Map of total on-site and off-site parking spaces



Reductions from the total number of spaces have been used to represent communal or shared parking capacity. Table 3.7 below summarizes the identified parking spaces within the walking distance of 1000 m. This table shows the final estimate of available parking, after shared parking reductions have been implemented.

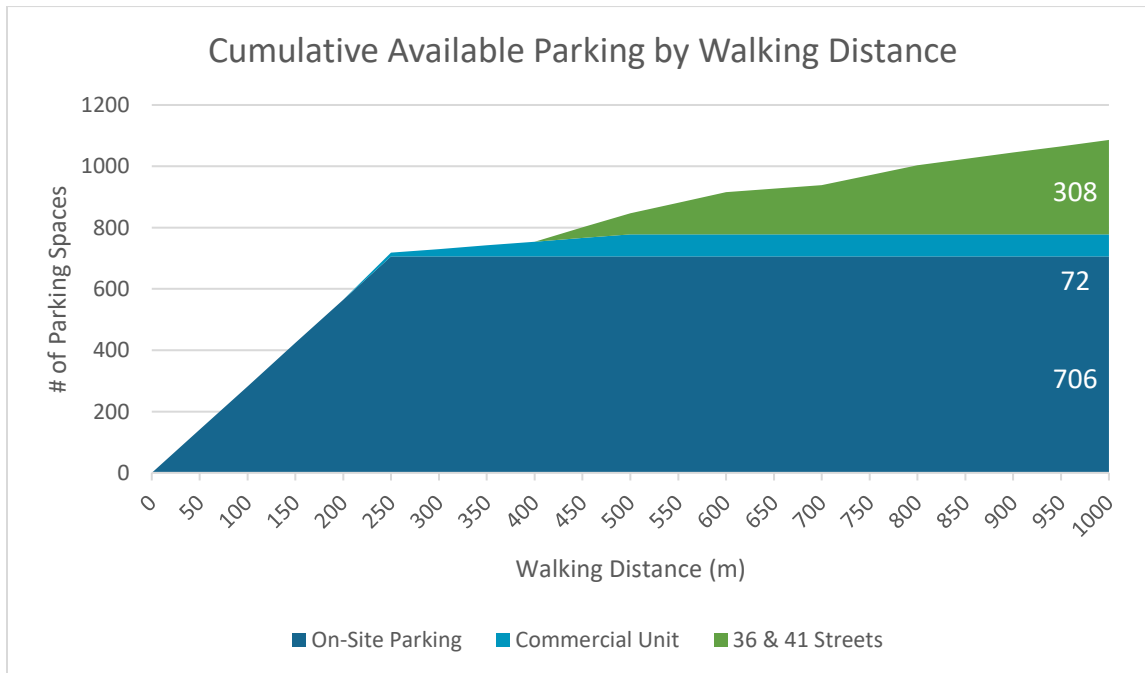


Table 3.7 Parking Supply within proximity of the Multiuse Recreational and Event Facility

| Location | | Distance to Venue | Available Parking (Capacity) | Assumptions |
|---------------------------|----------------|-------------------|------------------------------|--|
| Main Parking Lot | | 0-250 m | 706 | |
| Commercial Retail Units | | 200-500 m | 72 (288) | 25% shared |
| On-Street Parking – 41 St | East of 40 Ave | 400-600 m | 118 | No Parking on 37 Avenue |
| | West of 40 Ave | 600-800 m | 46 | |
| On-Street Parking – 36 St | East of 40 Ave | 400-600 m | 20 | 36 Street is extended past access road |
| | West of 40 Ave | 700-1000 m | 124 | |

The chart below in Figure 3.3 shows the cumulative count of parking spaces (after shared parking reductions) plotted by walking distance. For parking lots of varying distance, a linear relationship was assumed.

Figure 3.3 Chart of cumulative available parking, by land use area and by walking distance



3.5 On-Site Parking

On-Site parking includes all lots included as part of the Stage 1 development, as described in the Overall Site Plan (TBD – A012 Overall Site Plan Rev 1– Nov 14, 2022). This lot includes 694 general purpose parking spaces plus 10 B.F. stalls plus 2 Electric Vehicle stalls within 250 m walking distance of the front entrance. For further analysis, only the general purpose parking stalls will be considered.



3.6 Off-Site Parking

Off-site parking includes all parking spaces, either in dedicated lots or road-side spaces, that are within the assumed walking distance of 1000 m (and not in the main on-site lot).

This following section is an inventory of nearby sites, not to be included as part the development approval process for the study facility, but as locations that patrons may freely choose to use when they are at the Multiuse Recreation and Event Facility. This list is provided as a set of locations which should be monitored or evaluated as part of any Parking Demand Management program.

Commercial Retail Units

As part of the overall area re-development plan, land has been allocated for commercial retail units which would be developed separately from the event facility building. These lands are intended to support the entertainment district to further activate the site 365 days out of the year.

As of preparing this report, the details on number of retail units, the business types and layouts have not been finalized. As such, the number of parking spaces is not fixed and the time-of-day utilization pattern of these spaces is uncertain.

The estimate for parking spaces is based on the following assumptions:

- 23,000 m² for total commercial retail unit development
- 12.565 parking spaces per 1,000 m² of gross area
- 75% utilization rate during event times (25% available for shared purposes at the facility)

Total parking spaces at the Commercial Retail Units will be roughly 290 stalls, with ¼ of them available for shared use (72 stalls).

On-Street Parking

Through discussions, it is anticipated that on-street parking will be created along 41 Street and 36 Street. These spaces are assumed to be un-painted; total spaces were calculated by measuring the available road length and applying the calculations shown in Table 3.6 above.

It is not expected that 40 Avenue will provide on-street parking.

Total estimated parking spaces along 41 Street and 36 Street and within 600 m is estimated at 118 and 183 spaces respectively (once 36 street is fully built). For larger events, patrons may attempt to park west of 40 Avenue (along 36 Street) which would increase the on-street parking by 46 and 124 spaces respectively. The east-ward construction of 36 Street (stretching east from 40 Avenue) is not expected to be fully established on opening day of the facility. The longer extent is provided as context for future planning purposes.

The neighbourhood of Larson Grove, west of the study site, is in close proximity to the study site. The potential for spill-over to residential neighbourhoods presents a potential negative impact to these communities and should be mitigated if possible through Parking Demand Management programs, such as parking signage, parking passes for residents and other mitigation strategies.



- **ISL recommends that operators of the Multiuse Recreation and Event Facility enact ravel demand and parking demand programs whenever large attendance figures are anticipated (>1400 spectators), to mitigate and minimize the negative impacts on adjacent land areas.**

Hotel Parking

There is planned to be a hotel development along the northern portion of the district. There has been no estimation of parking spaces that can be shared with the Hotel. It is anticipated that hotel parking spaces would not be deemed shareable with the facility, however some patrons of the hotel may choose to attend events at the facility and thus would be counted under the walking mode share.

Gold Horse Casino

In close proximity to Lloydminster Place is the Gold Horse Casino operated by the Saskatchewan Indian Gaming Authority (SIGA), which could be a strategic partner for the facility and overall entertainment district. It is likely that parking demand during large events would impact this site.

Other

The walking distance map overlaps with other businesses and homes within the 1,000 m walking distance. These include:

- The Home Inn & Suites – Lloydminster
- A professional multi-unit building on 41 Street
- A multi-unit commercial unit on 40 Avenue
- A gasoline service station plus convenience store
- Several industrial services companies
- Roughly 10-30 homes

None of these units were assessed for parking supply, however it is possible that spectators and patrons of the facility may attempt to park their vehicles at these lots. Coordinating with these landowners may be prudent when conducting detailed event-day planning.

3.7 Parking Demand against Servicing Capacity

Under scenarios 1 and 2A, there is sufficient parking within the immediate area for all patrons to park personal vehicles while attending an event, as shown in Figure 3.4. As attendance numbers grow beyond 1,000 persons, parking demand will start to spill beyond the main on-site lot into alternative spaces. Additionally, Table 3.8 demonstrates which sections of the parking supply network are likely to be used in each scenario.



Figure 3.4 Comparison of parking demand scenarios against available parking supply

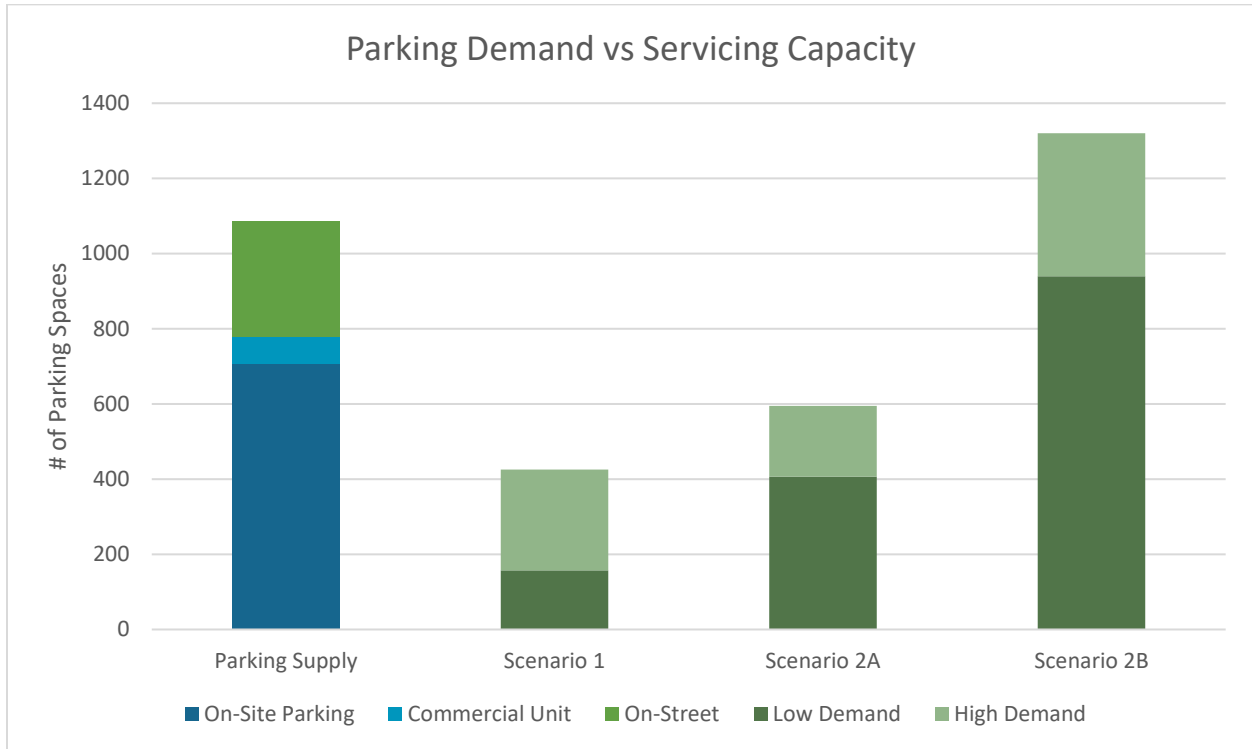


Table 3.8 Parking spaces used, assuming 2.2-2.8 vehicle occupancy and 100% vehicle mode share

| | On-Site | CRUs | On-Street | Excess | Total |
|--------------------|------------|-----------|------------|---------|-------------|
| Capacity | 706 | 72 | 308 | | |
| Scenario 1 | 157 - 425 | | | | 157 - 425 |
| Scenario 2A | 407 - 642 | | | | 407 - 642 |
| Scenario 2B | 706 | 72 | 162 - 308 | 0 - 231 | 940 - 1,320 |

As shown in the table above, under Scenario 2B (which is a sellout 2,500 person event), the adjacent Commercial Retail Units (CRUs), and large portions of the on-street parking spaces are likely to be used.



4.0 Conclusions and Recommendations

The Multiuse Recreational and Event Facility is planned to have a wide range of programming with regularly scheduled community-based bookings of both ice surfaces with the occasional large spectator event for sporting and other entertainment uses. For between 90% and 95% of operating days, the adjacent parking lot of 706 spaces will be sufficient. As part of the development permitting process, an additional 182 parking spaces will be provided, which are proposed to be provided within a 5-year deferral period.

- The most frequent uses (for which there is sufficient parking in the main lot) include minor hockey and other ice sport bookings, weekend sports tournaments, and ticketed hockey events for 5 different major hockey tenants. Of these major team partners, when attendance figures are below 1,000 spectators (of a 2,500-person capacity) the adjacent parking lot is expected to be sufficient in size. This corresponds with scenarios 1 and 2A within the analysis.
- For events that approach the capacity of 2,500 persons, patrons are likely to use off-site alternatives for parking, such as on-street parking, adjacent commercial developments within the entertainment district and nearby entertainment-aligned businesses. This corresponds with scenarios 2B within the analysis.
- The home games for the Junior A Bobcats hockey team will alternately fall under both scenarios 2A and 2B, depending on the how well the team can attract spectators. The team expects to host 33 regular season games (plus potential playoff games) which is roughly 10% of daily operations.
 - Under historical attendance figures, 2-3 Bobcats home games per year would fall under scenario 2B (where off-site parking will be used) with the remainder falling under scenario 2A (where on-site parking is sufficient).
 - It is unknown whether a larger arena capacity would draw more spectators, and therefore increase the number of Scenario 2B games.

For the less than 1% of event days when floor seating is provided, spectator attendance could reach 4,500 people. On these days, there is insufficient parking within the immediate area with roughly 484 vehicles being unserved. This corresponds with between 1,065 and 1,355 persons requiring alternative transportation arrangements. The operators of the facility should provide an extensive transportation demand plan for these events, such as shuttle buses, park-and-ride programs, paid parking, and encouragement of carpooling, to reduce the overall parking demand.



APPENDIX
Multiuse Recreational and Event Facility
Layout for Parking Calculations

A



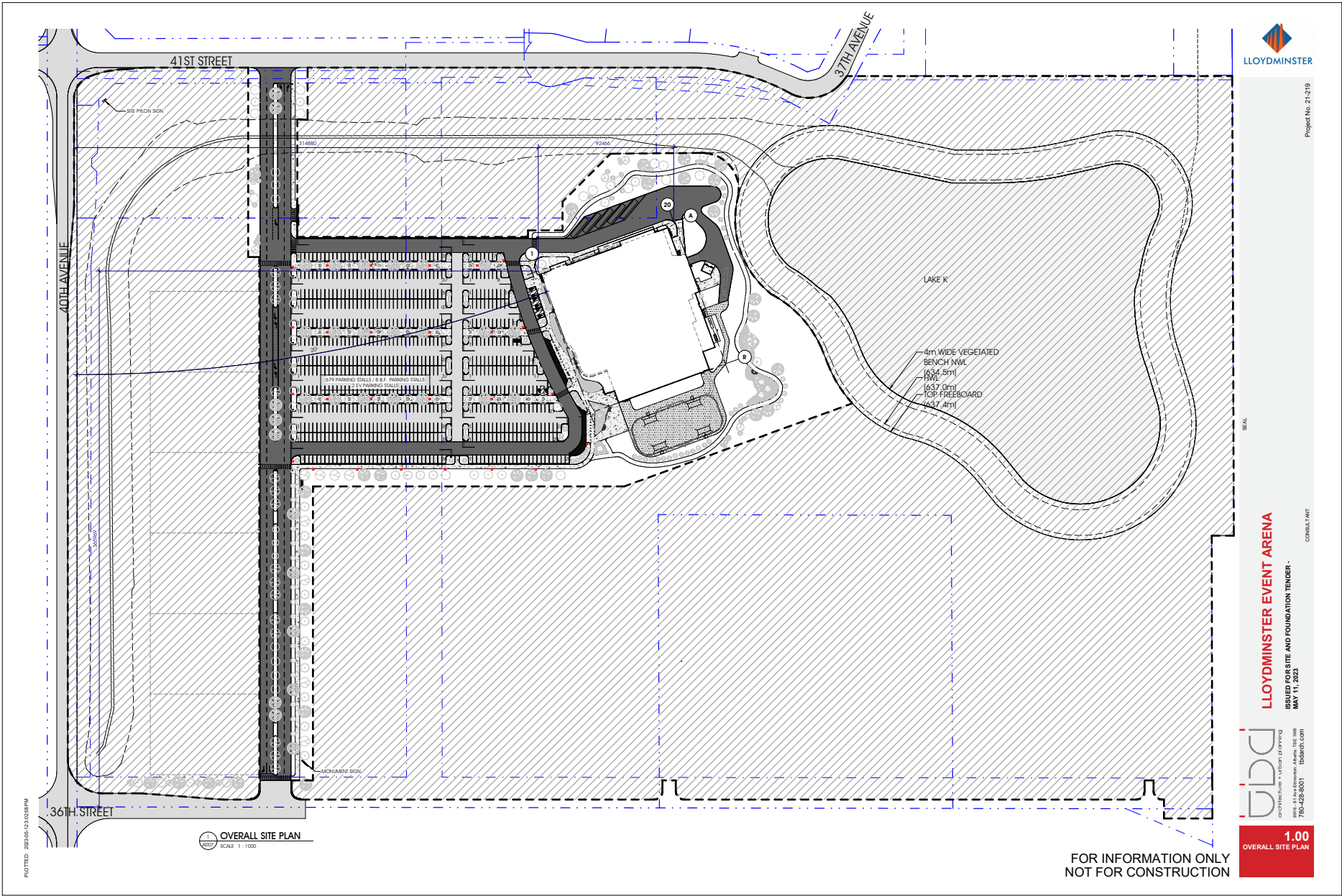
Project No. 21-519

LLOYDMINSTER EVENT ARENA
ISSUED FOR SITE AND FOUNDATION TENDER -
MAY 11, 2023



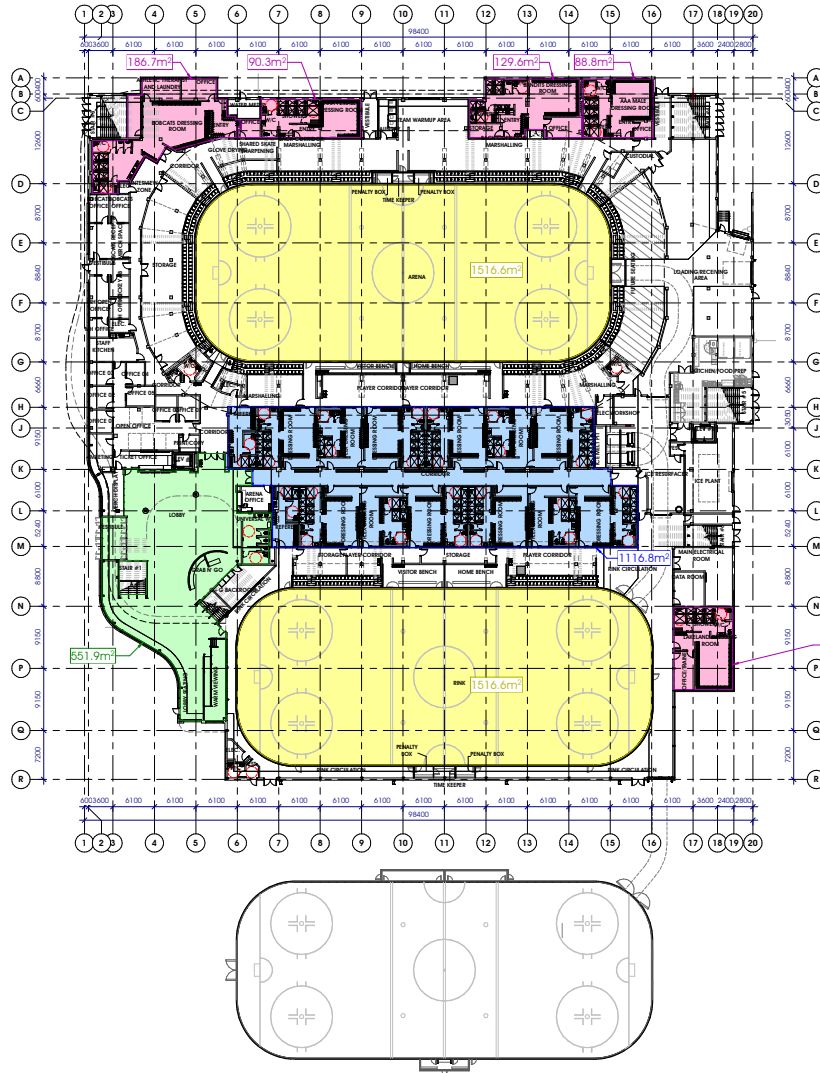
1.00
OVERALL SITE PLAN

FOR INFORMATION ONLY
NOT FOR CONSTRUCTION





Project No. 21-519



OVERALL EVENT LEVEL PLAN
SCALE: 1:300

AREA LEGEND

| | |
|--------------------------------------|---------------------------------------|
| A.1 GENERAL PUBLIC SPACES | |
| EVENT LEVEL: | 551.9 m ² |
| CONCOURSE LEVEL: | 2336.2 m ² |
| PREMIUM SUITE LEVEL: | 287.2 m ² |
| A.) TOTAL AREA: | 3175.3 m ² |
| | (AT 1 STALL / 5m ² = 636) |
| SEMI-PUBLIC SPACES | |
| B.) COMMUNITY DRESSING ROOMS: | 1116.8 m ² |
| | (AT 1 STALL / 5m ² = 224) |
| C.1 TEAM DRESSING ROOMS: | |
| BORCATS: | 186.7 m ² |
| BANDITS: | 129.6 m ² |
| U18 MALE: | 88.8 m ² |
| U18 FEMALE: | 90.3 m ² |
| LAKELAND: | 103.9 m ² |
| TOTAL: | 599.3 m ² |
| | (AT 1 STALL / 5 m ² = 120) |
| D.) RINK SLAB SURFACE AREAS | |
| EVENT ARENA: | 1516.6 m ² |
| COMMUNITY ARENA: | 1516.6 m ² |
| D.) TOTAL AREA: | 3033.2 m ² |

| | |
|--------------------------------|---|
| GROSS FLOOR AREAS | |
| EVENT LEVEL: | 9,190m ² / 98,920ft ² |
| CONCOURSE LEVEL: | 2,985m ² / 32,130ft ² |
| SUITE LEVEL: | 678m ² / 7,298ft ² |
| TOTAL FLOOR AREA: | 12,853m ² / 138,349ft ² |
| SEATING COUNT: | |
| COMMUNITY RINK: | 440 FIXED / 56 BAR STOOL / 2 B.F. |
| TOTAL PROVIDED: | 498 SEATS |
| EVENT ARENA (BOWL): | 1969 FIXED / 192 BAR STOOL / 2 B.F. |
| EVENT ARENA (SUITE): | 117 FIXED / 40 BAR STOOL / 6 B.F. |
| TOTAL PROVIDED: | 2326 SEATS |
| TOTAL FIXED SEATING: | 2326 SEATS |
| TOTAL NON-FIXED FLOOR SEATING: | 1814 + 9 B.F. SEATS |

PARKING REGULATIONS:
PARKING STALL RATIO:
1 STALL PER 4 SEATS OR
1 STALL PER 5m² USED BY THE PUBLIC
(WHICHEVER IS GREATER)

SEAL

LLOYDMINSTER EVENT ARENA
ISSUED FOR SITE AND FOUNDATION TENDER
MAY 11, 2023

CONSULTANT



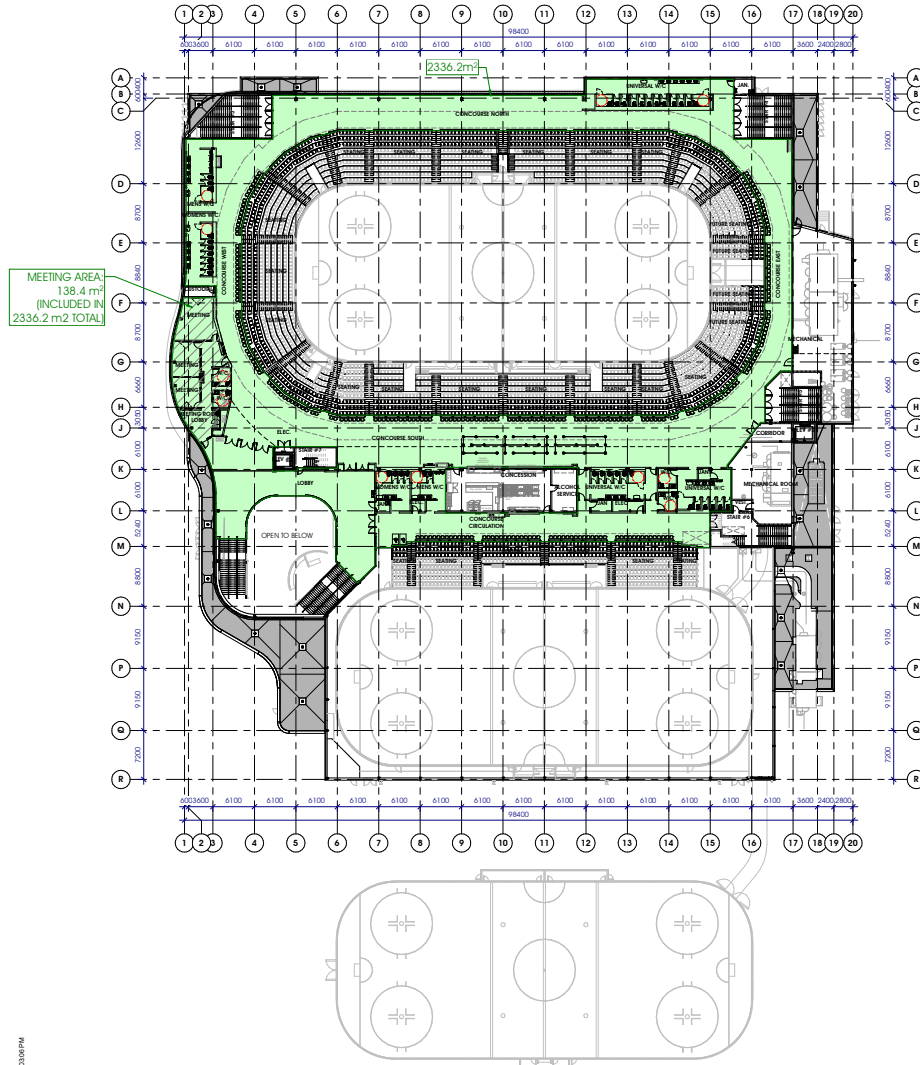
1.01
OVERALL EVENT
LEVEL PLAN

FOR INFORMATION ONLY

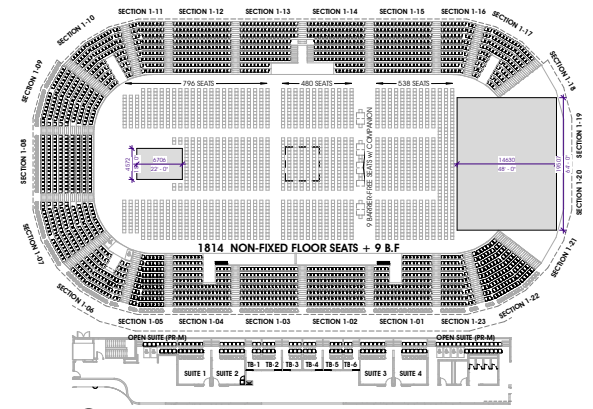
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Project No. 21-519



1 OVERALL CONCOURSE LEVEL PLAN
SCALE: 1:300



2 END STAGE EVENT LAYOUT 1
SCALE: 1:300

SEAL

CONSULTANT

LLOYDMINSTER EVENT ARENA
ISSUED FOR SITE AND FOUNDATION TENDER -
MAY 11, 2023



1.02
OVERALL
CONCOURSE LEVEL
PLAN

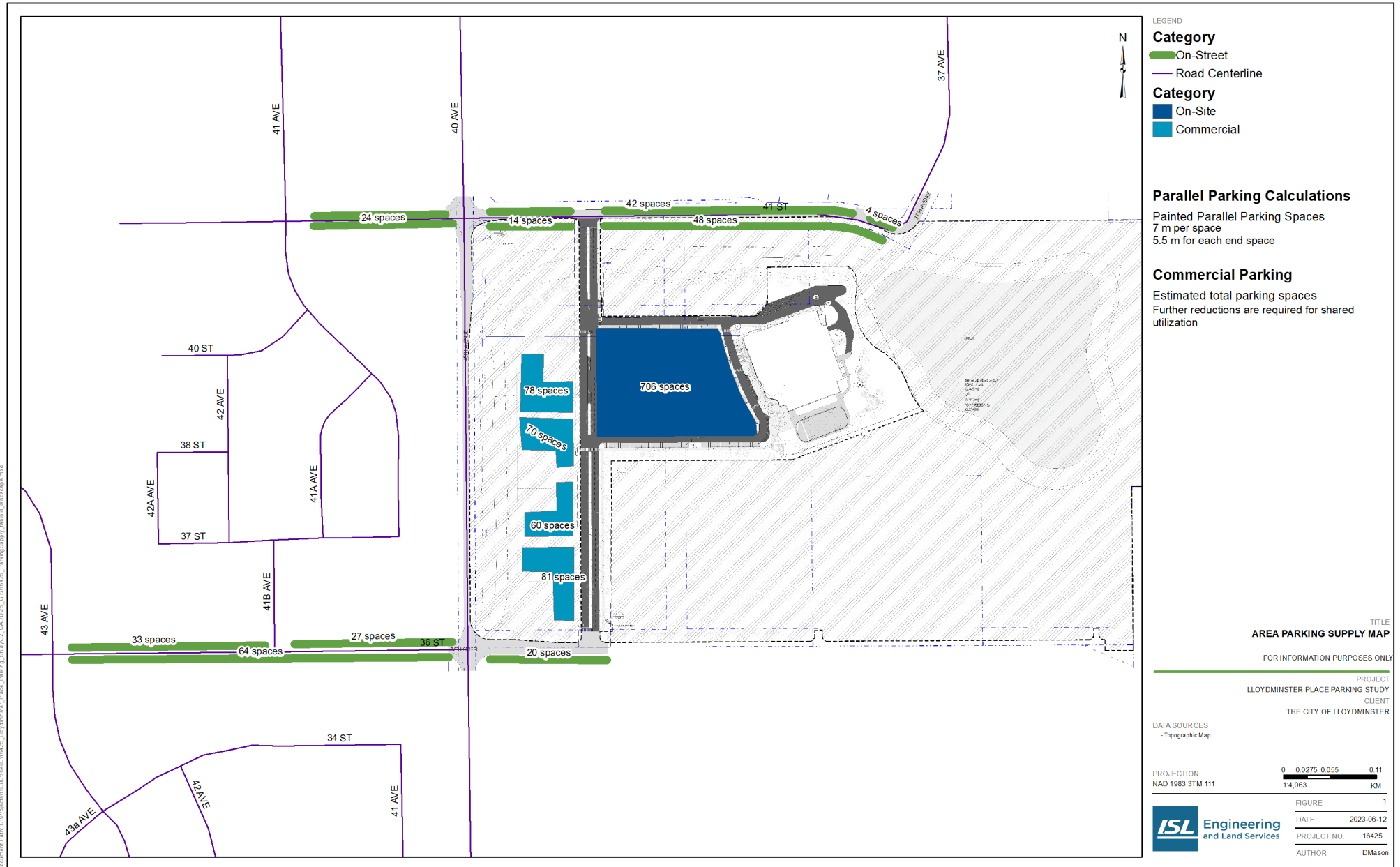
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APPENDIX
Total Parking Supply around Multiuse
Recreational and Event Facility

B



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APPENDIX
ISL Parking Study Results for
East Calgary Hockey Arena



7.0 Parking Study

To evaluate if the proposed 200 parking stalls are appropriate at the proposed Great Plains Recreation Centre, the following sources and methodologies were considered:

- ISL Parking Study of the East Calgary Twin Arena
- City of Calgary Land Use Bylaw
- Seton Recreation Centre Parking Demand Analysis
- Genesis Wellness Centre (NECC) Parking Study

7.1 ISL Parking Study - East Calgary Twin Arena (Arena Rate)

Similar to the trip generation study, a parking demand study was undertaken at the East Calgary Twin Arena. A manual parking count was conducted on Friday April 27, 2012 from 4 PM to 6:45 PM and on Saturday April 28, 2012 from 11 AM to 1 PM at the East Calgary Twin Arena (Erin Woods Drive SE) during the Alberta Champions Cup hockey tournament. The tournament involved minor hockey teams from within Calgary and from out of town, so is representative a peak parking demand period at the facility.

In the parking study, 200 total parked vehicles were observed in the arena parking lot and on-street along Erin Woods Drive SE at the peak period. The peak occurred when the building was occupied by eight teams (4 teams on-ice, and 4 teams arriving for their upcoming games) and their supporting spectators and coaching staff. This translates to a parking rate of 100 Stalls per Arena.

Using the preceding rate, the number of parking stalls required at the proposed Great Plains Recreation Centre would be **200 stalls** (refer to Table 7.1.)

Table 7.1: Parking Calculations (ISL Study Per Arena Rate)

| Facility | Rate | Source | Stalls Required |
|--------------|--------------------|-----------|-----------------|
| 2 Arenas | 100 Stalls / Arena | ISL Study | 200 |
| Total | | | 200 |

7.2 ISL Parking Study - East Calgary Twin Arena (Area Rate)

The manual counts at the East Calgary Twin Arena also allow for calculation of potential parking on a floor area basis. With a gross floor area of 7,897 m² and the 200 observed parked vehicles, a parking rate of **2.53 Stalls / 100 m²** (gross floor area) can be derived from the East Calgary Twin Arena.

Using the preceding floor area rate, the equivalent number of parking stalls required for Great Plain Recreation Centre is **214 stalls** (refer to Table 7.2.)

Table 7.2: Parking Calculations (ISL Study Area Rate)

| Facility | Rate | Source | Stalls Required |
|----------------------|--|-----------|-----------------|
| 8,444 m ² | 2.53 Stalls / 100 m ² (gross floor area) | ISL Study | 214 |
| Total | | | 214 |



APPENDIX
Parking Demand estimation for Scenario 3

D



Appendix D – Parking Demand Estimation for Scenario 3

Table D1: Calculations for total person trips to the event site made by automobiles

| Event | Seating Capacity / Attendance | Staffing Estimate | Person-Vehicle Trips (rounded) |
|------------------------------|-------------------------------|-------------------|--------------------------------|
| 3 - Concert Event Day | 4,500 | 450 | 4,950 |

The table above estimates the number of person-trips conducted by vehicle on event days. These trips are then converted into a vehicle-trip count by estimating a vehicle occupancy ratio. A ratio of between 2.2 and 2.8 persons per vehicle is recommended for planning and forecasting purposes by the United States’ DOT Federal Highway Administration (Managing Travel for Planned Special Events).

Table D2: Calculations for total vehicular trips to the event site

| Event | Person-Vehicle Trips | Vehicle Occupancy | Vehicle Trips (rounded) |
|------------------------------|----------------------|-------------------|-------------------------|
| 3 - Concert Event Day | 4,950 | 2.2 – 2.8 | 1,768 – 2,250 |

Table D3: Peak Period parking demand for each operating scenario

| Scenario | Source | Annual Coverage | Peak Parking Demand |
|--------------------------|-------------|----------------------------------|---------------------|
| 3 – Concert Event | Event Arena | Up to 1.4% (2 – 5 days per year) | 1,768 – 2,250 |

Based on attendance figure estimates, +10% trips for staffing, 100% vehicle mode share and 2.2-2.8 persons per vehicle.

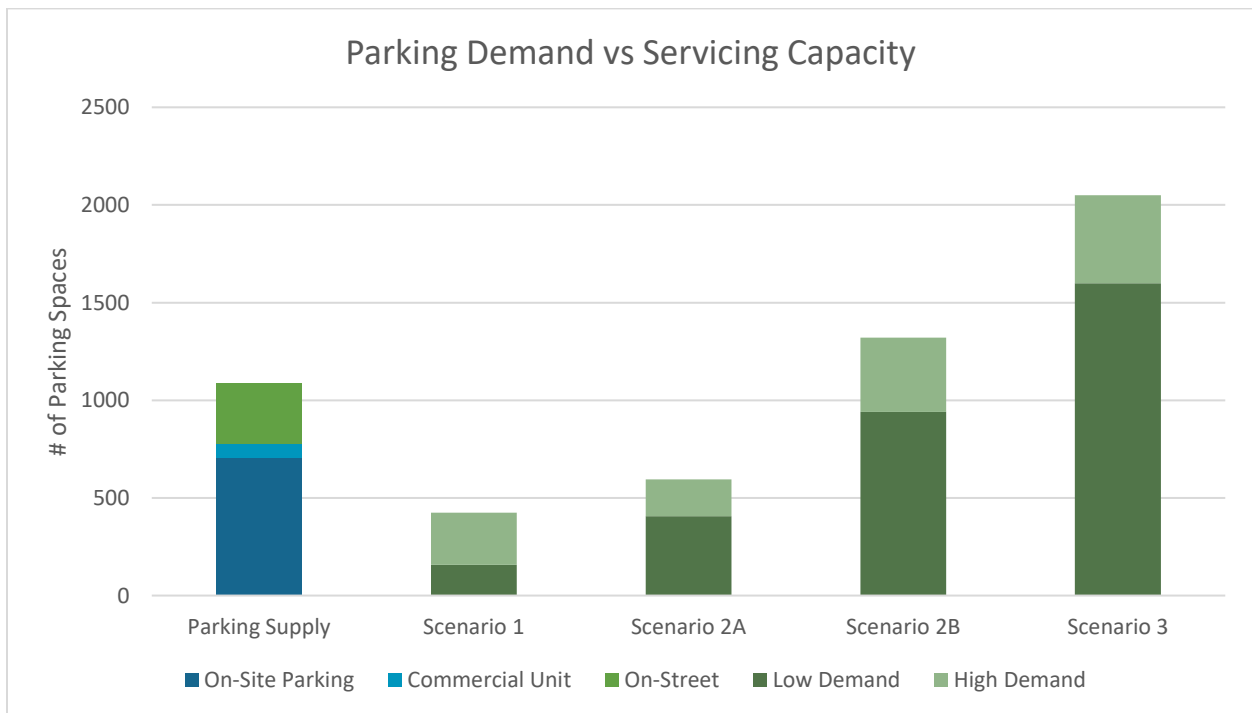


Figure D1: Comparison of parking demand scenarios against available parking supply



Table D4: Parking spaces used, assuming 2.2-2.8 vehicle occupancy and 100% vehicle mode share

| | On-Site | CRUs | On-Street | Excess | Total |
|-------------------|------------|-----------|------------|-----------|---------------|
| Capacity | 706 | 72 | 308 | | |
| Scenario 3 | 706 | 72 | 308 | 526 – 961 | 1,600 – 2,050 |

Under Scenario 3 (a sellout 4,500 person staged event, plus 450 staff), there is insufficient parking within the immediate area with an excess of up to 484 vehicles unable to find parking. 0 below converts the vehicle-based numbers into people-based numbers to show how many attendees will be serviced in each parking area. Using a vehicle occupancy rate of 2.2 – 2.8 persons per vehicle, these 484 excess vehicles result in between 1,065 and 1,355 patrons that will require transportation through other means, such as a shuttle bus, transit or via a taxi/ridesharing pick-up and drop-off.

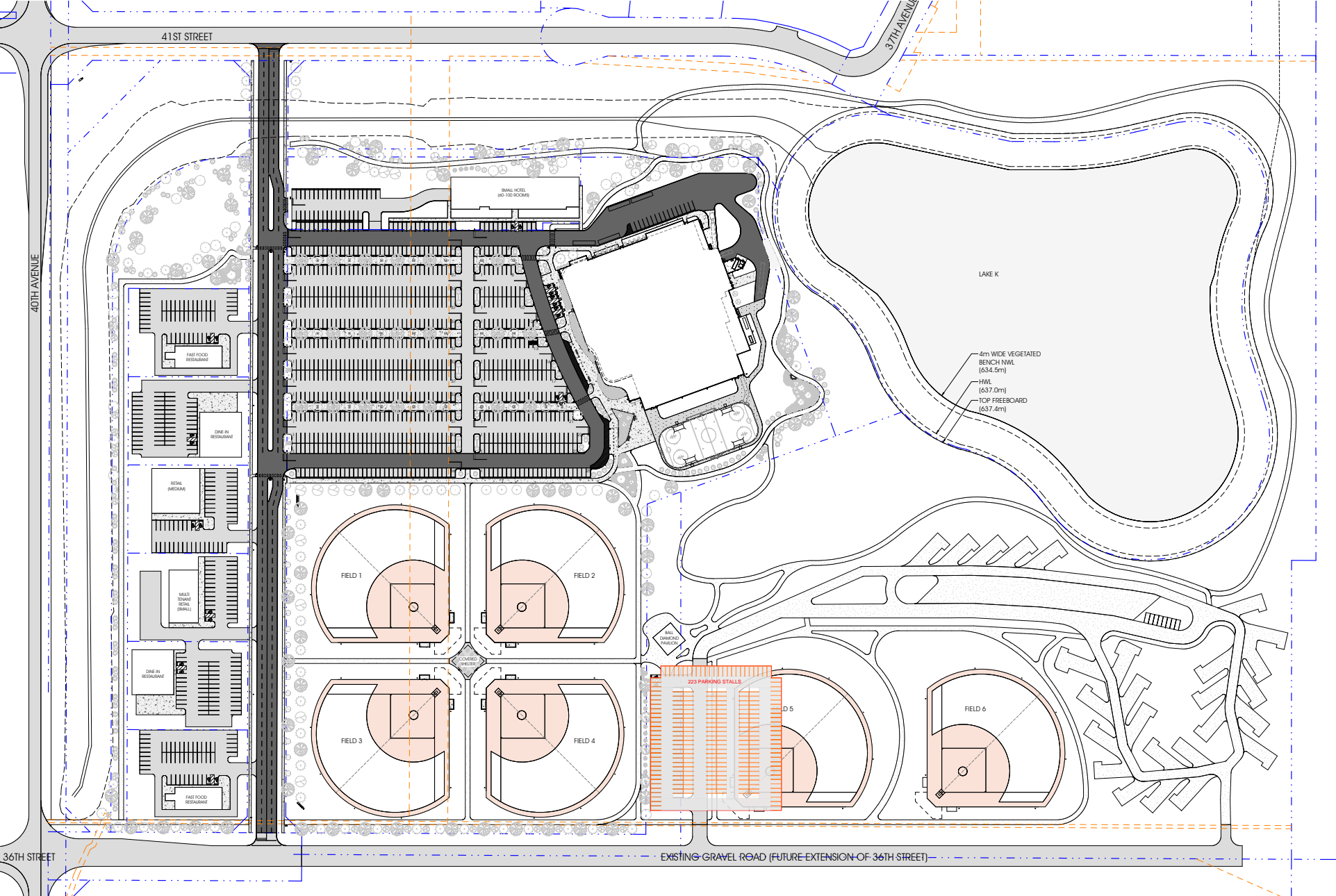
Table D5: Persons serviced by parking, assuming 2.2-2.8 vehicle occupancy and 100% vehicle mode share, for a 4,500-person event plus staff

| On-Site | CRUs | On-Street | Excess | Total |
|----------------------|-----------|-----------|---------------|-------|
| 1,494 – 1,901 | 158 – 202 | 678 – 862 | 1,985 – 2,620 | 4,950 |



APPENDIX
Space Requirements for
Potential Future Additional Parking

E



DRAWN BY: JESSICA BLOOMER, PROJECT ARCHITECT, LLOYDMINSTER DESIGN GROUP INC. PLOTTED BY: JESSICA BLOOMER, PROJECT ARCHITECT, LLOYDMINSTER DESIGN GROUP INC.

OVERALL SITE MASTER PLAN
 SCALE: 1:150
 PROJECT NORTH

| | |
|---------------------|--|
| Sheet No. | 21-219 |
| Project No. | 21-219 |
| Revision | |
| Drawn By | J. Bloomer |
| Checked By | J. Bloomer |
| Scale | 1:150 |
| Date | 2023-05-11 |
| Project Name | LLOYDMINSTER EVENT ARENA |
| Client | City of Lloydminster |
| Consultant | Lloydminster Design Group Inc. |
| Project Location | 40th Avenue & 36th Street, Lloydminster, Alberta, Canada |
| Project Description | Overall Site Master Plan |

LLOYDMINSTER EVENT ARENA
 FINAL TENDER REVIEW - MAY 11, 2023
 CONSULTANT

LLOYDMINSTER EVENT ARENA
 FINAL TENDER REVIEW - MAY 11, 2023

DDB GROUP INC.
 700-42-0800
 1000-10th Street, Lloydminster, Alberta, Canada T4V 1W4

A011
 OVERALL SITE
 MASTER PLAN

SDAB-04-23-3604
 FOR INFORMATION ONLY
 November 2023

July 14, 2023

Natasha Pidkova
 Manager, Planning
 City of Lloydminster
 6623 52 Street
 Lloydminster, Alberta, T9V 3T8

RE: Deviation Request for Lloydminster Event Centre (Lot 1 Block 7)

TBD Architecture + Urban Planning, on behalf of The City of Lloydminster, is submitting a formal request for consideration of the following deviations to the bylaw as follows;

1) Parking Capacity

Parking requirements as defined by the current City Bylaw (No. 5-2016 Land Use Bylaw) are summarized within the 'Lloydminster Recreation and Event Facility Parking Study' completed by ISL Engineering (July 2023) under Section 2.0 - Land Use Bylaw Requirements. Summarized within the report are the following required parking stalls as defined by either 'seating' or 'public area' methods of calculating;

- 706 stalls (based on fixed seats only),
- 1160 stalls (based on fixed seats plus maximum capacity movable floor seated event),
- or 859 stalls (based on public area)

The Lloydminster Event Centre as represented on drawing A012 provides the following parking totals;

- 706 total stalls (10 barrier-free and 2 electric charging stalls within this total)

In addition to the supplied parking, which is accommodated within the primary parking field, there are provisions for both spontaneous and programmed drop offs which accommodate both personal vehicles and commercial buses. Site furniture in the form of bike racks, and scooter/skateboard racks have also been provided to encourage pedestrian travel to the site.

2) Site Access

As detailed in drawing A012, the parking field of Lloydminster event centre exits directly onto 39th Ave in multiple locations, further represented in the attached Figure 1. Two of these intersections will function as all-directional turning movement intersections (i.e. accommodate both left hand and right hand traffic coming from either northbound or southbound 39th Ave lanes into the site, or from the parking field turning onto either northbound or southbound 39th Ave lanes).

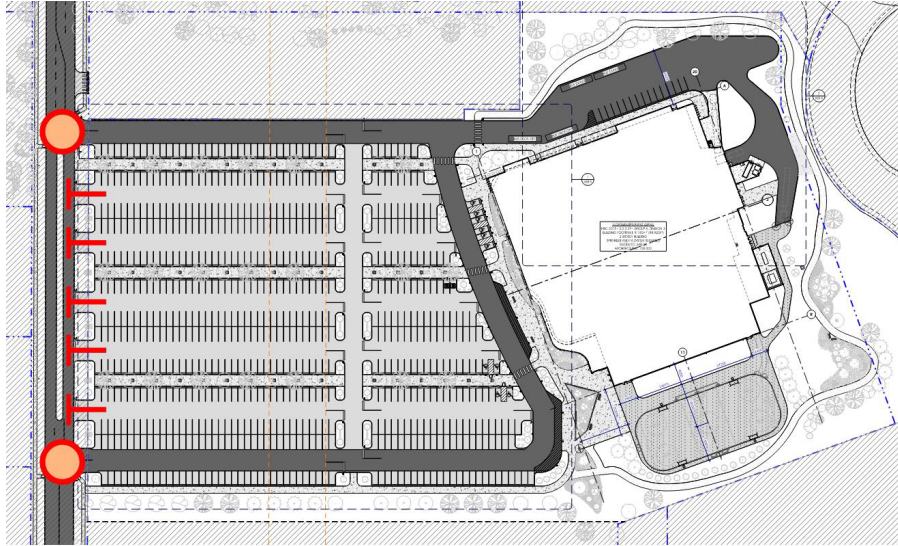


Figure 01

 All Direction Access Point
  Right In / Right Out

Five of the other access points off of 39th Ave will be restricted to right-in right-out turning movements when travelling northbound on 39th Ave into the parking field, or leaving the parking field and turning into the northbound lanes of 39th Ave.

These turning movements will be reinforced by a concrete centre median between the northbound and southbound lanes of 39th Ave as represented in the above figure.

The all-directional turning movement intersections are not planned to be signalled during the initial construction of the site. The internal parking field layout has been designed to accommodate special event, controlled egress from site with the use of select positioning of movable barricades to funnel traffic towards the full turning movement intersections as shown in attached Figure 2. This is one example which demonstrates how entry and egress from 39th Ave and the parking field could be set up as appropriate on an event by event basis to provide further separation of site access points during higher volumes of traffic input from building and event operations.

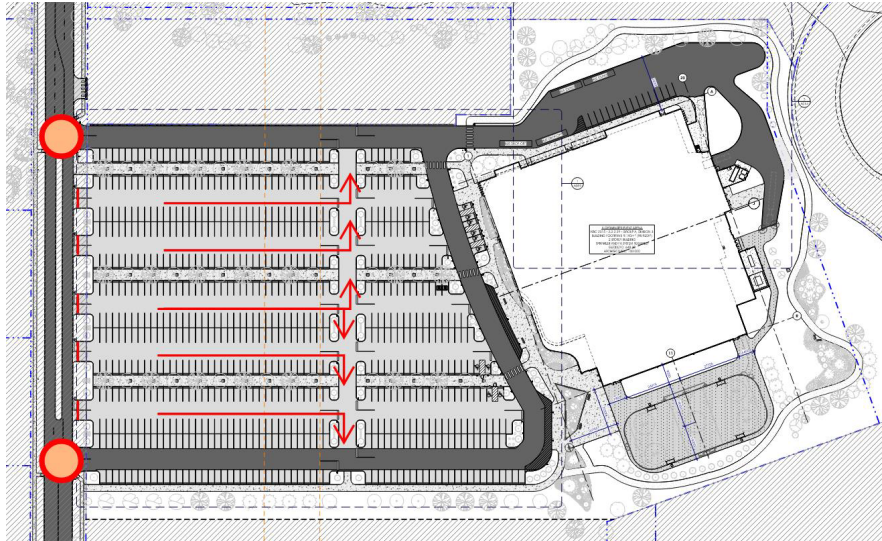


Figure 02  All Direction Access Point  Temporary Barricade

3) Continuity of 39th Avenue Pedestrian Sidewalk

While the extent of the pedestrian sidewalk parallel to 39th Ave is outside of the property line of the 'Lot 1 – Block 7' Lloydminster Event Centre Development Permit application, the on-site planning ensures continuity and safe movement of pedestrians from the 39th Ave corridor to the front public entrance of the Event Centre, as well as site/outdoor pedestrian and plaza spaces.

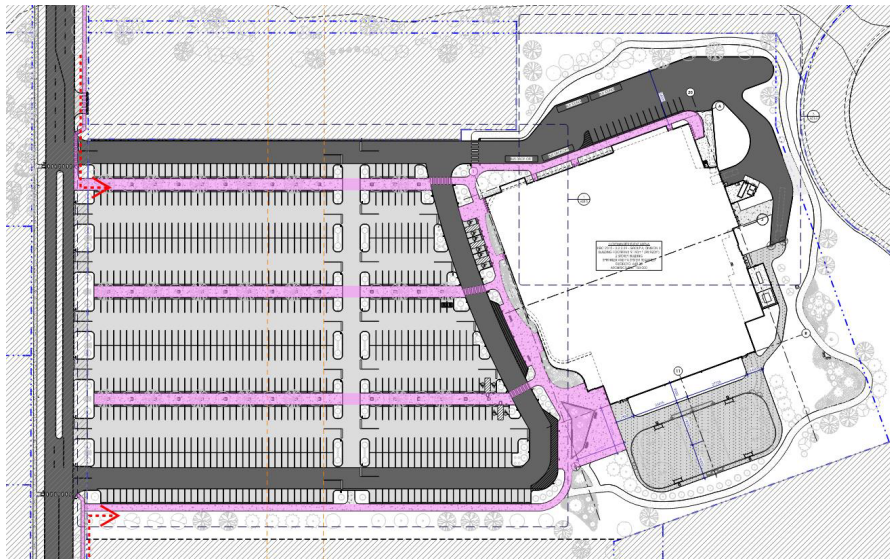


Figure 03  Concrete Sidewalk

On the east side of 39th Ave, the sidewalk as detailed in the MDS corridor does not connect through the parking field in a continuous manor. At the point of 39th Ave sidewalk interruption, dedicated site sidewalks are provided at each of the north and south property extents as shown in attached Figure 3. These sidewalks provide a safe path of travel for pedestrians utilizing the 39th Ave sidewalk directly to the front door of the Lloydminster Event Centre, crossing over marked crosswalks as required. This path of pedestrian travel, minimizes, or eliminates the requirement for a pedestrians to cross any portions of the parking field and supplies a more direct route, limiting the inclination to walk through the parking lot and down a driveway aisle to access the facility from 39th Ave.

Two additional internal east west sidewalks (refer to Figure 3) within the primary parking field are supplied to provide pedestrians who egress or approach Lloydminster event centre directly to or from the west along dedicated sidewalks. There are opportunities to provide mid-block crosswalks in these locations in the future if demand exists.

Should you require any clarity or further information, please reach out to myself for further information.

Regards,

TBD Architecture + Urban Planning



Matthew Roper

Senior Associate, Architect AAA

August 23, 2023

RE: Application 23-3604 – Variance Parking Reduction

The Cenovus Energy Hub (Lloydminster New Event Facility) Project received the following questions from the planning authority on Wednesday August 16, 2023. Please accept this letter as our response to the questions posed by members of the community within the referral area.

1. What is the plan to accommodate overflow parking for sold out event if the 15% variance is approved?

The Cenovus Energy Hub will primarily be used by local youth and recreational sport groups. The business plan for the facility is to host 3-5 major events per year which may include large sporting events, concerts, and festivals. The proposed parking lot with 706 stalls will accommodate the parking requirements for everyday use and major events that will see the ice surfaces utilized for sport (i.e., hockey tournaments or curling events). For the few events annually, that will require floor seating, like a concert, the City plans to ensure a details parking and traffic plan is in place. While this plan will vary depending on the type of event and the demographic of the audience the most common strategies to mitigate parking and traffic challenges will include a combination of the following:

- Shuttle Services: Establish an overflow parking area at an auxiliary site such as the Servus Sports Centre and offer shuttle services to event patrons. This method of parking and traffic management is considered best practice for the City and is currently utilized for other large events like Canada Day in the Park. This option is not reliant on a public transit system and the City has already been in discussions with numerous transportation operators for partnership on this property once operational.
- Paid on Site Parking: Implement temporary on-site paid parking to encourage carpooling and the use of other transportation methods including shuttle services, taxi service, drop off, and walking.
- Parking Attendants: On peak event days the City and event organizers will utilize parking attendants to ensure the parking lot is utilized to peak efficiency on-site and will direct patrons to alternative adjacent options with neighbouring facilities, and away from residential areas.
- Strategic Event Scheduling: The current parking lot provides space for the fixed seats in both the event arena and community arena. In the event of hosting a major event in the event arena that would include floor seating, the community arena will not be booked with a spectator event to ensure parking is available for the higher numbers on the event arena.
- Additional Security and Peace Officer Presence: Event security and enhanced Peace Officer presence may be provided on peak event days to ensure compliance.

In addition to these mitigation strategies patron behaviour for large events naturally gravitates to carpooling and ride sharing as they are popular social events.

2. Residents were concerned about the usage of on-street parking in their neighbourhoods and impacts (including safety) it might pose. How is this being mitigated?

- a. Please note, we will be required to address that on-street parking is not an acceptable means of site management and all sites are required to accommodate their own parking needs.**

The City of Lloydminster is the owner and operator of the Cenovus Energy Hub and will work diligently to ensure patrons use alternative parking options. The City will work collaboratively with event organizers and facility users to ensure they understand the options available on-site and that on-street parking in the residential areas is not an acceptable parking option for event patrons. On the rare event day (3-5 times per year) traffic and parking strategies will be utilized as described in question #1 to ensure impacts to residential neighbourhoods are removed.

3. What are the pros and cons of the reduction?

There are several positives that can be found in the size of parking lot proposed. As mentioned in the application the 706-stall parking as designed will meet the facility needs over 95% of the time. The current site design, including the 706 parking stalls allows for a variety of greenspace, pathway connectivity and park space. Knowing that the lot will not be full most of the time, a larger concrete space would be less visually appealing and impact the greenspace opportunities. A better use of funds would be to invest in peak event parking and transportation plans as described in option one. With the anticipated number of events that will require more than 706 parking stalls, the return on investment of those funds would not be in our favour. Another positive is planning for the future; with the City currently engaged in a feasibility study for Public Transit, and knowing this building, set to open in 2025, will have a life expectancy of 50+ years, the addition of public transit in the future will potentially further reduce the parking impacts. When considering the negatives, the requirement of parking and transportation mitigation strategies will come at a cost, but as mentioned, not likely as costly as the investment in the infrastructure.

4. How will the reduction of parking benefit the City as a whole and specifically the neighbourhood?

The City was cognizant of the visual impact this level of development would have on the neighbourhood. The addition of more parking would exhaust the site and potentially limit other site amenities including commercial development that will directly benefit the neighbourhood in increased lot values and access to a commercial area. Neighbouring residents and businesses will benefit from walkable access to outdoor amenities currently included in the site design, that may be impacted in development if required to add more parking on site.

The site is designed to be a destination for patrons and residents which will encourage a 'stay and play' mentality. Families will likely carpool to events or to utilize this location and a Hub for their daily recreation activities – enjoying the ball diamonds, walking paths and commercial spaces. Activity on the site will boost the economic impact for not just the neighbouring communities but the City as a whole.

5. What supporting documents do you have for the reduction of the 15%?

- a. Please confirm ability for the Parking Study to be shared publicly with residents.**
- 2023 Lloydminster Recreation and Event Facility Parking Study – part of our formal submission.
 - ITE Parking Generation Manual (5th Edition) – not shared at this time.

Thank you for the opportunity to provide comments to our residents. Any further questions on the project or parking can be directed to myself at tsimpson@lloydminster.ca or 780-875-6184 ex. 2210.

Sincerely,



Tracy Simpson
Executive Manager, Community Development Services