Downtown Lloydminster Parking Study

March 2026

LLOYDMINSTER

McElhanney

Executive Summary

The City of Lloydminster commissioned the 2025 Downtown Parking Study to bridge the gap between stakeholder perceptions of parking shortages and actual occupancy data. This study provides an evidence-based foundation for the Downtown Area Redevelopment Plan (DARP).

The findings indicate that while specific “hot spots” reach 100% capacity, the broader downtown area maintains significant availability, with an overall peak of on-street utilization of only 61%.

Context and Objectives

Following a request for quotation (RFQ), McElhanney was engaged to address longstanding concerns regarding parking availability on the downtown core of the City of Lloydminster. The primary goals of this study were to document supply, identify constraints, and support policy. This study verifies current public and private parking availability and utilization, with a stronger focus on public parking. It identifies underutilized areas and areas that are consistently at capacity. The study supports the Downtown Area Redevelopment Plan goals reviewing the Land Use Bylaw standards against actual parking demands.

Methodology

Data was collected using Aerial Survey Approach. This method ensures high accuracy and offers comprehensive coverage. Aerial drones captured GPS-accurate vehicle positions and orthographic imagery on Tuesday November 26, 2025, representing a typical midweek business day during a heightened shopping season. There were eight flies conducted between 9:00 a.m. and 3:40 p.m. in the study area, ten (10) blocks bounded by 51 Street (north), 46 Street (south), 49 Avenue (east), and 51 Avenue (west).

Findings

Overall, the total demand for parking peaked at 11:00 am with 627 vehicles parked across the study area with 267 vehicles parked on street showing a 61% utilization and 369 vehicles parked off street. Despite general availability, several block faces reached maximum capacity at the 11:00 am peak. The 4600 block of 51 Ave (east and west, 5000 block of 49 Ave (east), and 4900 block of 51 Ave (east). While the 4900 block of 50 Street (south) exceeded 70% utilization during every fly over period.

The average on-street turnover rate was 30%, with an average stay of 3.4 hours. In the 2-hour time restricted zone, approximately 42% of the vehicles were observed as extended stay, this likely indicates employee parking. The block faces with turnover below 20% (5000 block of 51 St South at 8%) would be one of the strongest indicators.

Recommendations

In support of the Downtown Area Redevelopment Plan, this study supports the vision of a vibrant downtown.
Increasing enforcement of the time-limit in high-utilization blocks will improve turnover for customers.
This data is also able to be used to communicate parking that is available within a short walk of the primary areas, especially when front-door stalls are full.
Utilizing this study to inform future Land Use Bylaw parking standards with the documented occupancy at peak of 61%

Conclusion

The data suggests downtown Lloydminster does not have a general parking supply problem, but rather a distribution and management challenge. Redevelopment efforts should focus on encouraging turnover in high-demand “hot spots” and direct long-stay parkers to underutilized peripheral lots.

Our File: 34111501801

TECHNICAL MEMO

To	From
City of Lloydminster	Chun Man, P.Eng Transportation Planning and Safety
Re	**Date**
Downtown Lloydminster Parking Study	March 2, 2026

1. SCOPE & CONTEXT

The City of Lloydminster is implementing the Downtown Area Redevelopment Plan (DARP) to revitalize and strengthen the downtown core. A key challenge facing this effort is the perception of parking availability. While stakeholders believe downtown parking is insufficient, preliminary observations suggest some parking areas experience less than 10% occupancy.

This parking study was commissioned to understand actual parking dynamics and provide evidence-based recommendations. The study objectives include:

- Document current parking supply and utilization patterns
- Identify underutilized and overburdened parking areas
- Review Land Use Bylaw parking standards against best practices
- Provide recommendations to support downtown revitalization

This technical memo summarizes the findings from an aerial parking survey conducted on November 26, 2025, and provides recommendations for parking management in the downtown core.

2. Study Area

The study area encompasses the downtown core as defined in the Downtown Area Redevelopment Plan, bounded by:

- North: 51 Street
- South: 46 Street
- East: 49 Avenue
- West: 51 Avenue

This area covers approximately 10 city blocks and represents the commercial and civic heart of Lloydminster. Figure 1 shows the study area boundaries and the block naming convention used throughout this memo.

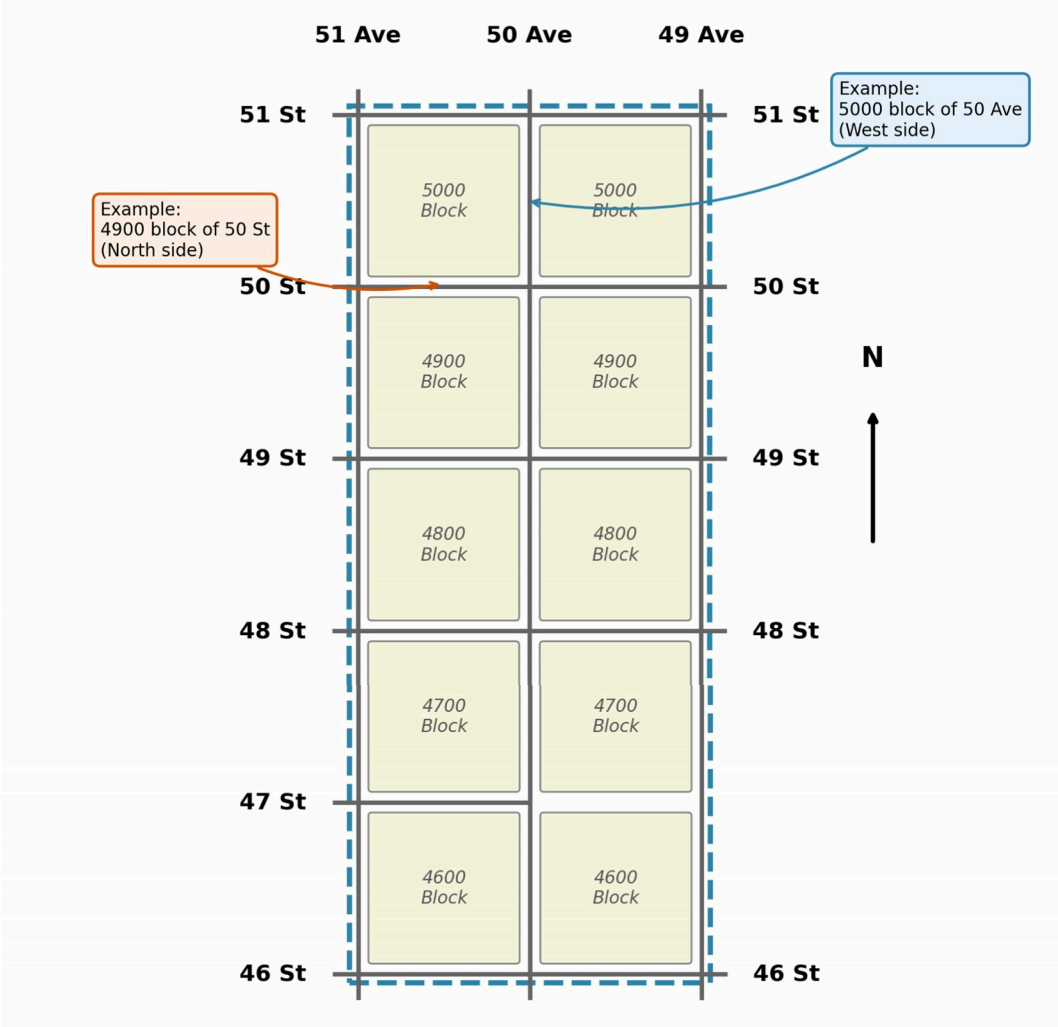


Figure 1: Study Area and Block Reference Map

Parking locations are identified using the standard Lloydminster addressing system. Block numbers indicate the cross-street at the south/west end (e.g., "5000 block of 50 Ave" runs between 50 Street and 51 Street). Side of street specifies the curb (North, South, East, or West).

3. Data Collection Methodology

AERIAL SURVEY APPROACH

Parking occupancy data was collected using aerial drone technology. This methodology provides comprehensive coverage of the entire study area within 30-minute windows, GPS-accurate vehicle positions, and orthographic imagery as a verifiable record.

SURVEY SCHEDULE

The survey was conducted on Tuesday, November 26, 2025, a typical midweek business day with normal operations (no major events or holidays). Eight survey periods captured parking demand throughout the business day between 09:00 and 15:40.

DATA PROCESSING

Each observed vehicle was classified by location type: on-street (parked along curb lanes on public streets) or off-street (parked in lots or designated parking areas). Vehicle positions were geocoded and assigned to specific block faces based on coordinates.

4. Existing Conditions

This section presents the findings from the November 26, 2025 parking survey. On-street and off-street parking are discussed separately to allow focused analysis of each component of the downtown parking system.

Figure 2 shows total parking demand throughout the survey day. The system-wide peak occurred at 11:00 with 627 vehicles parked (267 on-street, 360 off-street). Demand remained relatively stable from 10:00 to 15:00 before declining at the end of day.

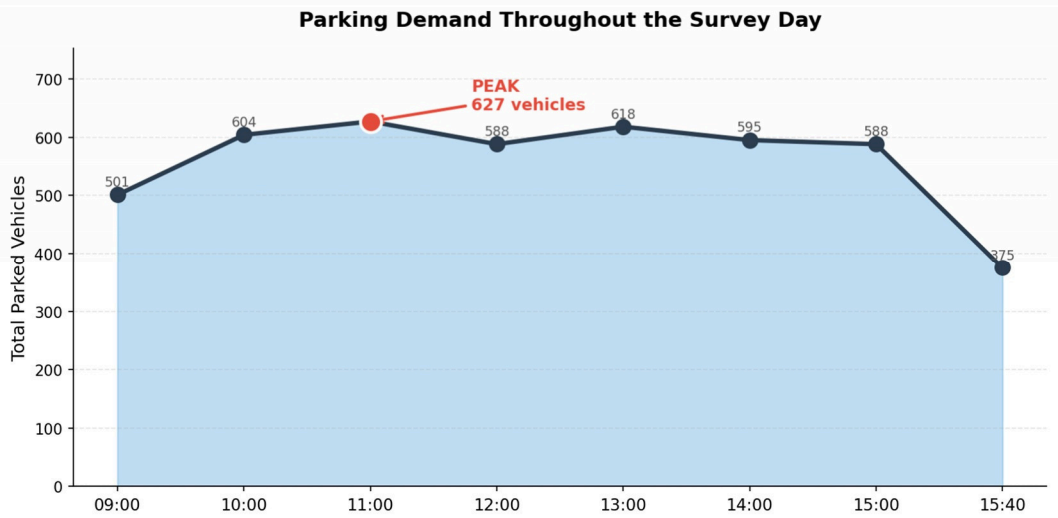


Figure 2: Parking Demand Throughout the Survey Day

Table 1 summarizes vehicle counts and on-street utilization for each survey period. Peak on-street utilization of 61% occurred at 11:00.

Table 1: Parking Counts and On-Street Utilization by Time Period

Time	*On-Street*	*Off-Street*	*On-St Utilization*
09:00	184	317	42%
10:00	245	359	56%
11:00	***267***	***360***	***61% (Peak)***
12:00	250	338	57%
13:00	247	371	56%
14:00	211	384	48%
15:00	206	382	47%
15:40	125	250	28%

4.1. ON-STREET PARKING

Supply

On-street parking supply was estimated using coordinate-based analysis of observed parked vehicles. Gaps greater than 15 metres between consecutive vehicles were identified as driveways, alleys, or curb-extensions and excluded from parkable curb length. Table 2 summarizes the on-street supply estimate.

Table 2: On-Street Parking Supply Summary

Metric	*Quantity*
Block faces analyzed	50
Estimated raw curb length	3,703 m
Driveways/alleys excluded	942 m (44 locations)
Estimated on-street supply	440 stalls

Note: All curb lengths are estimated from GPS coordinates. Field verification is recommended for high-utilization block faces.

Utilization

Figure 2a shows the spatial distribution of on-street utilization at three representative time periods: morning (09:00), peak (11:00), and afternoon (15:00). The progression illustrates how parking demand builds through the morning, concentrates on specific blocks during peak hour, and disperses by afternoon.

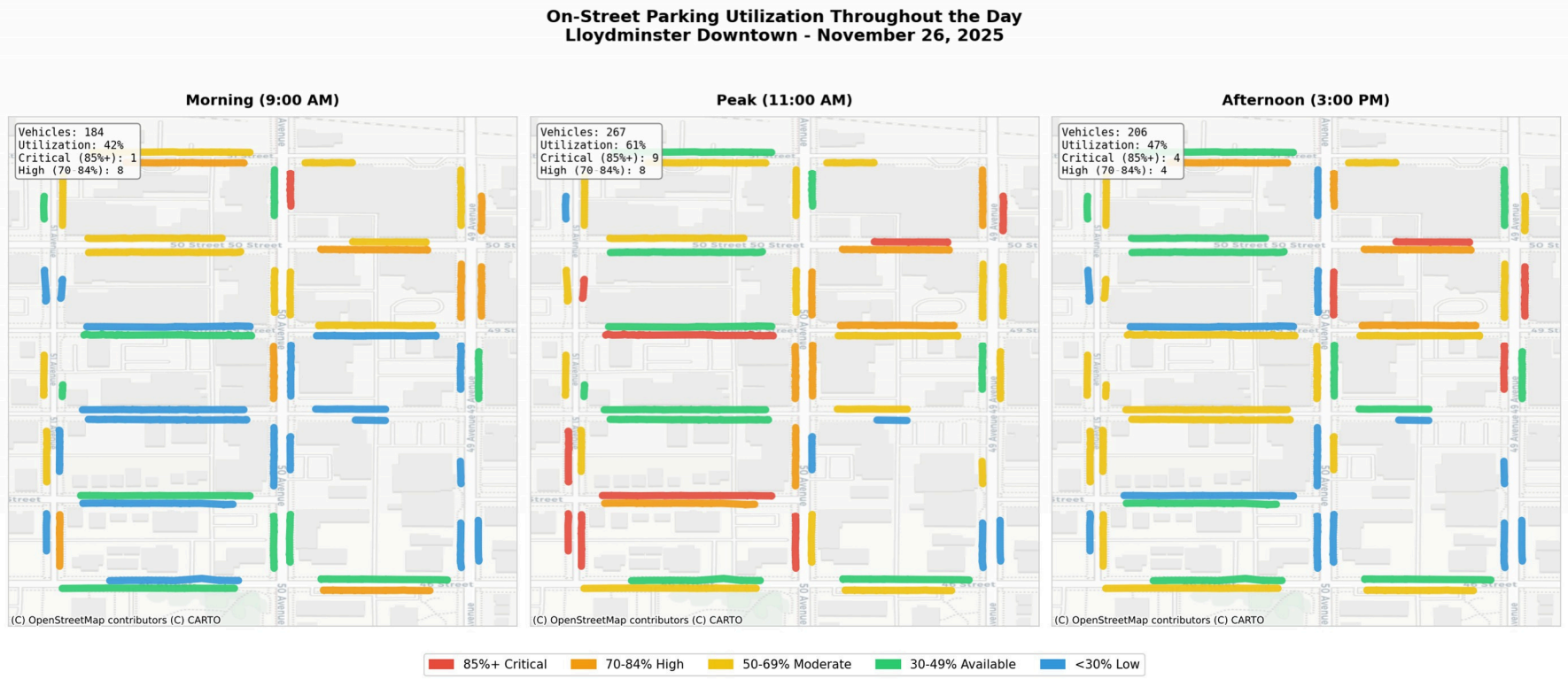


Figure 2a: On-Street Utilization at Morning, Peak, and Afternoon. Block faces color-coded by utilization: red = 85%+ critical, orange = 70-84% high, yellow = 50-69% moderate, green = 30-49% available, blue = <30% low.

Table 3 identifies block faces that exceeded 70% utilization at the 11:00 peak. Four block faces reached 100% utilization (4600 block of 51 Avenue east and west, 5000 block of 49 Avenue East, and 4900 block of 51 Avenue East), indicating immediate capacity constraints. An additional 13 block faces exceeded 70%, approaching practical capacity. Figure 3 shows the locations of all high-utilization and extended-stay areas identified in this analysis.

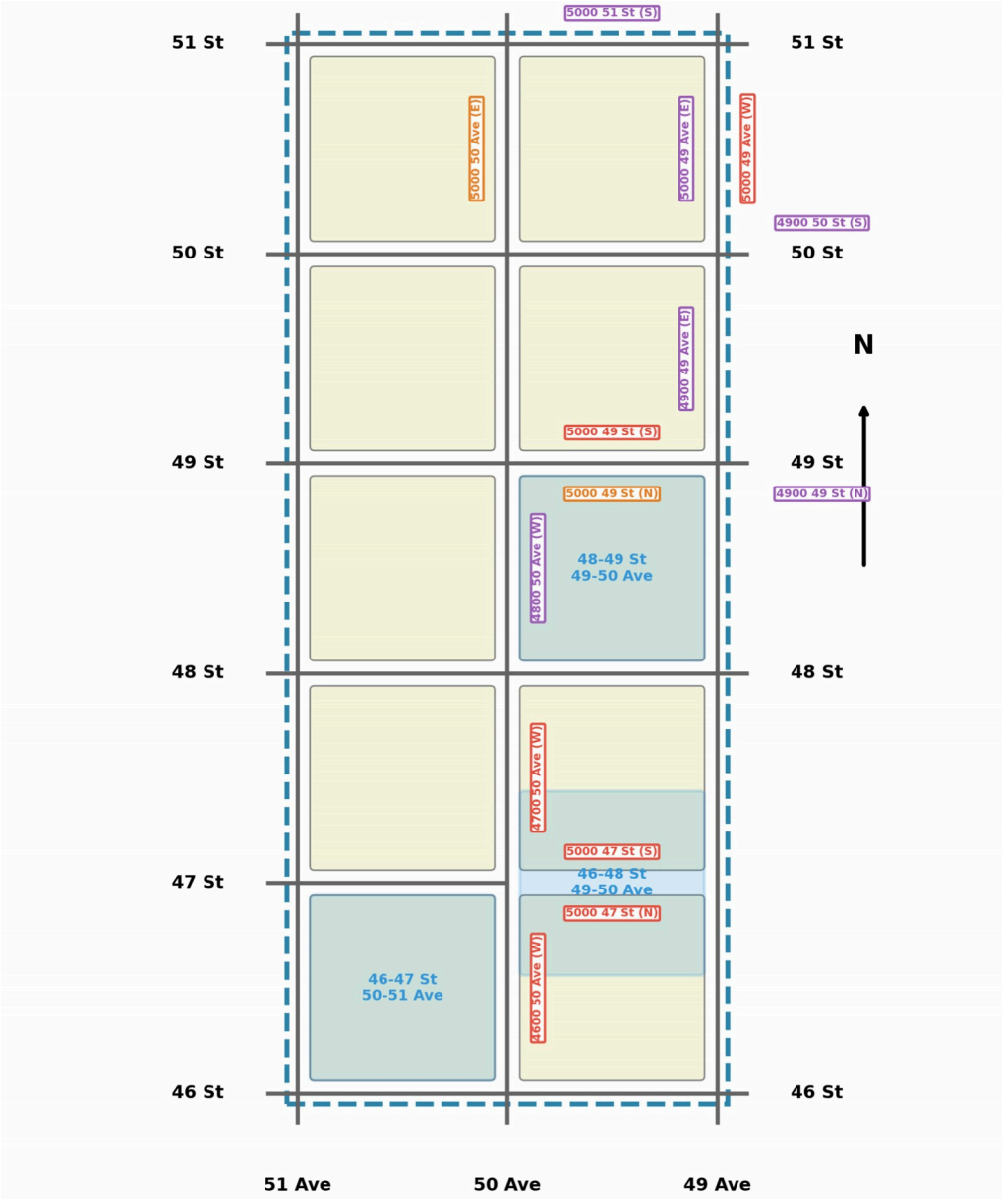


Figure 3: Key Locations Reference Map showing block faces and parking areas referenced in Tables 3, 4, 5, and 8.

Table 3: Block Faces Exceeding 70% Utilization at Peak Hour

Location	Supply	Count	Utilization
5000 block of 49 Ave (East)	5	5	***100%***
4900 block of 51 Ave (East)	2	2	***100%***
4600 block of 51 Ave (West)	3	3	***100%***
4600 block of 51 Ave (East)	8	8	***100%***
5000 block of 49 St (South)	13	12	92%
4600 block of 50 Ave (West)	10	9	90%
4700 block of 51 Ave (West)	7	6	86%
5000 block of 47 St (North)	14	12	86%
4900 block of 50 St (North)	7	6	86%

Sustained High Utilization

Beyond peak-hour analysis, identifying parking areas that maintain high utilization throughout the day distinguishes between sustained constraints (areas that need capacity solutions) and temporal peaks (areas that spike during certain hours but have capacity at other times).

Table 4 identifies six block faces that exceeded 70% utilization for 5 or more of the 7 survey periods, indicating sustained demand throughout the business day. These locations are shown as purple squares in Figure 3.

Table 4: Block Faces with Sustained High Utilization (>70% for 5+ hours)

Location	Supply	Avg Util	Range	Hours >70%
4900 block of 50 St (South)	***12***	***78%***	***75-83%***	***7/7***
4800 block of 50 Ave (West)	10	73%	50-80%	6/7
4900 block of 49 Ave (East)	10	74%	50-90%	6/7
4900 block of 49 St (North)	11	72%	55-82%	5/7
5000 block of 49 Ave (East)	5	77%	60-100%	5/7
5000 block of 51 St (South)	10	70%	60-90%	5/7

The 4900 block of 50 St (South) isthe most consistently constrained location, exceeding 70% utilization during every survey period. Thesesustained high-utilization areas represent the true capacity constraints in the downtown parking system andwarrant priority attention in parking management strategies.

Turnover

Turnover was estimated by comparing vehicle bounding boxes across consecutive survey periods. Vehicles with overlapping bounding box footprints in consecutive periods were assumed to be the same vehicle. This method provides improved accuracy over simple centroid distance matching by requiring actual vehicle footprint overlap.

On-street parking shows an average hourly turnover rate of 30%, with an estimated average duration of 3.4 hours. Table 5 provides the detailed breakdown by time period.

Table 5: On-Street Turnover by Time Period

Period	Vehicles	Departed	Turnover
09:00-10:00	184	35	19%
10:00-11:00	245	36	15%
11:00-12:00	267	78	29%
12:00-13:00	250	69	28%
13:00-14:00	247	92	37%
14:00-15:00	211	61	29%
15:00-15:40	206	107	52%
Average	**-**	**-**	***30%***

Turnover was lower in the morning (15-19%) as vehicles arrived, higher midday (28-37%) during lunch and errands, and highest at end of day (52%) as vehicles departed. This pattern is consistent with active use by customers and visitors throughout the business day.

Block faces with turnover below 20% may indicate longer-term parking by employees rather than customers. These include the 5000 block of 51 St South (8%), 4900 block of 50 St South (14%), and 4900 block of 46 St North (15%). Time limit enforcement may improve availability for customers at these locations.

Restrictions and Duration Patterns

Parking timerestrictions were documented through Street View interpretation and compared against observed parking duration patterns. This analysis identifies locations where parking behavior may not align with posted time limits.

Posted Parking Restrictions

The study area includes a mix of time-restricted and unrestricted on-street parking. Table 6 summarizes the restriction types found in the study area.

Table 6: Parking Restriction Types in Study Area

Restriction Type	Block Faces
2-hour parking (9am-6pm Mon-Fri)	38
10-minute loading zone	10
15-minute parking/loading	6
Handicap parking	4
Overnight no parking only*	12
Unrestricted	7

Overnight no parking (2am-7am) does not affect daytime survey results. Note: 21 of 50 block faces have multiple restriction types (e.g., 2-hour parking with a loading zone segment). Counts reflect all block faces where each restriction applies.

The majority of on-street parking in the downtown core operates under 2-hour time limits during business hours (9am-6pm, Monday to Friday). Short-term loading zones (10-15 minutes) are located primarily along 49 Street, 50 Avenue, and 47 Street.

Observed Duration Patterns

Vehicle bounding boxes were tracked across consecutive survey periods to estimate parking duration. Vehicles with overlapping footprints in consecutive periods were assumed to represent extended stays. Table 7 summarizes the observed duration patterns by restriction type.

Important Methodological Limitations: These findings are INDICATIVE PATTERNS, not verified compliance rates. Key limitations include: (1) no license plate data, so vehicle identity is inferred from position matching; (2) hourly survey intervals cannot detect actual 10/15-minute zone compliance; (3) single day sample. Actual compliance verification would require license plate surveys or enforcement data.

Table 7: Observed Duration Patterns by Restriction Type

Zone Type	Vehicles Observed	Within Limit	Extended Stay
2-hour zones	307	178 (58%)	129 (42%)
10-minute loading	69	0*	69*
15-minute parking	49	0*	49*
No parking zones	71	-	71

Hourly survey intervals cannot measure sub-hour compliance. Any vehicle observed in a 10/15-minute zone appears as an extended stay.

Extended StayLocations

Table 8 identifies locations where multiple vehicles were observed exceeding posted time limits. These locations are shown as orange diamonds in Figure 3. Note that methodology limitations apply to all findings.

Table 8: Locations with Most Extended Stay Observations

Location	Zone Type	Extended Stays
5000 block of 50 St (South)	No parking	28
5000 block of 49 St (South)	15-min	23
4800 block of 50 Ave (West)	10-min	17
5000 block of 49 Ave (West)	15-min	15
4900 block of 50 St (South)	10-min	15
5000 block of 47 St (North)	No parking	14
5000 block of 46 St (North)	10-min	14
5000 block of 47 St (South)	2-hour	14
4700 block of 51 Ave (West)	No parking	10
4700 block of 51 Ave (East)	No parking	10

Interpretation

The observed duration patterns suggest potential turnover concerns in time-restricted zones, particularly along 49 Street and in loading zones on 47 Street and 50 Avenue. However, these findings should be interpreted cautiously:

- Loading zones (10/15-min): All vehicles appear as extended stays due to hourly survey intervals. The data cannot distinguish between a 5-minute delivery and a 55-minute overstay.
- 2-hour zones: 58% of vehicles were observed within the 2-hour limit. The 42% showing extended stays may include employees or different vehicles in similar spots.
- Bounding box matching limitations: While more accurate than centroid-only matching, two different vehicles with overlapping parking spots across survey periods may still be incorrectly identified as one long-stay vehicle.

If the City wishes to verify compliance in specific zones, a targeted license plate survey during peak hours would provide definitive data. Priority locations include the 5000 block of 49 Street and loading zones along 47 Street.

4.2. OFF-STREET PARKING

A supplemental analysis was conducted to inventory off-street parking within the study area. Property parcel boundaries were obtained from the City of Lloydminster's public GIS portal and overlaid with the aerial survey data. Off-street vehicles were assigned to parcels using point-in-polygon spatial analysis, achieving a 97.5% match rate (351 of 360 peak-hour off-street vehicles matched to parcels).

Inventory

A total of 82 parcels with off-street parking were identified, which all fall within commercially-zoned parcels (DTN or NC). This includes both City-owned public lots and private commercial parking areas within the study area. Residential parcels in the study area are predominantly individual condominium units with parking on adjacent commercial common areas. Table 9 summarizes the off-street parking inventory

Table 9: Off-Street Parking Inventory Summary

Metric	Quantity
Parcels with off-street parking	82
Peak observed vehicles (11:00)	360
Vehicle-to-parcel match rate	97.5%

The City owns 36 public parking stalls across two lots (16 at 49 Street, 20 at 48 Street), for which supply and utilization are reported in Section 4.2.3. Stall counts for private off-street parcels were not available; vehicle counts and turnover behaviour are reported instead.

Behaviour Classification

Because zoning does not reliably indicate whether off-street parking serves customers, employees, or residents, parking areas were classified by observed turnover behaviour. Table 10 summarizes the distribution.

Table 10: Off-Street Parking by Behaviour Type

Classification	Turnover Rate	Parcels	Peak Vehicles	Share
Employee/Resident	Less than 20%	58	314	68%
Mixed	20% to 35%	18	127	28%
Customer	Greater than 35%	6	21	4%
Total	***N/A***	***82***	***462***	***100%***

Off-street parking in downtown Lloydminster is dominated by low-turnover parking (68% of parcels below 20% hourly turnover). Only 4% of off-street parcels exhibit high-turnover behaviour. This pattern is consistent with long-duration use by employees or business operators, though the data cannot confirm individual parker identity without license plate or survey data.

Corporate-owned parcels account for 87% of off-street parking activity. The private nature of most off-street parking limits the City's ability to influence parking distribution through supply management alone.

City-Owned Parking Lots

The City of Lloydminster owns three downtown parking facilities. Table 11 summarizes their observed utilization during the survey.

Table 11: City-Owned Parking Lot Utilization

Location	Stalls	Peak Vehicles	Utilization	Notes
4825 50 Street	Reserved	0	0%	RCMP/Handicap reserved
5013-5017 49 Street	16	12	75%	Low turnover (17%)
5015-5017 48 Street	20	6	30%	14 stalls available at peak
Total (Public)	***36***	***18***	***50%***	***N/A***

City-owned public parking operates at 50% utilization overall, compared to 61% for on-street parking. The 48 Street lot (5015-5017) has 14 available stalls at peak, representing capacity that could serve customers currently competing for high-demand on-street spaces. The 49 Street lot (5013-5017) shows 75% utilization but low turnover (17%), suggesting it is primarily used by employees or long-term parkers rather than short-term customers.

Turnover

Off-street parking shows an average hourly turnover of 20%, with an estimated average duration of 5.1 hours. This is notably lower than the 30% average turnover observed on-street (3.4 hour average duration), reflecting the longer-duration parking that characterizes private lot use. Table 12 provides the detailed breakdown by time period.

Table 12: Off-Street Turnover by Time Period

Period	Vehicles	Departed	Turnover
09:00-10:00	317	31	10%
10:00-11:00	359	53	15%
11:00-12:00	360	72	20%
12:00-13:00	338	58	17%
13:00-14:00	371	66	18%
14:00-15:00	384	57	15%
15:00-15:40	382	160	42%
Average	***-***	***-***	***20%***

Off-street turnover followed a similar daily pattern to on-street (lower in morning, higher at end of day) but at consistently lower rates throughout. The end-of-day departure rate (42%) aligns with typical business closing times.

5. Key Findings

1.System-wide capacity is adequate: At 61% peak on-street utilization and 50% City lot utilization, the downtown parking system has sufficient overall capacity. The perception of shortage stems from localized constraints, not system-wide deficiency.

2. Distribution is uneven: Four block faces reached 100% utilization (4600 block of 51 Avenue east and west, 5000 block of 49 Avenue East, and 4900 block of 51 Avenue East) while others remained below 50%. City-owned lots have 18 spare stalls at peak. The core issue is parking distribution and wayfinding, not total supply.

3. Off-street parking is dominated by low-turnover use: 68% of off-street parcels exhibit turnover rates below 20%, consistent with long-duration use by employees or business operators. Only 4% of parcels show high-turnover patterns. This limits the role of private off-street parking in serving short-term visitor demand.

4. 50 Avenue corridor is the primary demand generator: 50 Avenue had the highest total parking demand across all periods, consistent with its role as the main commercial street. Block faces on 50 Avenue averaged 67% utilization at peak, with west-side blocks from 46 to 48 Street ranging from 80 to 90%. Sustained high utilization on adjacent blocks confirms this corridor as the priority for management

5. Existing time limits are not being enforced effectively: Only 58% of vehicles in 2-hour zones were observed within the posted time limit, and the average on-street parking duration is 3.4 hours. Low turnover on several high-demand blocks (including the 5000 block of 49 Street South at 92% and the 5000 block of 47 Street North at 86%) suggests on-street stalls intended for customers are being used for all-day parking. Enforcement of existing time limits would improve turnover and availability on these blocks.

6. City lots are underutilized: The 48 Street lot operates at 30% (14 spare stalls at peak) while nearby on-street blocks exceed 85%. Improved wayfinding and awareness could redirect demand to available off-street capacity.

6. Recommendations

Based on the occupancy analysis, off-street inventory, and observed parking behaviour, the following recommendations are provided to support the Downtown Area Redevelopment Plan. City-owned public lots have 18 spare stalls at peak hour, including 14 at the 48 Street lot, while adjacent on-street blocks exceed 85% utilization. Combined with the time limit and turnover findings, this points to a distribution problem rather than a supply problem, and the recommendations below focus on enforcement, wayfinding, and redirecting long-duration parkers to available capacity.

TIME LIMIT ENFORCEMENT

The survey found that 42% of vehicles in 2-hour zones were observed beyond the posted time limit, with an average on-street parking duration of 3.4 hours. Low turnover on several high-demand block faces (8-15%) suggests that some on-street stalls are being used for all-day employee parking rather than short-term customer visits. Rather than extending the time limit to accommodate this behaviour, enforcing the existing 2-hour restriction would encourage turnover and redirect long-duration parkers to off-street lots and peripheral streets where capacity is available.

Table 13 identifies specific locations where time limit adjustments are recommended. The existing 2-hour limit on most downtown streets is appropriate for the intended customer and visitor use; the priority is enforcement rather than extension.

Table 13: Recommended Time Limit Actions

Location	*Current Limit*	*Recommended*
Most downtown streets (2-hour zones)	2 hours	Maintain; prioritize enforcement on high-demand blocks
4600 block of 51 Ave (both sides, currently 100%)	Unrestricted	Add 2-hour limit to encourage turnover
48 Street, 51 Street (30-40% utilization)	2 hours	Consider relaxing to 3 hours to absorb displaced long-duration parkers

Of the four block faces at 100% utilization, two are actionable and two are not. The 4600 blocks of 51 Avenue (both sides) are currently unrestricted, which is likely why they fill completely. Adding a 2-hour time limit would encourage turnover and push all-day parkers to nearby streets with available capacity. The remaining two blocks (5000 block of 49 Avenue East and 4900 block of 51 Avenue East) are small segments of 2 to 5 stalls that fill naturally due to their size; management interventions at these locations would have limited effect.

7. CLOSING

The downtown Lloydminster parking system has adequate overall capacity. The perception of a parking shortage is driven by localized high-utilization areas along the 49 Street and 50 Avenue corridors, while nearby streets and City lots have available capacity. Enforcing existing time limits on high-demand blocks, improving way finding to under utilized City lots, and adding restrictions to currently unrestricted blocks at capacity can address the distribution imbalance and support the Downtown Area Redevelopment Plan without the need for additional parking supply.

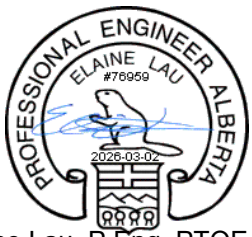
CLOSING

Sincerely,

Prepared by:

Chun Man, P.Eng.
Senior Transportation Engineer
cman@mcelhanney.com

Reviewed by:



Elaine Lau, P.Eng, PTOE
Senior Transportation Engineer
eklau@mcelhanney.com

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Appendix A

Statement of Limitation

Statement of Limitations

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