



Parking Study

Lloydminster, SK

July 2025

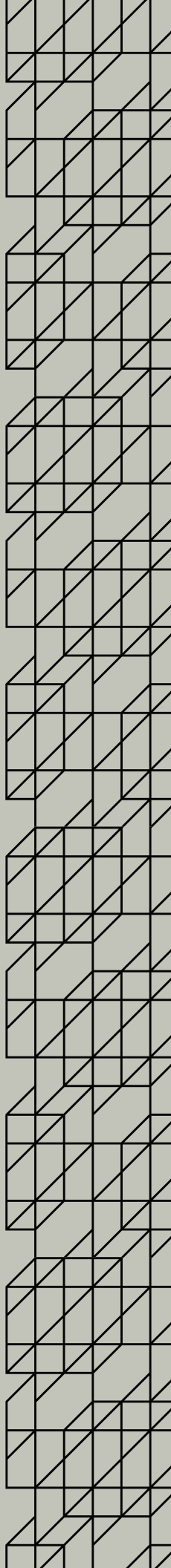
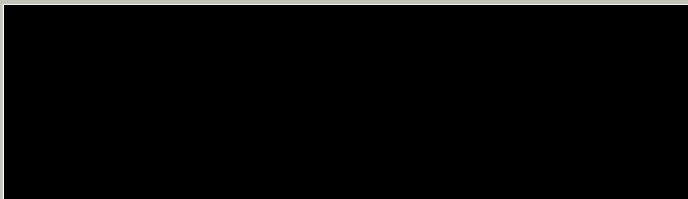


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Executive Summary

This report presents a parking strategy for the [REDACTED] project, which involves the adaptive reuse of an existing office building at 4815 50th Street in Lloydminster. The project aims to provide safe, stable, and supportive housing for individuals transitioning out of homelessness, institutional care, or other vulnerable circumstances. In addition to residential units, the facility will include administrative offices, communal amenities, and support services designed to foster independence and community reintegration.

Given the unique characteristics of transitional housing—such as low vehicle ownership among residents, limited staffing needs, and reliance on alternative transportation—the standard parking requirements outlined in the City of Lloydminster Land Use Bylaw are not well-suited to this development. This study proposes a revised parking requirement of 22 stalls, significantly lower than the 52 stalls mandated by the bylaw. With 38 existing stalls on site, the project would maintain a surplus of 16 stalls.

The proposed adjustment is supported by demographic data, operational considerations, and precedents from other Canadian municipalities. It aligns with broader community goals, including increasing access to affordable housing, promoting sustainable transportation, and enhancing urban livability. This report recommends that the City of Lloydminster adopt the proposed parking strategy to enable the successful implementation of this essential community initiative.





1. Introduction

In response to the growing need for supportive housing in the Lloydminster region, the [REDACTED] has initiated the redevelopment of an existing office building at 4815 50th Street into a transitional housing facility. This project aims to provide safe, stable, and dignified accommodations for individuals experiencing homelessness or housing instability, while also offering integrated support services to aid in their transition toward independent living.

To support this transformation, [REDACTED] was engaged in June 2025 to provide architectural design services, including a focused study on parking requirements. This report evaluates the parking needs of the proposed development in the context of the City of Lloydminster's Land Use Bylaw and proposes a tailored parking strategy that reflects the unique characteristics of transitional housing.

Unlike conventional residential or commercial developments, transitional housing serves a population with significantly lower rates of vehicle ownership and different patterns of site usage. This study outlines the rationale for a reduced parking requirement, supported by demographic data, operational needs, and best practices from comparable jurisdictions across Canada.

The findings and recommendations presented here are intended to inform municipal decision-making and ensure that the project can proceed in a way that is both functional and aligned with broader community goals—such as increasing access to affordable housing, promoting sustainable land use, and enhancing urban livability.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]



2. Project Background

The [REDACTED] has purchased an existing office building located at 4815 50th Street in Lloydminster, with the intent of converting portions of the main floor to administrative and support spaces, and the entire second and third floors to accommodate transitional and supportive housing units. This adaptive reuse project is designed to provide a safe, stable, and dignified environment for individuals transitioning out of homelessness, institutional care, or other vulnerable circumstances. The building also currently contains a Provincial Court tenant on the main floor, which is intended to remain in place, ensuring continuity of public services while integrating new community-focused programming.

The proposed layout reflects a holistic approach to transitional housing, incorporating not only residential units but also spaces for healing, community-building, and personal development. The design prioritizes accessibility, safety, and a sense of belonging, with shared amenities and support services embedded throughout the facility.

Main Floor:

- Resident Dining Room
- Commercial Kitchen
- Administrative Office Space
- Outdoor Amenity Space

Second Floor:

- 12 two-bedroom units with washrooms
- Spiritual Room
- 2 Counseling Rooms
- Lounge
- Laundry Room
- Office Space

Third Floor:

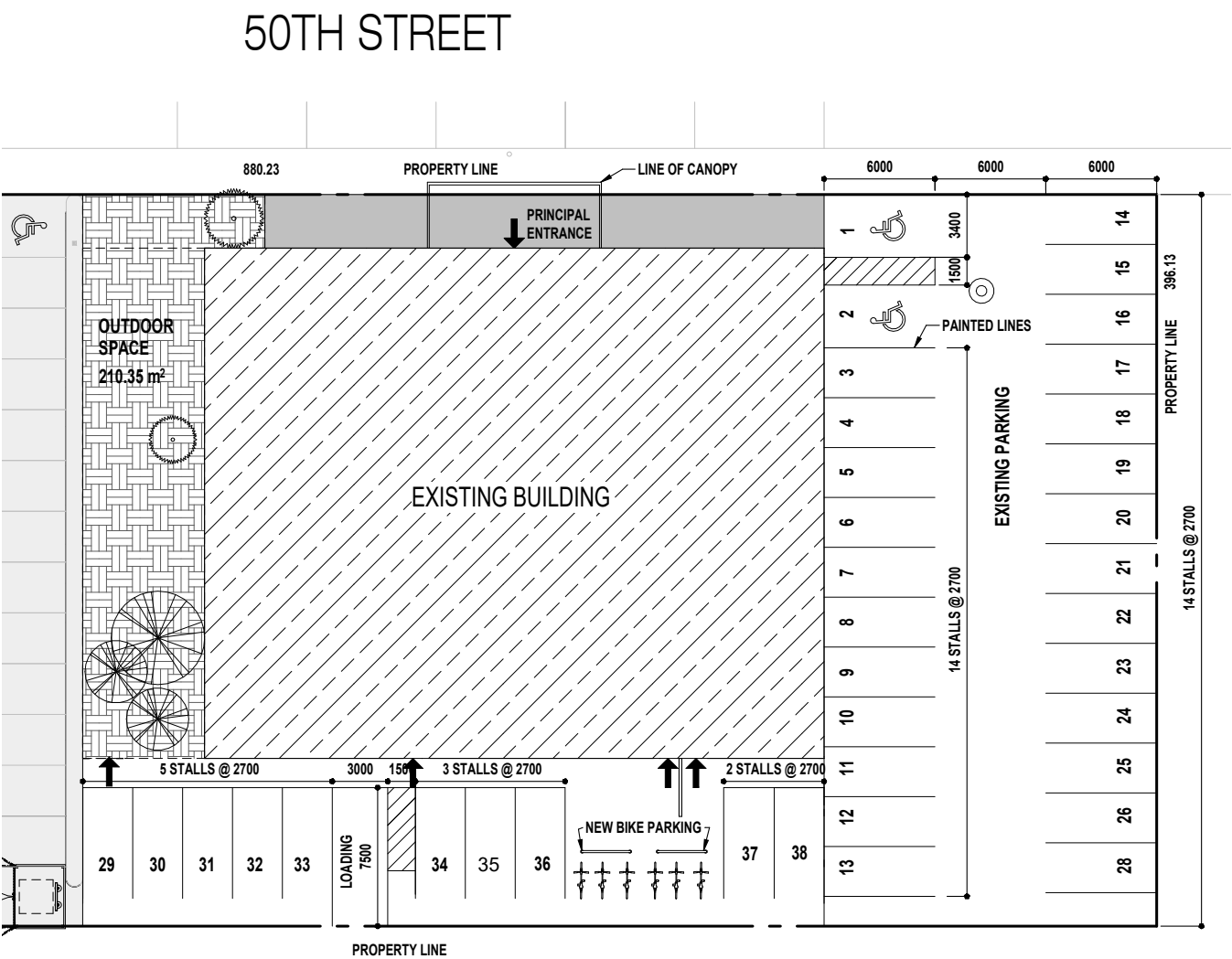
- 12 two-bedroom units with washrooms
- Spiritual Room
- 2 Counseling Rooms
- Lounge
- Laundry Room
- Kitchenette
- Office Space
- Computer Lounge

This comprehensive program is designed to foster independence while providing the necessary supports to help residents stabilize and reintegrate into the broader community.

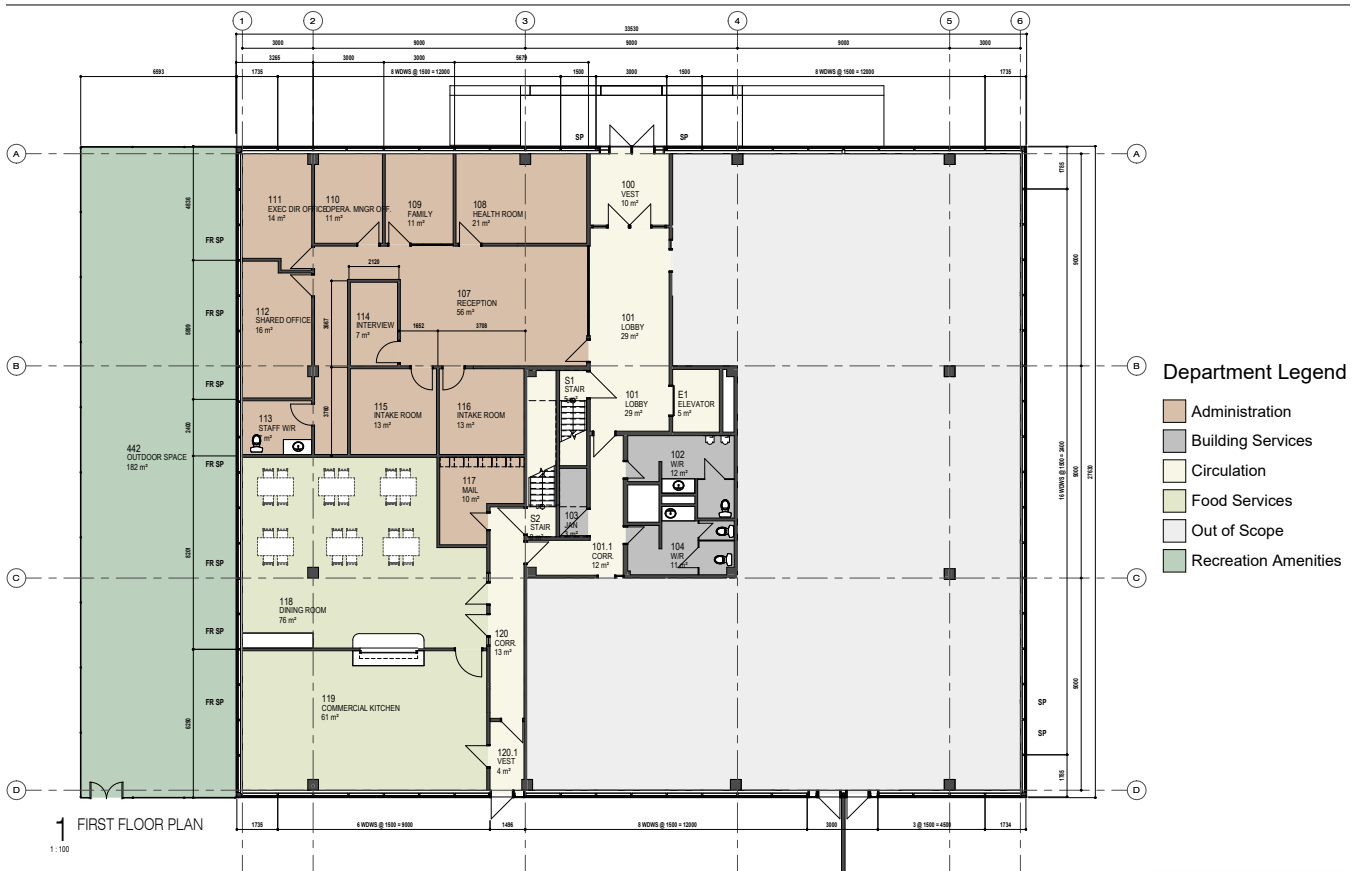
PRELIMINARY DRAWINGS

Architectural Design

The following preliminary drawings have been included for reference and to provide context for the project. The site plan illustrates the existing parking stalls included on the site, as well as proposed bicycle parking.



1 SITE PLAN







3. Parking Strategy

PARKING REQUIREMENTS

Land Use Bylaw Parking Requirements

Parking Requirements Summary

Commercial/Public Use:

- Transitional Housing Offices:
 $187.5 \text{ m}^2 \div 100 \times 2.5 = \mathbf{5 \text{ stalls}}$
- Existing Provincial Court:
 $210 \text{ m}^2 \div 100 \times 2.5 = \mathbf{6 \text{ stalls}}$

Supportive Housing:

- Dwelling Units:
 $24 \text{ two-bedroom units} \times 1.5 \text{ stalls per unit} = \mathbf{36 \text{ stalls}}$
- Visitor Parking:
 $1 \text{ stall per } 5 \text{ units} \rightarrow 24 \div 5 = \mathbf{5 \text{ stalls}}$

Total Parking Required: 52 stalls

Total Parking Available On-Site: 38 stalls

Bicycle Parking Requirement:

Minimum of **5 bicycle stalls**

Parking Deficit:

Based on the City of Lloydminster Land Use Bylaw, there is a **shortfall of 14 vehicle parking stalls**.

PROPOSED PARKING REQUIREMENT ADJUSTMENT

Resident Demographics

Transitional housing residents are typically individuals exiting homelessness, navigating recovery from addiction or mental health challenges, or re-entering the community from institutional settings. Due to financial hardship, health conditions, and program criteria, **vehicle ownership among residents is extremely low**. Most residents:

- Are not employed full-time or are in early stages of workforce reintegration,
- Receive social supports such as income assistance or disability benefits,
- Often do not possess a driver's license or have access to a personal vehicle.

As a result, the demand for resident parking is minimal and does not align with the expectations set for market-rate apartment developments.

Transportation Alternatives

Residents predominantly rely on:

- Walking and bicycling,
- Staff or community support workers for transportation to appointments or services,

- Program-organized transportation such as Border City Connects

Secure bicycle storage will be included in the project, and support for alternative transportation modes on site.

Limited Staffing Requirements

While the site will be staffed 24/7, transitional housing programs typically require only a few staff per shift. At maximum capacity, we anticipate fewer than 7 vehicles on site at any time for staff. Visitor traffic will also be limited due to program design, as residents typically are not permitted visitors.

Land Use Efficiency

By reducing the parking requirement, the site can better align with community goals around:

- Increasing the number of safe and supportive housing units,
- Reducing impermeable surfaces and improving site aesthetics and livability,

Precedent and Planning Policy Alignment

Many jurisdictions across Canada—including Vancouver, Edmonton, Saskatoon, and Calgary—have moved toward flexible parking standards for transitional and supportive housing. This recognizes that a **one-size-fits-all zoning approach** does not reflect the unique reality of non-market housing.

Furthermore, this request is consistent with the principles of:

- Affordable housing policy,
- Equity-based urban planning,
- Sustainable and transit-oriented development.

REQUESTED ADJUSTMENT

We respectfully propose a reduction in the parking requirements for this development to better reflect the actual needs of its residents and operations. Specifically, we recommend:

- **0.25 stalls per unit**, primarily allocated to staff and service vehicles;
- Inclusion of visitor and accessible stalls as appropriate;
- Enhanced bicycle parking and pedestrian access to public transit.

Based on this revised approach, the total parking requirements for the project would be as follows:

- Provincial Court Parking: 6 stalls
- Transitional Housing Office Parking: 5 stalls
- Dwelling Unit Parking: 6 stalls
- Visitor Parking (per Land Use Bylaw): 5 stalls
- Bicycle Parking (per Land Use Bylaw): minimum 5 stalls

This results in a total of **22 required vehicle stalls**. With **38 existing stalls** currently available on site, the project would have a **surplus of 16 stalls**, ensuring ample capacity for all anticipated needs.





4. Conclusion

The [REDACTED] project represents a critical step forward in addressing housing insecurity in the community. Through a thoughtful and context-sensitive approach, this parking study demonstrates that the standard parking requirements outlined in the City of Lloydminster Land Use Bylaw do not align with the unique needs of transitional housing residents. By considering the specific demographics, transportation habits, and staffing patterns associated with this type of supportive housing, a reduced parking requirement is both reasonable and beneficial.

The proposed adjustment not only ensures adequate parking for staff, visitors, and service vehicles but also supports broader community goals such as increasing housing availability, promoting sustainable transportation, and enhancing site livability. With 38 existing parking stalls on site, the revised requirement of 22 stalls results in a surplus, ensuring flexibility without compromising functionality.

We respectfully recommend that the City of Lloydminster adopt the proposed parking strategy to support the successful implementation of this vital community project.

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