



File #: PM-27-003, **Version:** 1

TAMRMS#: B05



Naki Parking Expansion

Notice given by: Councillor Hughes

BUDGET POSTPONED MOTION:

That the Naki parking expansion is moved in the capital growth plan from 2028 to 2027.

Administration's Understanding of the Intent of the Motion:

If the NAKI Parking Lot expansion is approved to be added to the 10 Year Municipal Capital Growth plan, the charter will be developed with a 2027 Investment Year.

SUMMARY

The postponed motion serves to move the project charter for the NAKI Parking Lot expansion from the 2028 investment year to 2027. While this would immediately provide additional parking capacity at NAKI, the following provides additional context into Administration's recommendation of timing of this project for 2028 in conjunction with the request for Transit Network Improvement funding requested for 2027.

St. Albert Transit has experienced rapid growth of the use of the NAKI parking lot since its creation, whereas the parking space needs have been exceeded during peak usage periods, primarily during heavy use periods during the start of post-secondary school terms. These peak period parking shortages are representative of the increase in commuter transit use during these periods. It is noted that while parking exceedance does occur intermittently, it does not currently occur daily at this time and is being scheduled for 2028 barring any network revisions.

The Mobility Choices long range strategy includes St. Albert Transit and will shape the City's approach to overall movement of people within, into and out of the City of St. Albert. During the work on the Mobility Choices strategy, public engagement re-affirmed that improvements to the local network are warranted, which is also important as the City continues to grow outward. The current hub and spoke local network model is reaching capacity based on the existing size of St. Albert. In line with this, Administration is recommending and requesting funding for the Transit Network Improvement Plan for 2027. The work to be completed within this funding request is required to allow smart growth of St. Albert Transit in parallel to the City growing to a population of 100,000. The project will utilize modelling and outcomes from the Mobility Choices strategy to define transit specific

network improvements that can support a stronger, more reliable and more attractive transit service, including local network routing and scheduling to increase local transit ridership. This is an opportunity to inform future decisions, including the right timing of funding and implementation, to grow transit in line with residential and commercial growth of the City.

Due to the current hub and spoke model limitations in a growing City, it is expected that a network overhaul may be warranted in different areas. This will include network optimization for growing areas that may include a revision of routes to more of a grid type of network, supporting North/South transit usage. The master plan will better inform decisions to be made for transit entry into multiple new areas, such as Cherot, Nouveau, expanding Jensen Lakes and Erin Ridge North. Currently the hub and spoke model constrains the City's ability to enter new areas without additional and dedicated capital and operating investments, whereas a network improvement plan will serve to better reallocate existing service hours and optimize the network into new areas through network restructuring. Additionally, the current Council policy utilizes fixed routes (albeit during peak periods) as the initial introduction of transit service to a new area. Increasingly, municipalities are utilizing On-Demand services as the initial introduction of transit to new areas. This is a lower cost initial introduction that serves to allow fixed routes to follow when demand dictates the need. The Transit Network Improvement Plan will develop additional framework for On Demand services that the City can use to optimize the timing of funding requests.

The Transit Network Improvement Plan ties to the NAKI parking lot expansion by better informing the timing of the expansion in conjunction with other proposed improvements. As an example, improving local service has the potential to increase usage of the local network for riders to get to NAKI, thus reducing the parking lot space needed at NAKI. Similarly, as the City continues to grow to the North, the timing of a North Park and Ride, in the transit-oriented development lands near the upcoming Firehall 4, will become clearer. While the ten-year capital plan currently contemplates the full build out of a North Park and Ride facility, details from Transit Network Improvement Plan may facilitate a phased approach decision to construct a parking facility in the North (without costly terminal amenities in the short term) that could be used by current NAKI park and ride users, also potentially deferring the expansion needs at NAKI. It is these intentions that lead to the recommendation of funding a Transit Network Improvement plan ahead of the immediate parking lot expansion.

The funding year of 2028 for the NAKI Parking Lot expansion is a decision that can be made during the 2027 budget cycle and can benefit from additional knowledge gained through the network improvements. It is Administration's recommendation to keep the project planned for 2028 and to utilize network improvements to mitigate, or potentially postpone, these capital costs accordingly.

ALIGNMENT TO COUNCIL DIRECTION OR MANDATORY STATUTORY PROVISION

N/A

BACKGROUND AND DISCUSSION

Administration has recommended the NAKI Parking Lot Expansion growth initiative be added to the 2027-2036 Municipal Growth Capital Plan with the investment in 2028.

STAKEHOLDER COMMUNICATIONS OR ENGAGEMENT

N/A

IMPACTS OF RECOMMENDATION(S)

Financial:

None at this time. Final funding decisions related to which projects will ultimately move forward will be made by Council as part of the annual budget process.

Compliance & Legal:

None at this time

Program or Service:

None at this time

Organizational:

None at this time

Risks

None at this time

ALIGNMENT TO PRIORITIES IN COUNCIL'S STRATEGIC PLAN

Not applicable

ALIGNMENT TO LEVELS OF SERVICE DELIVERY

N/A

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Author(s): Tim Saunders

Department: Public Operations

Department Director: Tim Saunders

Managing Director: Dinu Alex

Chief Administrative Officer: William Fletcher