BEFORE:	ST. ALBERT SUBDIVISION AND DEVELOPMENT APPEAL BOARD
FILE NUMBER:	**DP073108/SDAB FILE 3011.65**
APPELLANTS:	**SARASOTA HOMES LTD. and GARY ACHESON**
AFFECTED PARTIES:	**PAUL WONG, CAROL OLIVIERI, JENNIFER MILES, and JED GROENENBOOM**
APPLICANT:	**FINESSE HOMES (HASSAN GHUTMY), ON BEHALF OF THE MUSLIM ASSOCIATION OF ST. ALBERT**
DOCUMENT:	**WRITTEN SUBMISSIONS and EXHIBITS OF GARY ACHESON and SARASOTA HOMES** **Hearing: April 15, 2026**
CONTACT INFORMATION OF PARTY FILING THIS DOCUMENT:	**William J. Kenny, K.C.** Kenny Law Barristers and Solicitors Suite 2603, 10104 103 Avenue NW Edmonton, AB T5J 0H8 Phone: (780) 752.1112 Email: wkenny@wjkennylaw.com

A. Introduction

1. On February 19, 2026 the Development Authority (the "**PDD**") of the City of St. Albert (the "**City**") issued a development permit approving the construction of a new mosque for the Muslim Association of St. Albert (the "**New Mosque**") in the Campbell Business Park North (the "**Park**") on lands municipally described as 65 Carlton Drive and legally described as Plan 0625845, Block 8, Lot 9 (the "**Property**").

2. This Brief is submitted on behalf of Gary Acheson and Sarasota Homes Inc. (the "Appellants") who own and operate a business immediately adjacent to the proposed development. Paul Wong, Jed Groenenboom, Carol Olivieri, and Jennifer Miles (together with Gary Acheston and Sarasota Homes Inc., the "**Affected Neighbours**") also operate businesses within the 30 meter notification radius of the Property and have submitted letters of opposition to the proposed development and in support of this Appeal. The Appellants oppose the proposed development on the basis that it is:

   (a) not compatible with the purpose of the Business Park 2 ("**BP2**") District, which is to provide a working environment for a mixture of commercial and light industrial uses in the Park;

   (b) not in compliance with provincial legislation, incompatible with the land use purposes as set out in applicable bylaws; and

   (c) will have a serious and detrimental impact on their property and business, including, without limitation, the traffic and the safe use of roads of the Park, with the application materials dramatically understating the proposed development's worshipper capacity, parking needs, and impact on local traffic.

B. Background

Campbell Business Park North

3. The product of over 23 years of development, the Campbell Business Park is zoned as a BP2 District. It occupies an area of approximately 55.24 hectares. The Park is designed for an area of commercial and light industrial use that, along with the rest of the wider Campbell Business Park, supports nearly 1,500 jobs. Consistent with its status as a commercial and industrial area, the Park has no sidewalks and no

crosswalks. There are no traffic lights or other control devices to accommodate pedestrian movement.

4. The proposed development is in the western portion of the Park, a location of over 700 meters by road from the furthest areas of available parking within the parking survey zone of the Transportation Impact Assessment ("**TIA**") provided by the Muslim Association of St. Albert.[1]

5. The Park is not yet fully developed. Approximately 25% of the lots remain unsold or otherwise undeveloped, and necessary road works and lot access will further reduce on-street parking. Additional competition for parking spaces can be expected as more lots are developed.

6. The attraction of a business park comes from the agglomerating effect of similar businesses located in close proximity. Such businesses have similar needs and provide complementary services. The compatibility of Park users is critical to the intended use and must honour the intent conveyed by the original design concept of the Park zoning. In other words, current users bought into a commercial and industrial park because the area would have complimentary commercial and industrial neighbours, as well as distinct features catering to commercial and industrial users, including limited pedestrian access and free flow of vehicular traffic without anticipated congestion.

7. The current development is contrary to the intended use of the commercial and industrial development. It provides no commerce, projects heavy pedestrian use on peak periods of traffic demand and attendant congestion. While religious assembly is a discretionary use in a BP2 development, that is not to be allowed where the discretionary use not only competes with but is expected to completely overwhelm existing users at periods of peak demand.

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[1] Transportation Impact Assessment (TIA) For Mosque at 65 Carleton Drive, St. Albert, MR Engineering Ltd, December 2, 2025 ("**TIA"**) **[Tab 1]**.

The Proposed Development

8. The proposed development is 2.59 acres and located within the BP2 District under the City of St. Albert *Land Use Bylaw*.[2] Religious Assembly is a discretionary use in the BP2 District.

9. There is an existing mosque, located in the Park at Unit 20, 315 Carleton Drive (the "**Existing Mosque**"). Attendance at the Existing Mosque has grown and continues to grow. The Applicant acknowledges that attendance exceeds capacity and that it has imposed operational constraints. The Affected Neighbours have noted and documented the resulting increased traffic congestion during Friday afternoon worship times at the Existing Mosque.[3]

10. The proposed development represents a major change to the Park by adding a 22,275 sq. ft Mosque. The Applicant estimates a capacity for approximately 530 worshipers attending prayers on Friday afternoon and the site plan outlines 140 parking stalls. Significant further expansion is being contemplated in the future.

C. The Proposed Development Significantly Underestimates User Capacity and Needs

11. The proposed development has understated the occupant capacity of the New Mosque for the purposes of calculating parking requirements.

12. The development plan prepared by Hartwig Architecture in support of the New Mosque (the "**Development Plan**") shows a "Men's Prayer" area on the main floor, as well as a secondary lobby designated for prayer overflow.[4] Together these two areas are estimated by the Applicant to accommodate only 364 occupants. The second floor "Women's Prayer" room and "Learning Centre," which is designated for prayer overflow, is estimated to accommodate 166 additional occupants. This gives

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[2] St. Albert Land Use Bylaw No. 18/2024 ("**Land Use Bylaw**") **[Tab 2]**.

[3] Photos of Existing Mosque parking congestion, Appeal of Jennifer Miles against the DP of 65 Carleton Drive.

[4] *New Mosque Development Plan*, Hartwig Architecture Inc., November 16, 2025 **[Tab 3]**.

the total of 530 persons stated in the TIA to be the maximum occupancy to which the New Mosque is designed.[5]

13. However, architectural drawing A2.1 **[Tab 3]** shows the Basement Plan designed with an "Overflow Prayer Room" of a similar dimension as the area of the "Men's Prayer" area on the main floor. Adjacent to the basement's Overflow Prayer Room is a lobby labelled as prayer overflow with similar dimensions to the prayer overflow lobby on the main floor. The Development Plan assumes a prayer space per worshipper of approximately 13.63 sq ft for the main floor Men's Prayer area and 16.67 sq ft per worshipper for the main floor lobby prayer space. Applying these numbers to the comparable overflow spaces in the basement, the Overflow Prayer Room will accommodate an additional 262 occupants and the lobby overflow prayer space will accommodate an additional 45, for a total of 307 additional occupants in the basement worship spaces, which were not taken into account in the TIA. This brings the total worshipping occupants for the New Mosque to 837. As a reference see the Occupancy Spreadsheet attached as **Tab 4**.

14. The six designated prayer areas on all three floors of the New Mosque are a total of 12,070 sq feet. With 837 occupants, this means each worshipping person is allocated over 14.42 sq ft per person.

15. Further spaces in the basement, particularly the four flex rooms and the play room, may also function as probable overflow prayer spaces even if not formally designated as such. If the 1,760 sq ft of the flex rooms and playroom are also counted, the worshipper capacity increases to at least 942.

16. Even a worship capacity of 837 - 942 individuals is still an underestimate because the standard average space for a mosque worshipper is significantly less than the 13.63 – 16.67 sq ft estimated by the Development Plan. In an academic paper on Islamic Design Standards for public buildings, Ahmed Mokhtar, a professor with a PhD in architecture and a specialist in Islamic design standards, notes a minimum

[5] TIA at s. 2.6, p. 16 **[Tab 1]**.

required space of 0.72m sq (7.75 sq ft) for the average Muslim worshipper, but that a larger area of 1.0m sq (10.76 sq ft) per worshipper is more appropriate for the full range of actions involved in Friday ceremonial prayers.[6] Even if the basement is not used for worship, this yields space for an estimated 839 – 1,165 worshippers in the main and second floor prayer areas. If just the basement areas acknowledged as worship overflow by section A.2.1 of the Development Plan are included, the estimated number of worshippers increases to between 1,108 and 1,530. If the flex and play rooms are included, the total maximum worshipper capacity of the proposed development is between 1,271 and 1,757 individuals.

17. The actual worshipper capacity of the New Mosque is therefore several times higher than that assumed by the TIA, the Transport Planning Engineer, and the DA. As the TIA is based on an incorrect assumption of worshipper capacity, the TIA's conclusions are substantially understated and cannot be replied upon.

D. The Proposed Development Has Insufficient Parking Available

18. The parking capacity of the proposed development is grossly inadequate to meet the parking needs for the capacity of the proposed development.

19. The TIA indicates that for 530 occupants an additional 91 on street parking stalls are necessary to augment the 140 on-site parking stalls. The TIA identifies only 138 unused on street parking stalls being available during Mosque peak usage hours, for a total of 278.[7] With the Development Plans indicating at least another 307 occupants utilizing the basement prayer spaces, for a total of 837 occupants, even conservative occupancy estimates will see the demand for parking far exceed all available on street parking. In assessing that 530 worshippers would require 232 parking stalls, the TIA implicitly assumes an average vehicle occupancy rate of 2.28. At that vehicle occupancy rate, the Mosque worshippers of 837 would require 368 parking spaces, 90 more than the total available. On the higher end of worshipper

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[6] Mokhtar, A. [2009] "Design Standards for Muslim Prayer Facilities Within Public Buildings." Paper presented at the 2009 ARCC Architectural Research Conference: *Leadership in Architectural Research, Between Academic and the Profession*, University of Texas at San Antonio, at p. 165 **[Tab 5]**.

[7] TIA at s. 4.2, p. 29 **[Tab 1]**.

capacity estimates, 771 parking spaces would be required, with a parking space deficit of 493.

20. The inadequacy of the proposed development's parking plan is exacerbated by the fact that the assumption of 2.28 individuals per vehicle is itself also an overestimate and not grounded in actual observation or other empirical data. Observations by the Affected Neighbours of the actual average vehicle occupancy rate during Friday prayers at the Existing Mosque estimate 1.36 persons per vehicle. This is notwithstanding that the Existing Mosque has very limited parking and is at overcapacity. Even an average vehicle occupancy rate of 2.0 would result in insufficient parking for 530 worshippers, let alone the recalculated worshipper occupancy spaces or 1.36 persons per vehicle. If the recalculated worshipper capacity is applied and 1.36 persons per vehicle continues to be the norm for the Mosque, the required parking would be as high as 1,292 parking spaces, over triple all of the on-street parking in the area plus the parking stalls added by the proposed development.

21. It should further be noted that approximately 1/3 of Parking Survey Zone "D" in the TIA is situated not in BP2 but in an industrial zone.

22. The DA based the parking requirements on section 4.6(30) of the Land Use Bylaw, which sets the **minimum** number of parking stalls at the greater of either one stall per eight seats, or one stall per 50 sq meters of gross floor area. The New Mosque is a discretionary use, which requires the DA and the SDAB to evaluate its impact on neighbouring properties, and if appropriate, to impose parking requirements in excess of the minimum in order to mitigate the impacts.

23. The minimum parking requirements are based on a ratio that is inadequate to meet the distinct needs of the New Mosque in this particular location. The peak worship times for the New Mosque will not be limited to evenings or weekends, but rather will be during a weekday afternoon, when the surrounding commercial and light industrial businesses are open and operational. There is no public transit service during the peak worship times. All worshippers will be traveling to the New Mosque

by private vehicles. A 1/8 ratio of stalls to "seats" maximum occupancy is entirely deficient. The proposed 140 parking stalls cannot meet the realistic needs of the new development. The result is that the parking demands associated with the New Mosque will overwhelm the Park during peak worship times.

24. Furthermore, the TIA's parking survey data is based upon the parking situation as of October 2025 and does not address the impact of continued and likely future Mosque attendance growth. The omission of such projections from the TIA further limit the value of its findings. The TIA's assumption that 138 on-street parking spaces would be available to users of the New Mosque therefore significantly overstates future parking availability. In the Parking Requirements Spreadsheet attached as **Tab 6**, this number is accordingly reduced to 105 to account for future growth and development in the park.

E. The Proposed Development Does Not Comply with the Applicable Statutory Plans

25. Section 687(3) of the *Municipal Government Act* requires the SDAB to comply with any land use policies, statutory plans, and land use bylaws in effect.[8]

26. The City's Campbell Business Park North Area Structure Plan (the "**ASP**") set up the Park to accommodate a variety of light industrial and commercial uses, set up in a circular radial pattern with the centre occupied by an anchor tenant, followed by a ring of smaller businesses, which would then in turn be ringed by larger businesses. Section 1.2 of the ASP is explicit that the purpose of this development design is to cater to the needs of the St. Albert business community.[9] The proposed development would occupy a large portion of the southeastern flank of the inner ring.

27. The City's Municipal Development Plan ("**MDP**")[10] contains no policy to support the development of a large-scale religious building with significant unsupported parking

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[8] RSA 2000, c M-26 **[Tab 7].**

[9] *Campbell Business Park North Area Structure Plan*, Schedule "A" to Bylaw No. 9/2003 **[Tab 8]**.

[10] *Flourish: Growing to 100K, City of St. Albert Municipal Development Plan*, Bylaw 20.2020 **[Tab 9]**.

needs, such as the proposed development, in districts zoned for commercial and light industrial use.

28. The significant negative impact the proposed development will have on parking and traffic in the Campbell Business Park will frustrate the purpose of section 6.1 of the MDP to attract, support and retain businesses. It will also frustrate the purpose of section 8.2 of the MDP to develop an efficient street network to balance the efficient and safe movement of pedestrians and vehicles.

F. The Proposed Development is not Compatible with the Surrounding Area

29. The Alberta Court of Appeal applied the following test for a discretionary development in *Rossdale Community Leage (1974) v Edmonton Subdivision and Development Appeal Board*:[11]

> The object and purpose of discretionary use is to allow the development authority to assess the particular type and character of the use involved, including its intensity and its compatibility with adjacent uses.

In other words, the question is whether the proposed development is suitable for the site, taking into consideration the impacts on surrounding properties.

30. When determining whether to exercise discretion to approve a discretionary use, the purpose of the applicable district should be considered.

31. The purpose of the BP2 District is to provide a "…working environment for a mixture of commercial and light industrial uses...that is an economic asset to the owners, neighbours, and the community."[12] Although a religious assembly is a discretionary use, the particular features of the proposed development do violence to BP2's statutory purpose. If the proposed development is approved, the profoundly inadequate lack of parking will result in large-scale street parking beyond what is envisioned in the TIA and will resemble a much larger scale version of the situation

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[11] *Rossdale Community Leage (1974) v Edmonton Subdivision and Development Appeal Board*, 2009 ABCA 261 **[Tab 10]**, at para 14.

[12] Land Use Bylaw at s. 5.12(2), p. 183 **[Tab 2]**.

currently caused to nearby streets by the Existing Mosque's overcapacity, as demonstrated by the photos attached as **Tab 3** as well as in the video presentation of Gary Acheson and Michelle Fogolin of April 1, 2026.

32. The surrounding area does not have sidewalks and is not designed for pedestrians. Currently, attendees at the existing Mosque park on both sides of the street, forcing pedestrians to walk in the middle of the street. With a significantly larger capacity, the New Mosque will exacerbate this situation, resulting in a large number of pedestrians walking in the middle of the street. The peak activity will coincide with the peak period for commercial and industrial traffic associated with the other businesses in the Campbell Business Park. This condition represents a serious safety concern, particularly as families and children will comprise a significant proportion of the pedestrians channeled into the middle of the street during a regular period for commercial vehicle traffic of not only cars, but also larger trucks of various sizes. [13]

33. The introduction of a large number of pedestrians onto the street in the Park will be a significant change and will impact commercial traffic and operations associated with other business in the area. The TIA's omission on analyzing the impact of pedestrian traffic, including significant distances of more than 700 meters from street parking locations to the proposed development, constitutes another limitation to its findings.

34. The result of approving the proposed development will be to effectively redistrict the Property to Business Park 1 District ("**BP1**"). The BP1 District is intended for more mixed use developments that are oriented and designed to encourage pedestrian activity.[14] Approval of the proposed development therefore permits the Applicant to operate in the same manner as if the Property was in a BP1 District without having to go through the public consultation, amendment and review process to formalize

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[13] TIA, at s. 2.3, p. 11 **[Tab 1]**

[14] Land Use Bylaw at s. 5.11(2), p. 179 **[Tab 2]**.

the redistricting and without having to develop the required pedestrian infrastructure to support it.

G. The Proposed Development Will Violate Traffic Safety Legislation

35. Not only will this situation create a serious safety hazard and negatively impact the ability of adjacent businesses to operate, directing pedestrians to navigate the road in the above manner will force a violation of the *Traffic Safety Act's Use of Highway and Rules of the Road Regulation*.[15]

36. Section 90(2) of The Use of Highway Regulation requires that where no sidewalk is available, a pedestrian must walk on the shoulder or left side of the road facing oncoming traffic. The channelling of pedestrians down the middle of the road in an area without sidewalks or crosswalks, necessitated by the lack of pedestrian infrastructure and lack of on-site parking to support the proposed development, will force pedestrians to violate this provision.

37. The practical effect of the proposed development's large-scale use of street parking on both sides of the road in an area without sidewalks will be to compel pedestrians to walk down the middle of the road and thereby violate the provision.

38. Other provisions of the Use of Highway Regulation will at the very least frustrate and complicate the large-scale pedestrian use of the relevant roadway. Most seriously besides the total lack of sidewalks in the Park is the total lack of crosswalks in the BP2 District. Aside from the evident safety issue this poses, sections 41(3) and 92 of the Use of Highway Regulation confirm that, outside of crosswalks, vehicles have the right of way and pedestrians must yield. The practicality and even ability for both drivers and pedestrians to appropriately follow these provisions in the described circumstances is questionable.

39. The Affected Neighbours have also noted and documented bylaw and other legal infractions by attendees of the Existing Mosque as a result off the increasing traffic

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[15] *Traffic Safety Act*, RSA 2000, c T-6; *Use of Highway and Rules of the Road Regulation*, Alta Reg 304/2002 ("**Use of Highway Regulation**") **[Tab 11]**.

congestion, including but not limited to parking directly in front of fire hydrants and blocking intersections during Friday afternoon worship times. Due to the lack of sufficient parking for the New Mosque, the proposed development will increase rather than decrease the frequency of such infractions.

H. Failure to Consider Future Developments

40. The TIA also failed to consider the impact of future proposed developments both on the Property and within the Park. In both cases, local traffic and parking capacity will be even further stressed. Notably, section A1.5 of the Development Plan includes plans for a 14,000 to 22,000 2-story commercial building immediately adjacent to the proposed development's parking stalls without any associated proposal or space for the addition of further parking. Section A1.5 also includes a future 1,300 sq ft addition to the New Mosque, also without any proposed or even space for increased parking. There are also large additional sections of the Park nearby that remain undeveloped.

41. Although such future developments have not been approved, the DA may have limited grounds to deny permitted use developments that by themselves conform to the Land Use Bylaws, but due to the circumstances created by the New Mosque further contribute to and are impacted by the serious parking and traffic problems and the resulting safety issues.

I. Notification of the Development Permit was Inadequate

42. For the initial public engagement, notice was provided to those residents within 30 meters of the development. Given the serious potential impact of the entire parking and traffic situation of the Campbell Business Park, this level of notice and engagement is insufficient, as many affected parties may not be aware of the approved development permit. For this reason, the DA should have notified property owners across a greater area pursuant to section 2.14(3) of the Land Use Bylaw.

J. Conclusion

43. The proposed development is a discretionary use in the BP2 District. Therefore, the SDAB is required to determine whether the proposed development is suitable for this site. To make this determination, the SDAB must consider the impacts on surrounding properties.

44. The Applicant's assumptions regarding peak attendance are unsupported and significantly underestimated. Even using the Applicant's underestimated assumptions as to peak attendance, the proposed development will still require significant street parking. The proposed development does not have sufficient on-site parking to meet parking demand during peak periods.

45. Considering all the space that is available for occupants and using standard design estimates, the street parking needs in the TIA are substantially understated. Based on supported assumptions regarding peak attendance, the street parking needs of the proposed development during peak periods will exceed all available street parking in the Park and will deprive other business owners of access to street parking.

46. The peak period for the proposed development is during Friday afternoon, which coincides with normal operating hours for the other businesses operating in the Park. During peak periods, the traffic and street parking demand associated with the proposed development will overwhelm all other local traffic and consume most if not all of the available street parking in the Campbell Business Park.

47. The Park was designed and until now has been available for commercial and light industrial use. It is not designed to accommodate pedestrian traffic. The proposed development will generate significant pedestrian traffic within the Park, which is not compatible with the surrounding commercial and industrial businesses.

48. There are no sidewalks or crosswalks in the BP2 portion of the Park. As the proposed development does not provide sufficient on-site parking, attendees who park on the street will be required to walk within the roadway, which is both dangerous and against the law. This will increase congestion and create operational conflicts with commercial vehicles servicing or accessing businesses in the Park.

The result will be conditions that are unsafe for attendees of the proposed development and that materially interfere with the use and operation of existing businesses.

49. The proposed development will entirely change the dynamic of the commercial/industrial use of the Park. It is not compatible with the surrounding businesses, will cause significant traffic and parking impacts and will create unsafe conditions for attendees. For these reasons, the appeal should be allowed and the development permit should be revoked.

50. All of which is respectfully submitted this 10th day of April, 2026.

Index of Exhibits

Tab

TAB “1”

ENGINEERING LTD.

SAFETY
FIRST PRIORITY

Transportation Impact Assessment (TIA)
For

Mosque at 65 Carleton Drive, St. Albert

Submitted to

Muslim Association of St. Albert

December 2, 2025

Revision-2

Prepared by:

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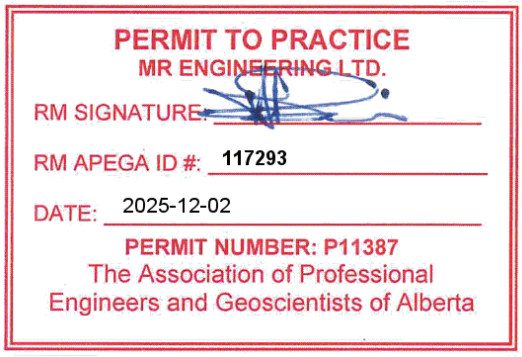
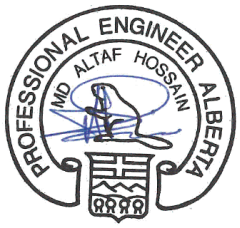
info@mrengineering.ca III www.mrengineering.ca

Transportation Impact Assessment
For

Mosque at 65 Carleton Drive, St. Albert



APEGA Corporate Permit



2025-12-02
APEGA ID # 117293

Engineer's Stamp

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1 INTRODUCTION

1.1 Background

Muslim Association of St. Albert has submitted a development permit application for the construction of a mosque located at 65 Carleton Drive within the City of St. Albert. In support of the City's review process, and to evaluate the transportation-related implications of the proposed development, MR Engineering Ltd. was retained to undertake a Transportation Impact Assessment (TIA).

1.2 Study Objectives

A Transportation Impact Assessment (TIA) provides a framework to evaluate, understand, and mitigate potential transportation and traffic-related impacts resulting from new development.

The primary objective of this TIA is to identify roadway and intersection geometry requirements, along with any supporting transportation improvements, that may be necessary to accommodate additional traffic anticipated from the proposed mosque development.

1.3 Study Methodology

The assessment presented in this report reflects a comprehensive review of the development context, site access requirements, and surrounding transportation network considerations. The TIA was undertaken using the following methodology:

- Reviewing existing site conditions, including surrounding land uses, roadway characteristics, and existing traffic conditions.
- Estimating future vehicular trip generation associated with the proposed development based on applicable land use assumptions.
- Distributing and assigning the projected traffic volumes onto adjacent roadways in accordance with the proposed access strategy and anticipated trip origins and destinations.
- Reviewing the development site plan to identify potential modifications or design considerations required to ensure safe and efficient traffic circulation.
- Identifying peak parking periods and estimating parking demand generated by the development.
- Assessing on-street parking opportunities through an analysis of current on-street parking characteristics and those anticipated to be generated by the proposed development.

- Determining the appropriate on-site parking supply to meet anticipated needs.
- Conducting a detailed capacity analysis at study intersections to identify possible constraints, as well as roadway, traffic control, or geometric improvements required to maintain safe and acceptable levels of service.

1.4 Study Intersections and Assessment Horizons

Traffic generated by the proposed development is expected to primarily affect operations along Centre Street. Based on consultation with the City of St. Albert, the following intersections were selected for assessment:

- Centre Street / Carleton Drive
- Centre Street / Circle Drive
- Centre Street / Site Access
- Carleton Drive / Site Access

The mosque is anticipated to be fully constructed and operational by the end of 2026. Accordingly, the year 2026 has been identified as the build-out horizon year for this analysis. In alignment with the City of St. Albert's TIA Guidelines, the development requires a Type C TIA; therefore, the year 2031 has been selected for long-term horizon assessment.

2 EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

2.1 Site Location and Context

The development site is located within Campbell Business Park in City of St. Albert and is generally bounded by Centre Street to the north, Circle Drive to the east, Carleton Drive to the west and private developments to the south. The municipal address of the site is 65 Carleton Drive. The site location is shown in **Exhibit 2-1**.

The site is currently vacant. The surrounding land uses primarily includes business and business industrial land uses. Vacant land located immediately east is designated as business park use and vacant land located immediately west is designated as Public and Private Services in Campbell Business Park North Area Structure Plan.

2.2 Roadway Network

- Centre Street is 2-lane undivided industrial/employment road. The existing pavement width along the development site is about 11.0m. No active transportation facility is currently available on either side of Centre Street. Parking is permitted on both sides of Centre Street. The speed limit on Centre Street is 50km/h and street lights are available.
- Carleton Drive is 2-lane undivided industrial/employment road. The existing pavement width along the development site is about 11.0m. No active transportation facility is currently available on either side of Carleton Drive. Parking is permitted on both sides of Carleton Drive. The speed limit is 50km/h and street lights are available.
- Circle Drive is 2-lane undivided industrial/employment road. The existing pavement width along the development site is about 11.0m. No active transportation facility is currently available on either side of Circle Drive. Parking is permitted on both sides of Circle Drive. The speed limit is 50km/h and street lights are available.
- Centre Street/Carleton Drive intersection is a 4-way intersection with stop sign on the north and south approaches (Carleton Drive approaches). All the intersection approaches include a single shared left-turn, through and right turn lane. Lighting is available at the intersection and sightlines are not limited.

Exhibit 2-1: Site Location

- Centre Street/Circle Drive intersection is a 3-way intersection with stop sign on the east and west approaches. The east approach of the intersection is private access. All the intersection approaches include a shared lane. Lighting is available at the intersection and sightlines are not limited. .

2.3 Alternative Transportation Network

There is currently no active transportation facility available on roadways abutting the site. The closest active transportation facility is located along Campbell Road about 200m away from proposed site accesses. All the roadways except the boundary/arterial roads within Campbell Business Park lack sidewalks. Pedestrian and cyclists currently shares public roads with vehicular traffic. The Campbell Business Park is currently served by two transit routes. Route A12 provides service generally in about every 15-30 minutes in the AM period from 6:00 AM to 8:30 AM on weekdays. Route A13 provides service generally in about every 20 minutes in the PM period from 4:00 PM to 7:00 PM on weekdays. No transit service is available on weekends. The transit routes provide connection with Naki Transit Centre and Park and Ride, where transit riders can take other connecting routes to travel in other areas of St. Albert.

The nearest transit stop for both Route A12 and Route A13 is located adjacent to planned site access off Carleton Drive.

2.4 Existing Traffic Volume

Traffic counts were completed at the Centre Street/Carleton Drive and Center Street/Circle Drive intersections on Friday, August 15, 2025 between 12:00 PM and 3:00 PM as suggested by City of St. Albert to capture background traffic condition for Friday prayer peak hour. In addition, traffic volumes in and out of the private access located on the north side of Centre Street immediately west of Circle Drive were also recorded. The proposed site access off Carleton Drive will align with this private access. The peak hour occurred between 12:30 PM and 1:30 PM. The 2025 Friday afternoon peak hour traffic volumes are shown in **Exhibit 2-2**. No pedestrian or cyclist was observed during traffic counts period. Detailed traffic counts are included in **Appendix A**.

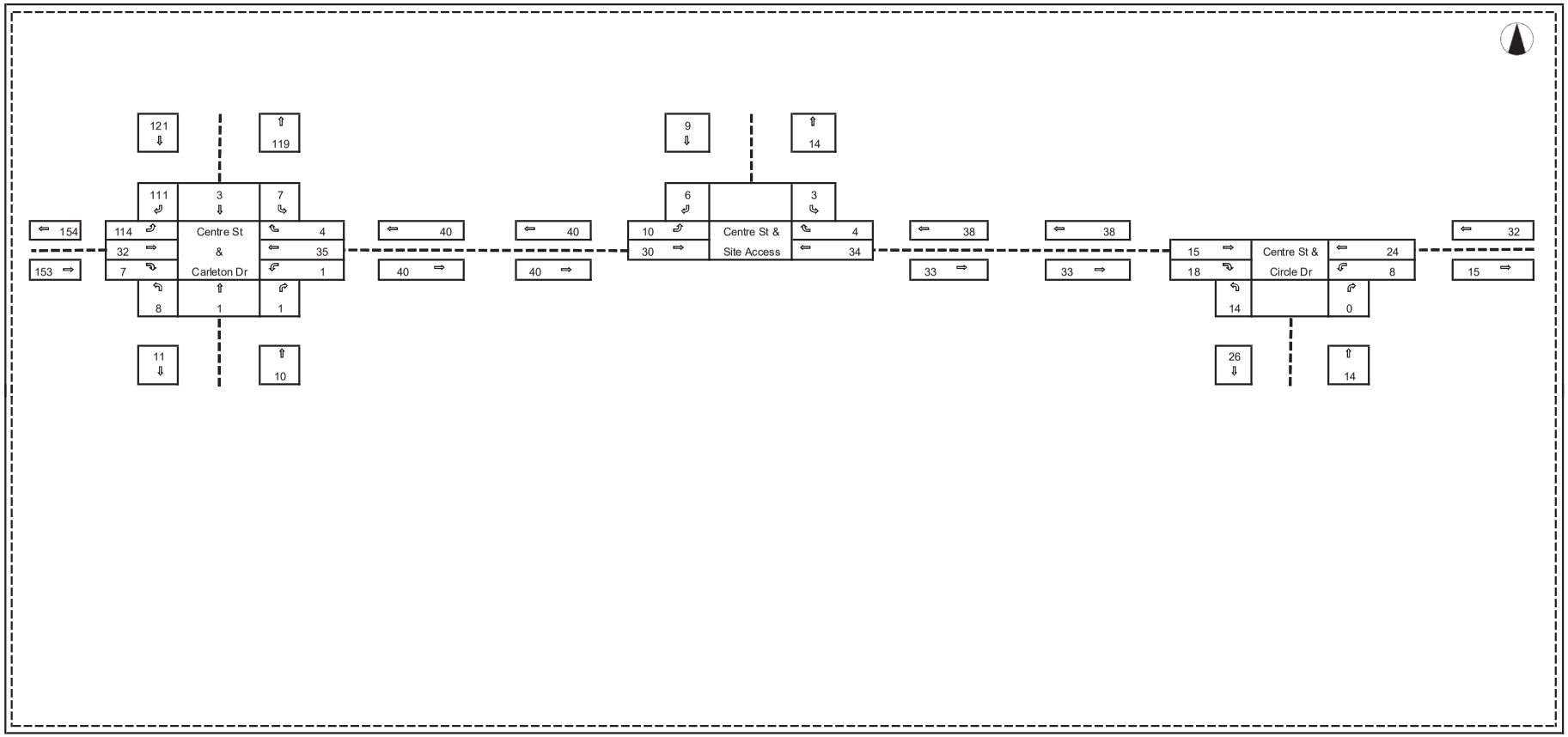

Exhibit 2-2: 2025 (Existing) Traffic Volumes – Friday Prayer Peak Hour

2.5 Background Traffic Volume

The 2026 and 2031 background traffic volume was estimated by applying a 1.5% growth rate on 2025 traffic volume. The growth rate was based on St. Albert population growth rate between 2018 and 2024.

The resulting 2026 and 2031 Friday prayer peak hour background traffic volumes are illustrated in **Exhibits 2-3** and **2-4** respectively.

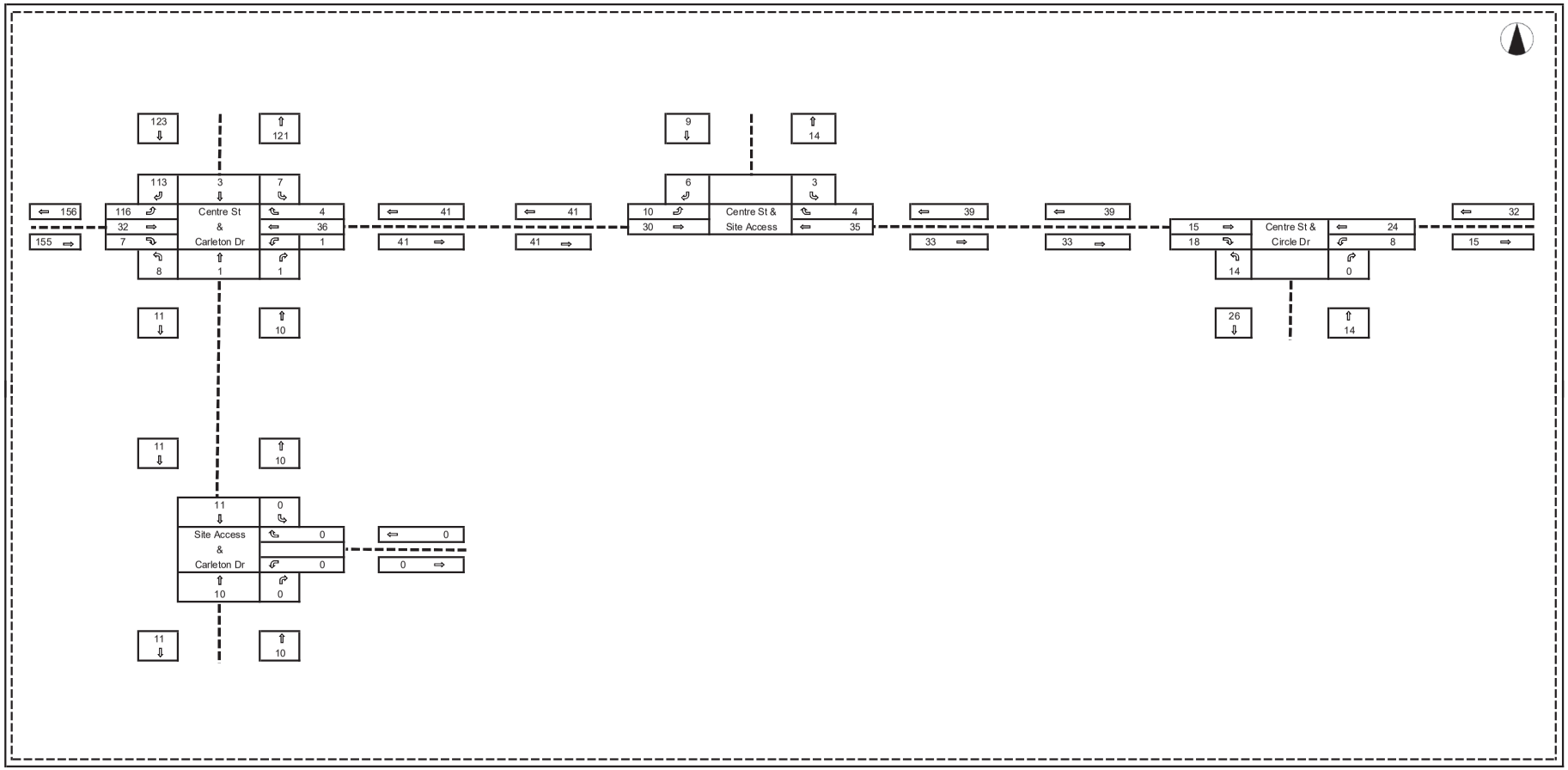

Exhibit 2-3: 2026 Background Traffic Volumes – Friday Prayer Peak Hour

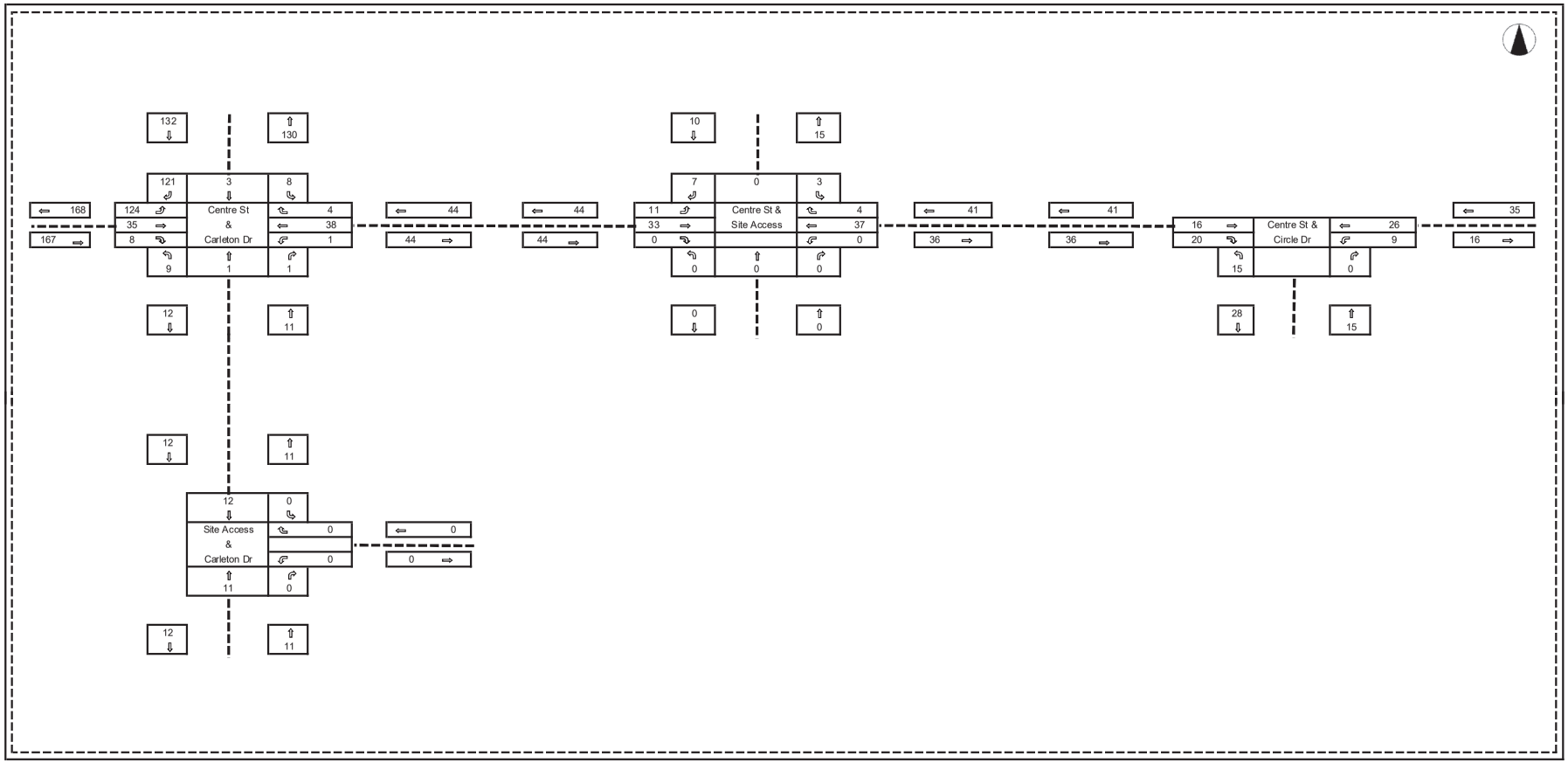

Exhibit 2-4: 2031 Background Traffic Volumes – Friday Prayer Peak Hour

2.6 Proposed Development Characteristics

The proposed development consists of the construction of a two-storey mosque located on the northern portion of the site. The gross floor area (GFA) of the main floor is approximately 9,475 ft², which will primarily accommodate the principal prayer hall (congregation area). The second floor, with a GFA of approximately 3,925 ft², will largely be open to the space below to form part of the main prayer hall, while also providing an additional prayer area. Overall, the mosque is designed to accommodate a maximum occupancy of 530 persons.

The mosque will be used for five daily prayers; however, attendance at these prayers is expected to remain well below the maximum design capacity. In addition to daily use, the mosque will host Jum'ah prayer on Fridays, which are anticipated to attract significantly higher attendance than regular prayers. These services are generally held between 12:00 PM and 3:00 PM, depending on the time of year. While the activities for Jum'ah prayers can last between 30 minutes to 1 hour, most congregants are expected to arrive shortly before the service and depart immediately afterward, creating a concentrated arrival and departure window of approximately 10 to 15 minutes.

Based on the development site plan, the proposed mosque will provide the following:

- 141 on-site parking stalls, including 6 accessible stalls;
- 6 bicycle parking spaces;
- 1 loading space; and
- A 2.5 m wide paved walkway connecting Centre Street and Carleton Drive to the building entrance.

Vehicular access to the site will be provided as follows:

- A primary access from Centre Street, approximately 11.0 m wide, aligned with the existing private access on the north side of Centre Street; and
- A secondary access from Carleton Drive, approximately 9.0 m wide.

Both accesses will be designed as commercial crossings to accommodate two-way traffic and will be stop-controlled at their intersections with Centre Street and Carleton Drive.

The proposed development plan is illustrated in **Exhibit 2-5**.

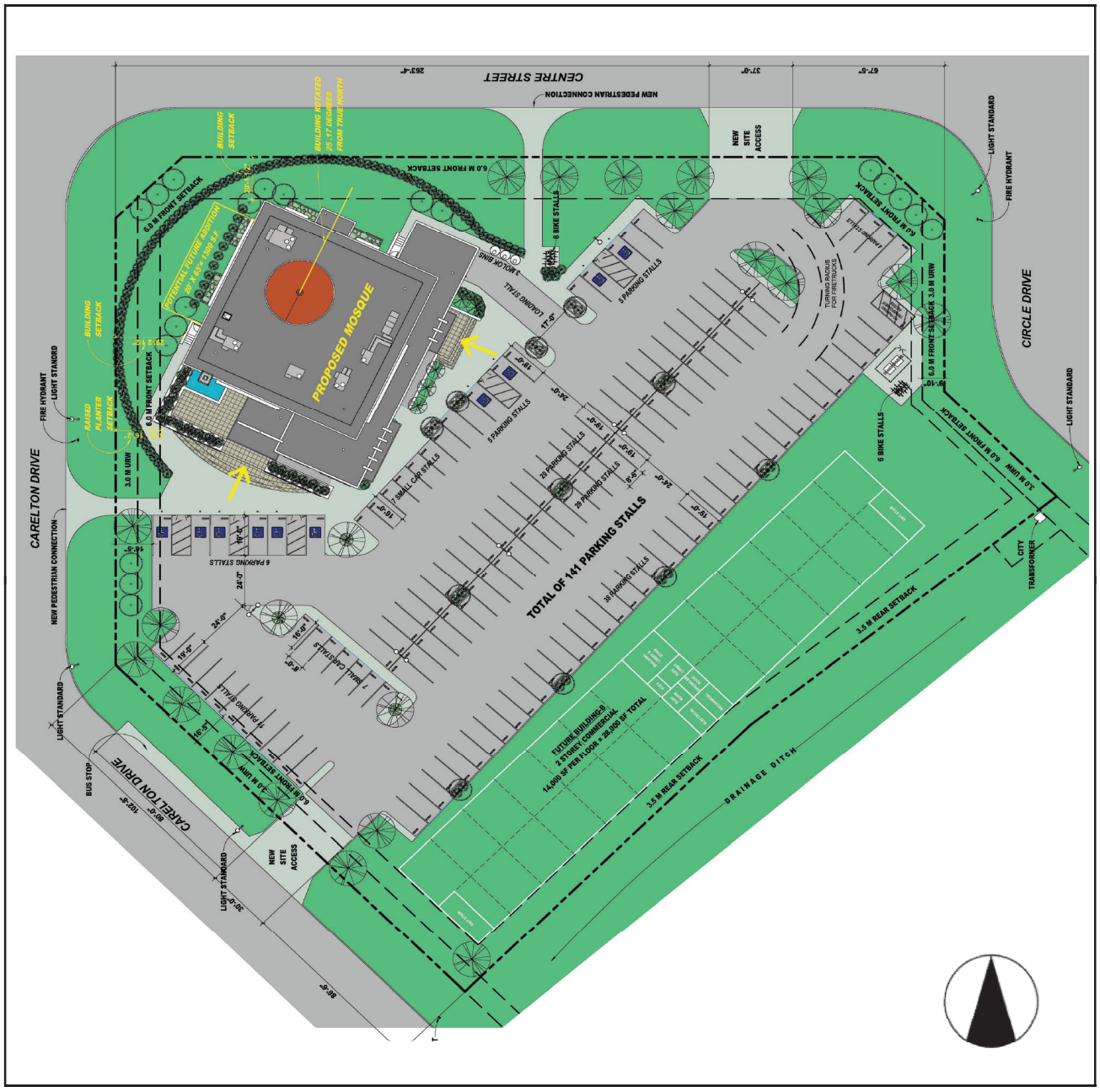

Exhibit 2-5: Proposed Development Concept (Site Plan)

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3 SITE TRAFFIC CHARACTERISTICS

3.1 Trip Generation

The trip generation rates used in the assessment are based on Institute of Transportation Engineers (ITE) Land Use Code 562 – Mosque. The trip generation is based on per 1,000 ft^2 of GFA as ITE Trip Generation Manual doesn't include mosque trip rate based on person capacity. A mosque generates about 23.55 trips per 1,000 ft^2 of floor area during Friday prayer (Jum'ah) peak hour with 43% traffic entering and 57% traffic exiting the site.

Table 3-1 summarizes the development generated trip estimate.

Table 3-1: Site Generated Trip Estimate

Mosque Gross Floor Area (in 1,000 ft^2)	Friday Prayer Peak Hour	
	In	Out
13.40	136	180
Total	**316**	

As presented in Table 3-1, the proposed mosque is expected to generate about 136 inbound trips and 180 outbound trips resulting in 316 total trips during Friday prayer peak hour.

3.2 Trip Distribution and Assignment

Trip distribution was based on a review of land uses in City of St. Albert and surrounding areas. It is assumed that about 75% of the site trips will travel west on Centre Street to take Campbell Road and about 25% of the site trips will travel east on Circle Drive to take Veness Road. Trip assignment was based on availability of site access points and convenience to access the site. **Exhibit 3-1** illustrates the resulting Friday prayer peak hour site generated traffic volumes.

3.3 Total Traffic Estimates

The site generated traffic volume estimate was superimposed on the background traffic volume estimate to generate total traffic volume estimate for use in this assessment. **Exhibits 3-2** and **3-3** illustrate the 2026 and 2031 Friday prayer peak hour total traffic volumes respectively.

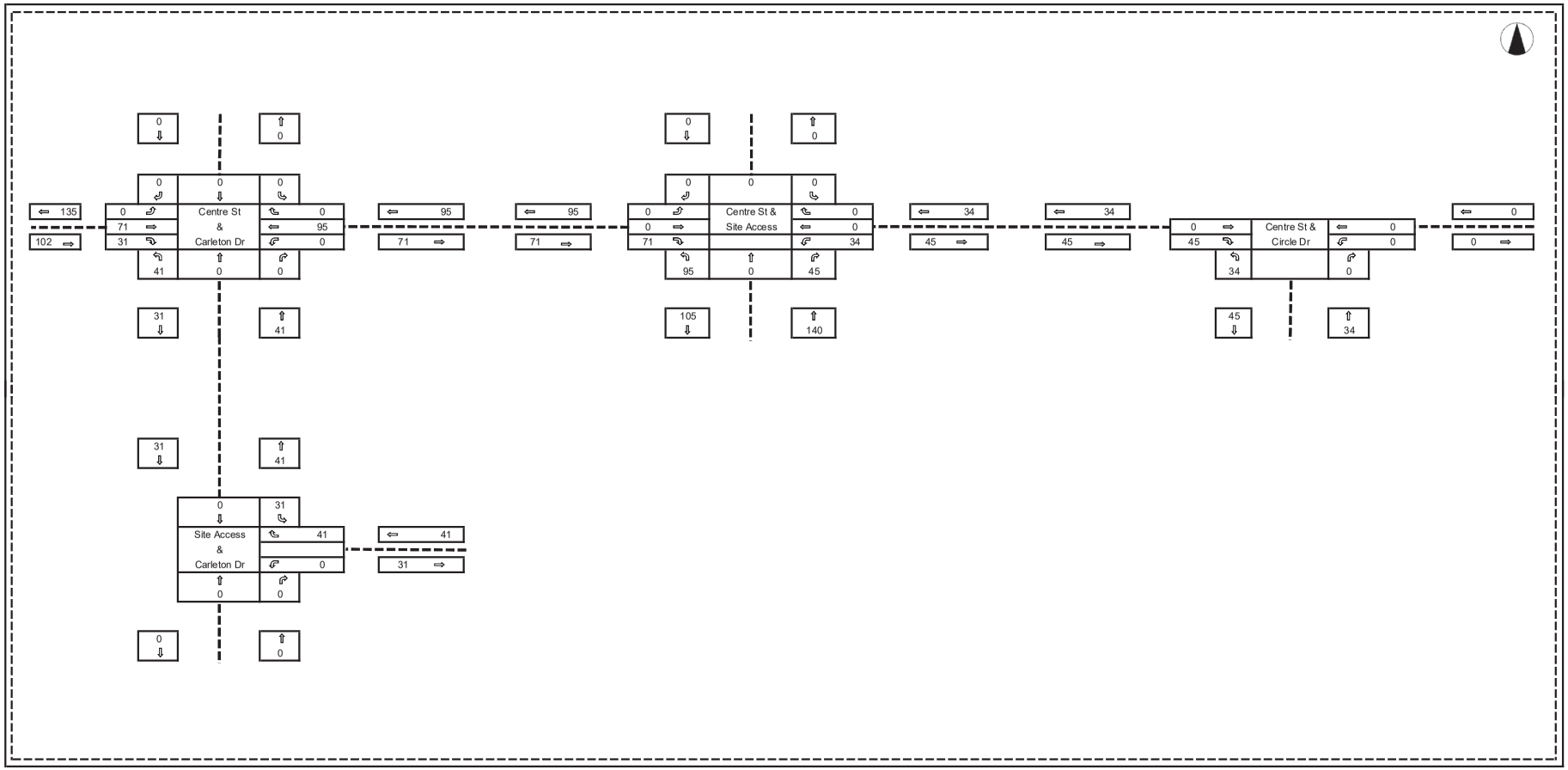

Exhibit 3-1: Site Generated Traffic Volumes – Friday Prayer Peak Hour

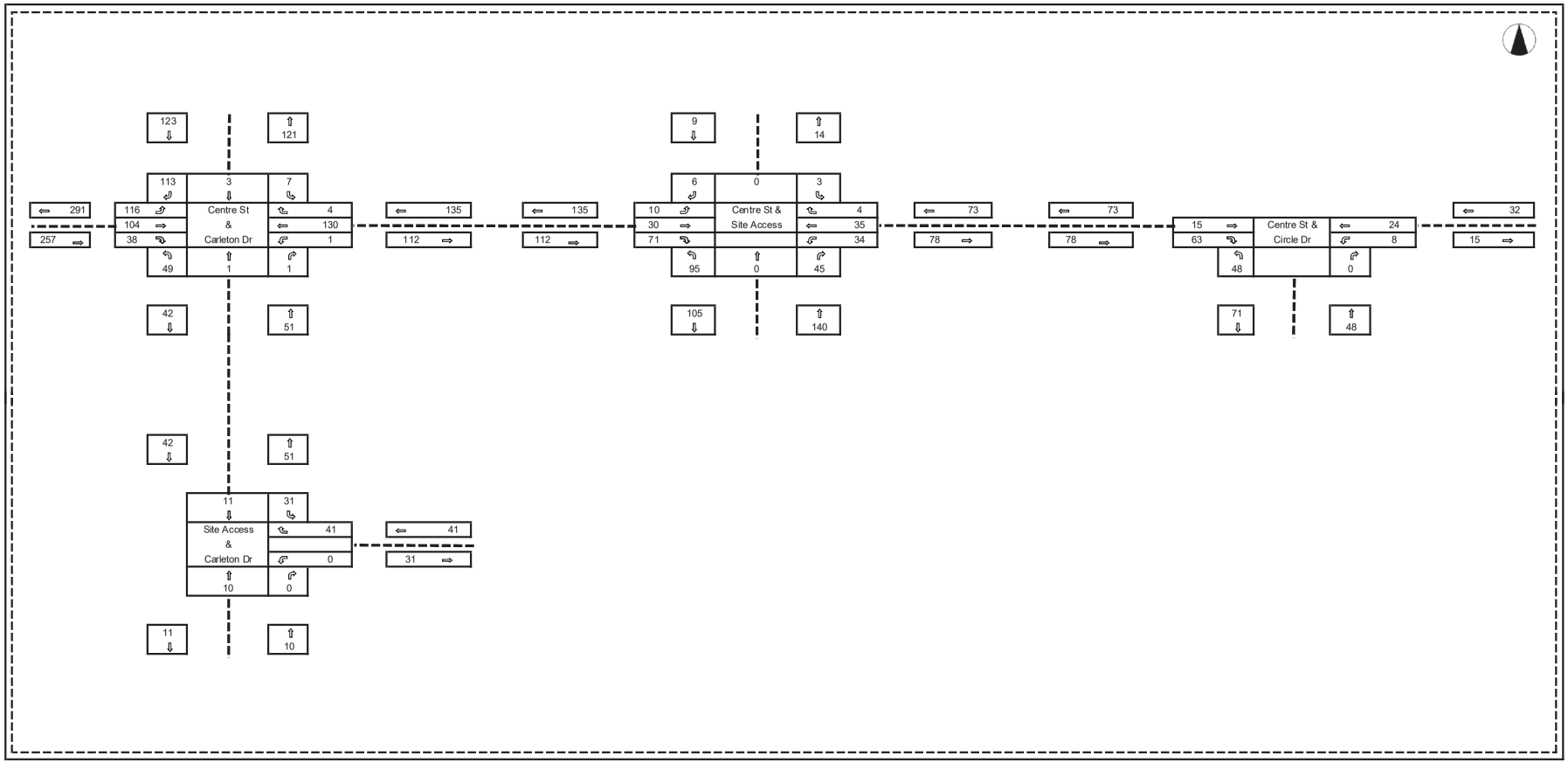

Exhibit 3-2: 2026 Total Traffic Volumes – Friday Prayer Peak Hour

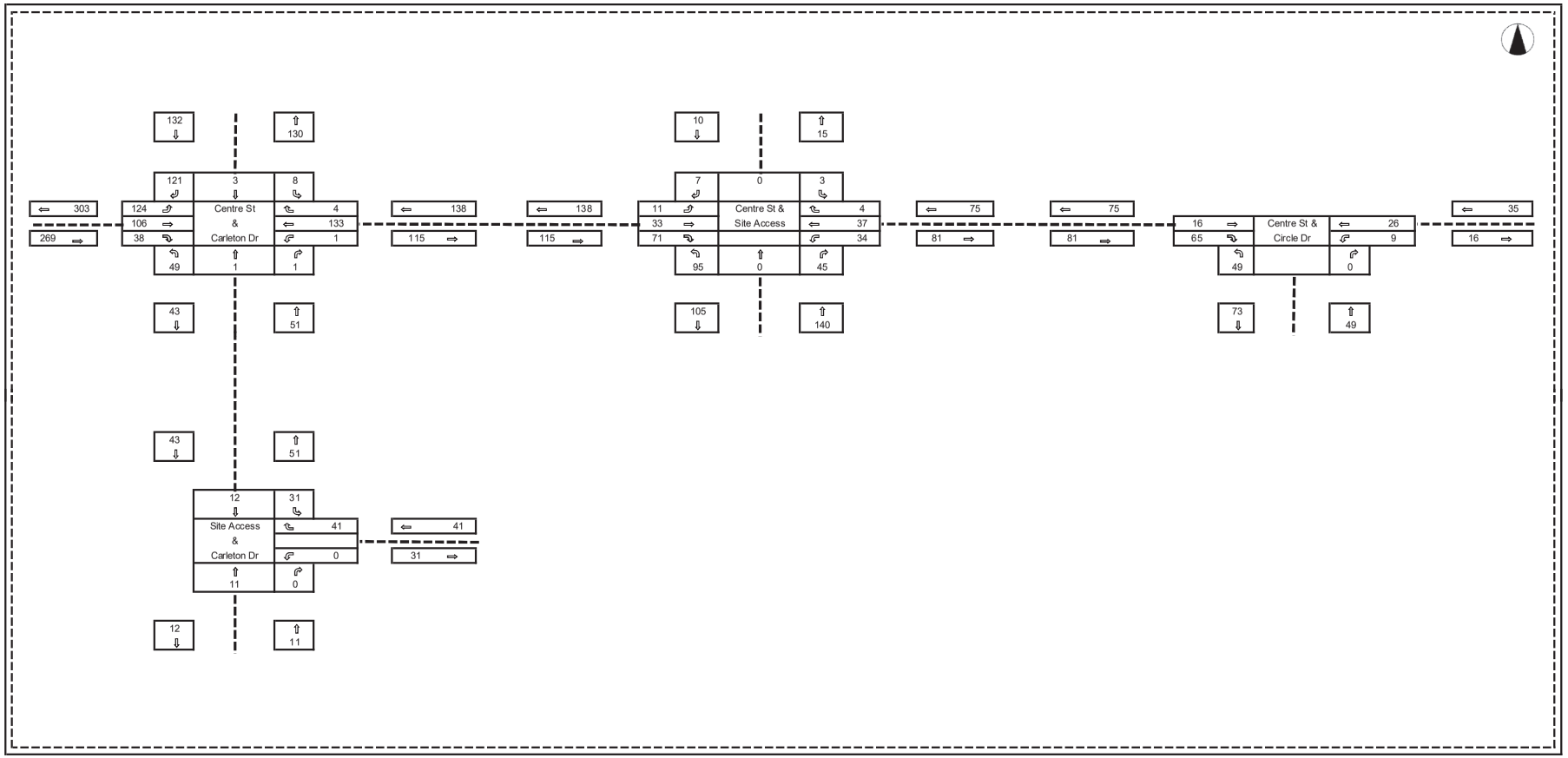

Exhibit 3-3: 2031 Total Traffic Volumes – Friday Prayer Peak Hour

4 TRANSPORTATION ASSESSMENT

4.1 Capacity Analysis

Intersection capacity analyses were completed based on Highway Capacity Manual (HCM) methodology and using Synchro software.

Intersection performance is commonly evaluated using volume-to-capacity (v/c) ratios and Level of Service (LOS). The v/c ratio represents the degree to which traffic demand approaches or exceeds the available roadway and traffic control capacity, while LOS is based on the average delay per vehicle experienced by all traffic at the intersection.

A low average delay corresponds to a LOS A rating, indicating very good operating conditions. At signalized intersections, LOS F occurs when average delays exceed 80 seconds per vehicle, whereas at unsignalized intersections, LOS F is reached when delays exceed 50 seconds per vehicle. In addition, a calculated v/c ratio greater than 1.0 indicates that traffic demand is exceeding the theoretical capacity of the intersection.

Table 4-1 summarizes the levels of service and their respective delay ranges.

Table 4-1: Level of Service Delay Ranges

LOS	Control Delay per Vehicle (seconds)	
	Signalized Intersection	Stop-Control Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

The geometry assumed for study intersection is based on existing condition and is included in the assessment tables. Left turn movements, through movements, and right turn movements are represented by “L”, “T”, and “R” respectively in the assessment tables.

Intersection assessments for study intersections were completed under the existing, background and total traffic scenarios. Detailed Synchro printouts are included in **Appendix B**.

4.1.1 Existing Traffic Condition

The results of the existing condition assessment based on existing intersection geometry and control are presented in **Table 4-2** through **Table 4-4**.

Table 4-2: Centre Street and Carleton Drive – Existing Traffic

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
Traffic Control: Stop sign on the north and south approaches												
Volume (vph)	114	32	7	1	35	4	8	1	1	7	3	111
v/c	0.09			0.0			0.03			0.15		
Delay (s)	6			0			14			9		
LOS	A			A			B			A		
95th Queue (m)	2			0			1			4		
Intersection Delay (s)				**6.7**			**Intersection LOS**			**A**		

Table 4-3: Centre Street & Circle Drive – Existing Traffic

	Eastbound		Westbound		Northbound	
Movement	**T**	**R**	**L**	**T**	**L**	**R**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Traffic Control: Stop sign on the east and west approaches						
Volume (vph)	15	18	8	24	14	0
v/c	0.04		0.04		0.01	
Delay (s)	9		9		7	
LOS	A		A		A	
95th Queue (m)	1		1		0	
Overall Intersection Delay (s)	**8.8**		**Overall Intersection LOS**		**A**	

Table 4-4: Centre Street & Private Access – Existing Traffic

	Eastbound		Westbound		Southbound	
Movement	**L**	**T**	**T**	**R**	**L**	**R**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Traffic Control: Stop sign on the north approach (Assumed)						
Volume (vph)	10	30	34	4	3	6
v/c	0.01		0.03		0.01	
Delay (s)	2		0		9	
LOS	A		A		A	
95th Queue (m)	0		0		0	
Overall Intersection Delay (s)	**1.8**		**Overall Intersection LOS**		**A**	

As shown in Table 4-2 through Table 4-4, the Centre Street / Carleton Drive, the Centre Street / Circle Drive and the Centre Street / Private Access intersections currently operate at an acceptable Level of Service (LOS) under existing traffic conditions with the present geometry and traffic control measures in place.

4.1.2 2026 Traffic Condition

The results of the 2026 traffic condition assessment for the Centre Street / Carleton Drive and Centre Street / Circle Drive are presented in **Table 4-5** and **Table 4-6** respectively.

Table 4-5: Centre Street and Carleton Drive – 2026 Traffic Condition

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
Traffic Control: Stop sign on the north and south approaches												
2026 Background Traffic												
Volume (vph)	116	32	7	1	36	4	8	1	1	7	3	113
v/c	0.09			0.0			0.03			0.15		
Delay (s)	6			0			14			9		
LOS	A			A			B			A		
95th Queue (m)	2			0			1			4		
Intersection Delay (s)				**6.7**			**Intersection LOS**			**A**		
2026 Total Traffic												
Volume (vph)	116	104	38	1	130	4	49	1	1	7	3	113
v/c	0.10			0.0			0.23			0.18		
Delay (s)	4			0			22			11		
LOS	A			A			C			B		
95th Queue (m)	2			0			6			5		
Overall Intersection Delay (s)				**6.1**			**Overall Intersection LOS**			**A**		

As shown in Table 4-5 and Table 4-6, both the Centre Street / Carleton Drive and Centre Street / Circle Drive intersections are expected to operate at an acceptable Level of Service (LOS) under 2026 background and total traffic conditions with the present geometry and traffic control measures in place.

Table 4-6: Centre Street & Circle Drive – 2026 Traffic Condition

	Eastbound		Westbound		Northbound	
Movement	**T**	**R**	**L**	**T**	**L**	**R**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Traffic Control: Stop sign on the east and west approaches						
2026 Background Traffic						
Volume (vph)	15	18	8	24	14	0
v/c	0.04		0.04		0.01	
Delay (s)	9		9		7	
LOS	A		A		A	
95th Queue (m)	1		1		0	
Overall Intersection Delay (s)	**8**		**Overall Intersection LOS**		**A**	
2026 Total Traffic						
Volume (vph)	15	63	8	24	48	0
v/c	0.09		0.05		0.03	
Delay (s)	9		10		7	
LOS	A		B		A	
95th Queue (m)	2		1		1	
Overall Intersection Delay (s)	**8.7**		**Overall Intersection LOS**		**A**	

The results of the 2026 total traffic assessment for the Centre Street / Site Access and Site Access / Carleton Drive are presented in **Table 4-7** and **Table 4-8** respectively. It was assumed the site access approaches will have stop sign control.

Table 4-7: Centre Street and Site Access – 2026 Total Traffic

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
Traffic Control: Stop sign on the north and south approaches												
Volume (vph)	10	30	71	34	35	4	95	0	45	3	0	6
v/c	0.01			0.03			0.27			0.02		
Delay (s)	1			4			12			9		
LOS	A			A			B			A		
95th Queue (m)	0			1			8			0		
Intersection Delay (s)				**6.3**			**Intersection LOS**				**A**	

Table 4-8: Site Access & Carleton Drive – 2026 Total Traffic

	Westbound		Northbound		Southbound	
Movement	**L**	**R**	**T**	**R**	**L**	**T**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Traffic Control: Stop sign on the east approach						
Volume (vph)	0	41	10	0	31	11
v/c	0.05		0.01		0.02	
Delay (s)	9		0		5	
LOS	A		A		A	
95th Queue (m)	1		0		1	
Overall Intersection Delay (s)	**6.2**		**Overall Intersection LOS**		**A**	

As shown in Table 4-7 and Table 4-8, both the Centre Street / Site Access and Site Access / Carleton Drive intersections are expected to operate at an acceptable Level of Service (LOS) under 2026 total traffic condition with stop sign on the site access approaches.

4.1.3 2031 Traffic Condition

The results of the 2031 traffic condition assessment for the Centre Street / Carleton Drive and Centre Street / Circle Drive are presented in **Table 4-9** and **Table 4-10** respectively.

Table 4-9: Centre Street and Carleton Drive – 2031 Traffic Condition

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
Traffic Control: Stop sign on the north and south approaches												
2031 Background Traffic												
Volume (vph)	124	35	8	1	38	4	9	1	1	8	3	121
v/c	0.11			0			0.04			0.19		
Delay (s)	6			0			16			9		
LOS	A			A			C			A		
95th Queue (m)	3			0			1			5		
Intersection Delay (s)				**7.0**			**Intersection LOS**				**A**	
2031 Total Traffic												
Volume (vph)	124	106	38	1	133	4	49	1	1	8	3	121
v/c	0.11			0			0.24			0.20		
Delay (s)	4			0			24			11		
LOS	A			A			C			B		
95th Queue (m)	3			0			7			5		
Overall Intersection Delay (s)				**6.4**			**Overall Intersection LOS**				**A**	

Table 4-10: Centre Street & Circle Drive – 2031 Traffic Condition

	Eastbound		Westbound		Northbound	
Movement	**T**	**R**	**L**	**T**	**L**	**R**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Traffic Control: Stop sign on the east and west approaches						
2031 Background Traffic						
Volume (vph)	16	20	9	26	15	0
v/c	0.05		0.06		0.01	
Delay (s)	9		9		7	
LOS	A		A		A	
95th Queue (m)	1		1		0	
Overall Intersection Delay (s)	**8.9**		**Overall Intersection LOS**		**A**	
2031 Total Traffic						
Volume (vph)	16	65	9	26	49	0
v/c	0.09		0.05		0.03	
Delay (s)	9		10		7	
LOS	A		B		A	
95th Queue (m)	2		1		1	
Overall Intersection Delay (s)	**8.8**		**Overall Intersection LOS**		**A**	

As shown in Table 4-9 and Table 4-10, both the Centre Street / Carleton Drive and Centre Street / Circle Drive intersections are expected to operate at an acceptable Level of Service (LOS) under 2031 background and total traffic conditions with the present geometry and traffic control measures in place.

The results of the 2031 total traffic assessment for the Centre Street / Site Access and Site Access / Carleton Drive are presented in **Table 4-11** and **Table 4-12** respectively. It was assumed the site access approaches will have stop sign control.

Table 4-11: Centre Street and Site Access – 2031 Total Traffic

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
Traffic Control: Stop sign on the north and south approaches												
Volume (vph)	11	33	71	34	37	4	95	0	45	3	0	7
v/c	0.01			0.03			0.27			0.02		
Delay (s)	1			4			12			9		
LOS	A			A			B			A		
95th Queue (m)	0			1			8			0		
Intersection Delay (s)				**6.3**			**Intersection LOS**				**A**	

Table 4-12: Site Access & Carleton Drive – 2031 Total Traffic

	Westbound		Northbound		Southbound	
Movement	**L**	**R**	**T**	**R**	**L**	**T**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Traffic Control: Stop sign on the east approach						
Volume (vph)	0	41	11	0	31	12
v/c	0.05		0.01		0.02	
Delay (s)	9		0		5	
LOS	A		A		A	
95th Queue (m)	1		0		1	
Overall Intersection Delay (s)	**6.1**		**Overall Intersection LOS**		**A**	

As shown in Table 4-11 and Table 4-12, both the Centre Street / Site Access and Site Access / Carleton Drive intersections are expected to operate at an acceptable Level of Service (LOS) under 2031 total traffic condition with stop sign on the site access approaches.

4.2 Parking and Loading Review

Based on a review of the City of St. Albert Land Use Bylaw, the proposed mosque requires 67 on-site parking stalls (calculated based on a maximum occupancy of 530 persons). The development site plan identifies a total of 141 parking stalls, which exceeds the minimum bylaw requirement.

The planned provision of 6 bicycle parking stalls and 1 loading space also meet the bylaw requirements.

According to ITE Parking Generation rates, the peak parking demand for a mosque during Friday (Jum'ah) prayers is estimated at approximately 232 stalls (based on 17.32 stalls per 1,000 ft² of GFA).

While the planned on-site parking supply exceeds zoning requirements, it is anticipated that parking demand during Jum'ah prayers will exceed the on-site supply, with overflow expected to rely on adjacent on-street parking. On-street parking is currently permitted on both sides of Centre Street, Carleton Drive, Circle Drive, and Chevigny Street, with no restrictions other than a 2-hour limit along a short (40m) section on the east side of Chevigny Street south of Carleton Drive.

To better assess the availability and utilization of surrounding on-street parking, a parking accumulation survey was conducted on Friday, August 19, 2025, between 12:00 PM. and 3:00 PM.

Observations were collected at 15-minute intervals to capture short-term fluctuations, recognizing that peak demand for Friday prayers typically occurs within a concentrated 10–15 minute window. The survey area was defined based on an approximate 5-minute walking distance from the centre of the site.

For survey purposes, the surrounding on-street parking supply was divided into four zones (as illustrated in **Exhibit 4-1**). Available capacity was calculated based on effective curb frontage, with adjustments for private driveways, no-parking restrictions, fire hydrant clearances, and intersection setbacks. Bus stop frontages were not excluded, as transit service was not operating during the survey period. Based on this methodology, the estimated parking supply is as follows:

- Zone A: 61 stalls
- Zone B: 99 stalls
- Zone C: 94 stalls
- Zone D: 35 stalls

This results in a total estimated supply of 289 on-street parking stalls, assuming a standard 7.0 m parallel parking stall length. A detailed summary of observed occupancy levels is provided in **Table 4-13**.

Table 4-13: On-Street Parking Occupancy Summary

Time	Zone A		Zone B		Zone C		Zone D		Total	
	# Veh	% Occ	# Veh	% Occ	# Veh	% Occ	# Veh	% Occ	# Veh	% Occ
12:00 PM	16	26%	14	14%	47	50%	30	86%	107	37%
12:15 PM	26	43%	12	12%	42	45%	30	86%	110	38%
12:30 PM	18	30%	13	13%	40	43%	25	71%	96	33%
12:45 PM	23	38%	14	14%	42	45%	27	77%	106	37%
1:00 PM	19	31%	18	18%	41	44%	25	71%	103	36%
1:15 PM	20	33%	21	21%	42	45%	24	69%	107	37%
1:30 PM	17	28%	50	51%	42	45%	24	69%	133	46%
1:45 PM	16	26%	54	55%	45	48%	25	71%	140	48%
2:00 PM	17	28%	60	61%	49	52%	25	71%	151	52%
2:15 PM	17	28%	52	53%	48	51%	25	71%	142	49%
2:30 PM	17	28%	33	33%	37	39%	26	74%	113	39%
2:45 PM	19	31%	33	33%	37	39%	25	71%	114	39%

Based on the completed parking survey, peak parking demand was observed between 2:00 PM and 2:15 PM, during which approximately 151 vehicles were parked within the survey area. This represents 52% of the total available on-street parking supply, leaving approximately 138 stalls unused at peak demand.

The assessment indicates that the adjacent street network has sufficient spare capacity to accommodate the additional parking demand expected during Friday (Jum'ah) prayers. Nonetheless, there is an opportunity to provide supplementary parking by developing a temporary gravel lot within the southern portion of the site until that area is formally redeveloped. Additionally, the potential exists to establish shared parking agreements with adjacent properties to accommodate overflow demand, if required.

4.2.1 Parking Management Strategy

As parking demand during Friday prayers is expected to exceed the on-site supply, resulting in overflow onto adjacent on-street parking areas, there is potential for unnecessary vehicle circulation within the site when the lot reaches capacity. To mitigate this, the following parking management strategies may be implemented.

- Parking attendants stationed at the site entrances may monitor real-time stall availability and advise drivers when the lot is full, preventing vehicles from entering the site only to exit again without finding a space.
- Temporary "Lot Full" signage may be placed at key approach points to redirect motorists to on-street parking.
- Additional way-finding measures—such as cones, barricades, and traffic marshals—may help manage internal circulation.
- The mosque may also communicate parking limitations in advance through community channels, encouraging carpooling and the use of alternative transportation for nearby residents.

These measures are expected to reduce unnecessary trips in and out of the site and maintain efficient traffic operations during Friday prayer times.

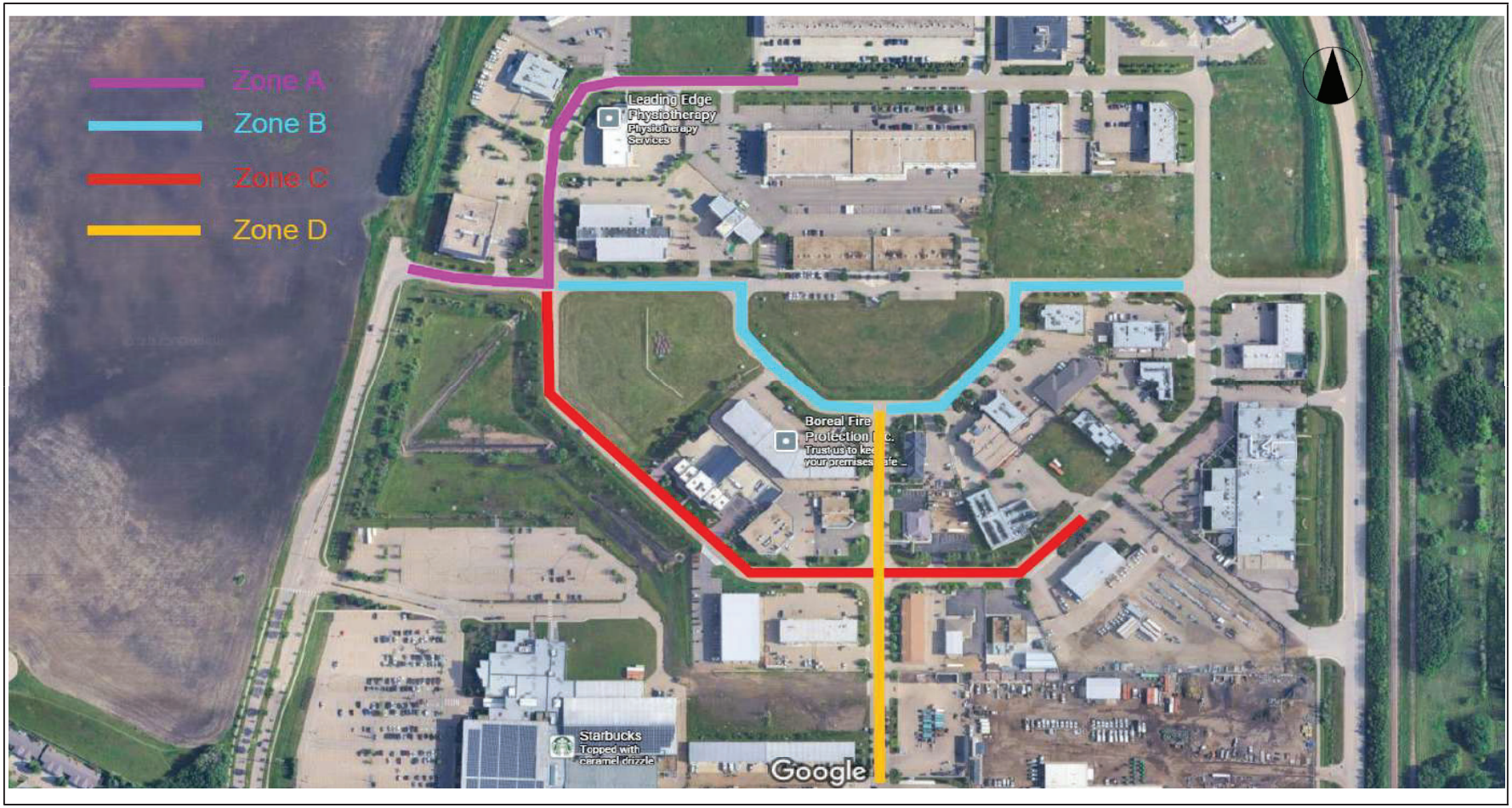

Exhibit 4-1: Parking Survey Zones

4.3 Site Circulation

Sight distance and turning radii are two key considerations in access design along major roadways. For safe operations, the driver of a stopped vehicle must have adequate visibility along the through roadway to complete a crossing or turning maneuver before an approaching vehicle reaches the intersection. Sight distance is primarily influenced by roadway design speed, driver perception–reaction time, and vehicle acceleration characteristics. Based on a review of the site plan, adequate sight distance is available at both proposed site accesses.

The largest vehicle expected to access the site is fire truck. To confirm safe maneuverability of the fire truck, a vehicle swept path analysis was conducted using AutoTURN software. The results, presented in **Exhibits 4-2** and **4-3**, demonstrate that the fire truck can safely enter, maneuver within, and exit the site.

Garbage collection will be accommodated via the Centre Street access and is not expected to significantly impact site circulation or operations, as collection activities are anticipated to occur outside of peak site usage periods.

The design of parking spaces, drive aisles, and the loading area appears consistent with best practice design standards and applicable land use bylaw requirements, thereby supporting safe and efficient on-site circulation. In addition, pedestrian walkways are planned, providing connections between the mosque and adjacent public roadways. These walkways are designed with sufficient width to accommodate both pedestrians and cyclists.

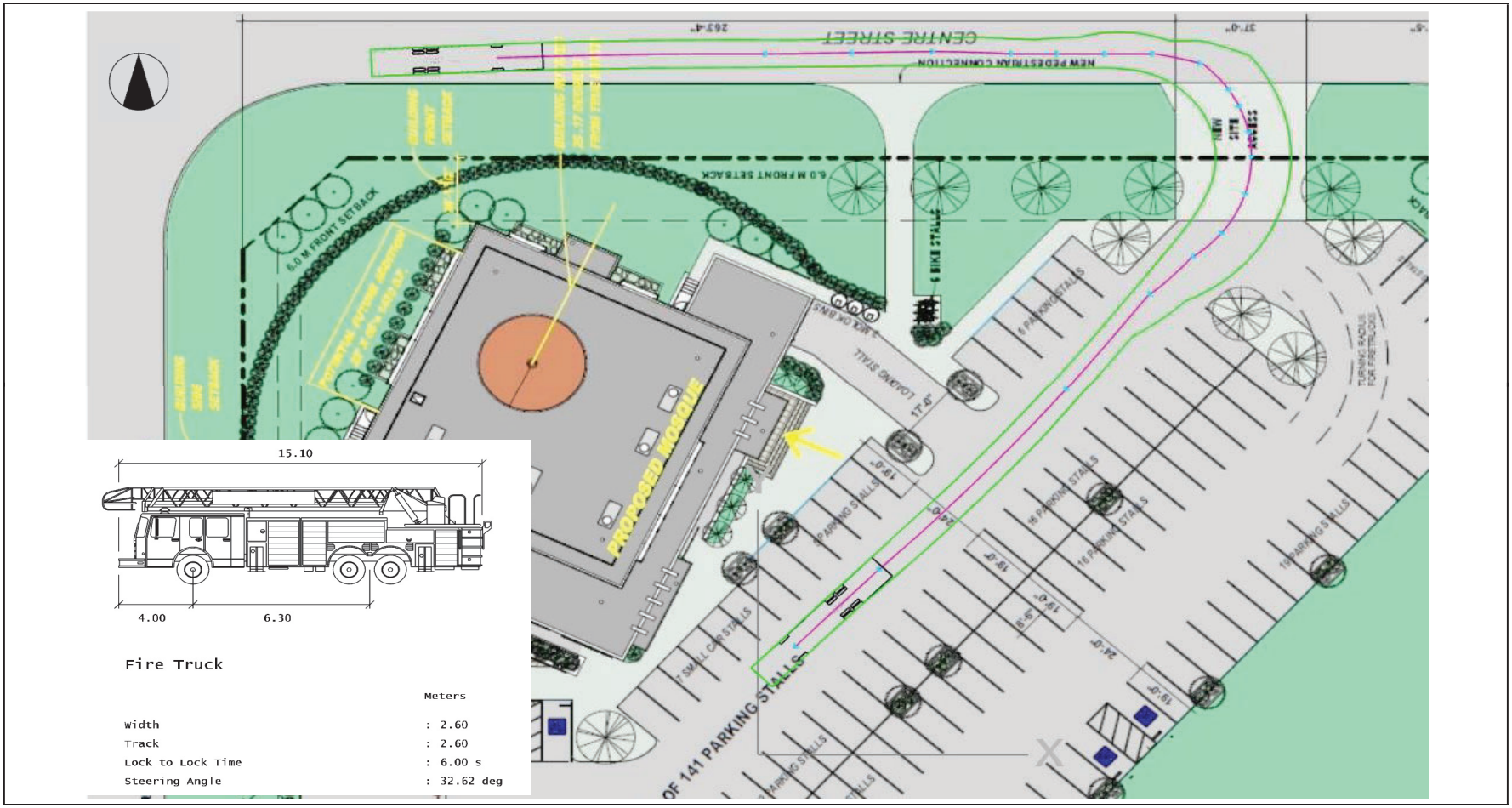

Exhibit 4-2: Fire Truck Swept Path - Inbound

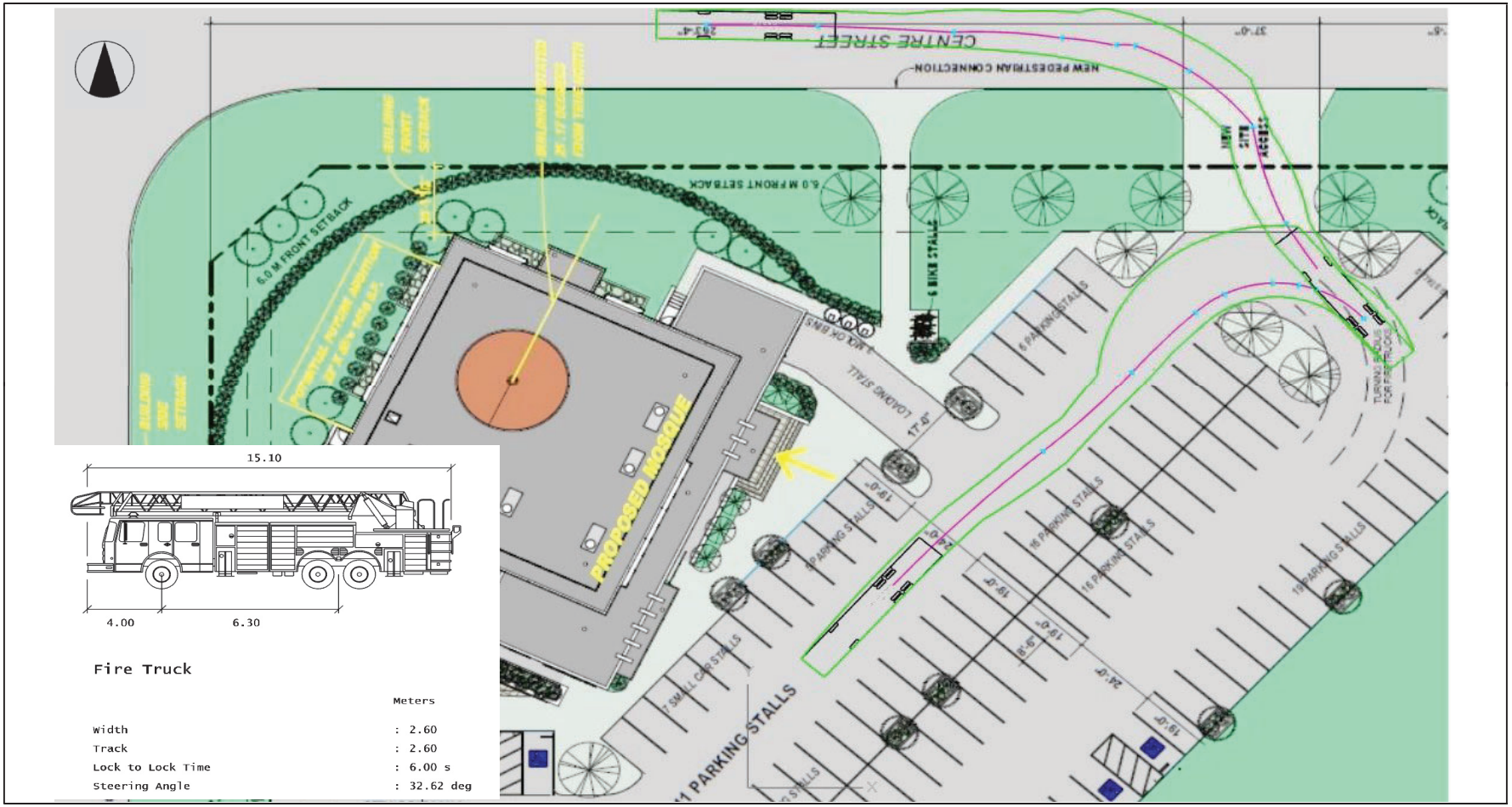

Exhibit 4-3: Fire Truck Swept Path - Outbound

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5 CONCLUSIONS

5.1 Summary of Study Findings

This report evaluates the potential traffic impacts associated with the proposed mosque development at 65 Carleton Drive in City of St. Albert. The key findings of the assessment are summarized as follows:

- The proposed mosque is expected to generate about 136 inbound trips and 180 outbound trips resulting in 316 total trips during Friday (Jum'ah) prayer peak hour.
- The Centre Street/Carleton Drive and Centre Street/Circle Drive intersections will continue to operate at an acceptable level of service (LOS) with existing intersection geometry and traffic control upon the built-out of the mosque.
- The site access intersections will operate at an acceptable level of service (LOS) with stop sign control on the site access approaches.
- The planned on-site parking supply exceeds zoning requirements; however, it is anticipated that parking demand during Jum'ah prayers will exceed the on-site supply, with overflow expected to rely on adjacent on-street parking. The adjacent street network has sufficient spare capacity to accommodate the additional parking demand expected during Friday (Jum'ah) prayers.
- Stationing parking attendants at site entrances, along with the use of signage and way-finding measures, should be considered to prevent unnecessary vehicle circulation within the site when the parking lot reaches capacity.
- The design of parking spaces, drive aisles, and loading areas is consistent with best practice design standards and applicable land use bylaw requirements, thereby supporting safe and efficient on-site circulation.
- The proposed site accesses provide adequate sight distance and are designed to accommodate two-way traffic flow. The largest vehicle expected on-site—a fire truck—can safely maneuver into, through, and out of the site without impacting overall circulation or operations.

5.2 Recommendations

As the development generated traffic is not anticipated to have significant negative impact on the study intersections and on area roadways, it is recommended that the proposed development is approved.

APPENDIX-A

Detail Traffic Counts

Centre St and Carleton Drive																
		Carleton Drive						Centre Street								
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Total	PHF
Friday Peak Period	12:00 - 12:15	1			1		32	30	4	3		11	1	83		
	12:15 - 12:30	4	2		1	1	25	25	3	1		6		68		
	12:30 - 12:45	4			3		24	24	8	3		12		78		
	12:45 - 1:00	1	1		2	1	30	30	5	2	1	6	1	80	309	0.84
	1:00 - 1:15	2		1	1	1	32	33	11	1		13	1	96	322	
	1:15 - 1:30	1			1	1	25	27	8	1		4	2	70	324	
	1:30 - 1:45		1		1	1	18	20	5	4	1	6	1	58	304	
	1:45 - 2:00	3		1	1		29	17	9	4		4		68	292	
	2:00 - 2:15	2			1	1	25	20	6	4		6		65	261	
	2:15 - 2:30	8	2	1	1		22	17	8	7		14		80	271	
	2:30 -2:45	2	2			1	33	18	6	2		17		81	294	
	2:45 - 3:00	1					32	22	8	2		2	1	68	294	
Friday Peak Hour Volume		8	1	1	7	3	111	114	32	7	1	35	4	324		
Peak Hour Approach Volume		10			121			153			40					

Centre St and Circle Drive															
		Circle Drive						Centre Street							
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Total	PHF
Friday Peak Period	12:00 - 12:15	5		1					1	3		7		17		
	12:15 - 12:30			1					3		1	1		6		
	12:30 - 12:45	3							5	3	5	6		22		
	12:45 - 1:00	4							3	4		5		16	61	0.90
	1:00 - 1:15	4							2	5	1	9		21	65	
	1:15 - 1:30	3							5	6	2	4		20	79	
	1:30 - 1:45	2							1	2		5		10	67	
	1:45 - 2:00								6	5		1		12	63	
	2:00 - 2:15	2							3	5		3		13	55	
	2:15 - 2:30	8		1					5	5		4		23	58	
	2:30 -2:45	5								5		9		19	67	
	2:45 - 3:00								1	1		2		4	59	
Friday Peak Hour Volume		14	0	0	0	0	0	0	15	18	8	24	0	79		
Peak Hour Approach Volume		14			0			33			32					

Centre St and Private Access															
		Private Access						Centre Street							
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Total	PHF
Friday Peak Period	12:00 - 12:15												2	2		
	12:15 - 12:30				3		3						1	7		
	12:30 - 12:45				1		1	2					1	5		
	12:45 - 1:00				1		1	2					1	5	19	0.72
	1:00 - 1:15				0		1	3					1	5	22	
	1:15 - 1:30				1		3	3					1	8	23	
	1:30 - 1:45							1					2	3	21	
	1:45 - 2:00												4	4	20	
	2:00 - 2:15							1					2	3	18	
	2:15 - 2:30												1	1	11	
	2:30 -2:45				2			1					1	4	12	
	2:45 - 3:00													0	8	
Friday Peak Hour Volume		0	0	0	3	0	6	10	0	0	0	0	4	23		
Peak Hour Approach Volume		0			9			10			4					

APPENDIX-B

Synchro Printouts

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	114	32	7	1	35	4	8	1	1	7	3	111
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	136	38	8	1	42	5	10	1	1	8	4	132
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	46			46			494	362	42	362	364	44
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	46			46			494	362	42	362	364	44
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			98	100	100	98	99	87
cM capacity (veh/h)	1542			1542			388	511	1020	547	509	1018

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	182	48	12	144
Volume Left	136	1	10	8
Volume Right	8	5	1	132
cSH	1542	1542	424	947
Volume to Capacity	0.09	0.00	0.03	0.15
Queue Length 95th (m)	2.0	0.0	0.6	3.7
Control Delay (s)	5.8	0.2	13.7	9.5
Lane LOS	A	A	B	A
Approach Delay (s)	5.8	0.2	13.7	9.5
Approach LOS			B	A

Intersection Summary				
Average Delay	6.7			
Intersection Capacity Utilization	29.0%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	15	18	8	24	14	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	20	9	27	16	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	31	0	59	31	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	31	0	59	31	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	98	99	97	99	
cM capacity (veh/h)	847	1076	892	847	1604	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	37	36	16
Volume Left	0	9	16
Volume Right	20	0	0
cSH	959	858	1604
Volume to Capacity	0.04	0.04	0.01
Queue Length 95th (m)	0.8	0.9	0.2
Control Delay (s)	8.9	9.4	7.3
Lane LOS	A	A	A
Approach Delay (s)	8.9	9.4	7.3
Approach LOS	A	A	

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	30	34	4	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	14	42	47	6	4	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	53				119	50
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53				119	50
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				100	99
cM capacity (veh/h)	1534				861	1010

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	56	53	12
Volume Left	14	0	4
Volume Right	0	6	8
cSH	1534	1700	955
Volume to Capacity	0.01	0.03	0.01
Queue Length 95th (m)	0.2	0.0	0.3
Control Delay (s)	1.9	0.0	8.8
Lane LOS	A		A
Approach Delay (s)	1.9	0.0	8.8
Approach LOS			A

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization		18.8%	ICU Level of Service
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	32	7	1	36	4	8	1	1	7	3	113
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	138	38	8	1	43	5	10	1	1	8	4	135
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	48			46			502	368	42	368	370	45
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	48			46			502	368	42	368	370	45
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			98	100	100	98	99	87
cM capacity (veh/h)	1541			1542			381	506	1020	541	505	1016

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	185	49	12	146
Volume Left	138	1	10	8
Volume Right	8	5	1	135
cSH	1541	1542	418	945
Volume to Capacity	0.09	0.00	0.03	0.15
Queue Length 95th (m)	2.1	0.0	0.6	3.8
Control Delay (s)	5.8	0.2	13.9	9.5
Lane LOS	A	A	B	A
Approach Delay (s)	5.8	0.2	13.9	9.5
Approach LOS			B	A

Intersection Summary				
Average Delay	6.7			
Intersection Capacity Utilization	29.2%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	104	38	1	130	4	49	1	1	7	3	113
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	138	124	45	1	155	5	58	1	1	8	4	135
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	160			169			718	585	146	584	605	157
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	160			169			718	585	146	584	605	157
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			78	100	100	98	99	85
cM capacity (veh/h)	1402			1390			264	378	893	385	368	881

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	307	161	61	146
Volume Left	138	1	58	8
Volume Right	45	5	1	135
cSH	1402	1390	270	795
Volume to Capacity	0.10	0.00	0.23	0.18
Queue Length 95th (m)	2.3	0.0	5.9	4.7
Control Delay (s)	4.0	0.1	22.2	10.5
Lane LOS	A	A	C	B
Approach Delay (s)	4.0	0.1	22.2	10.5
Approach LOS			C	B

Intersection Summary				
Average Delay	6.1			
Intersection Capacity Utilization	40.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	15	18	8	24	14	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	20	9	27	16	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	31	0	59	31	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	31	0	59	31	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	98	99	97	99	
cM capacity (veh/h)	847	1076	892	847	1604	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	37	36	16
Volume Left	0	9	16
Volume Right	20	0	0
cSH	959	858	1604
Volume to Capacity	0.04	0.04	0.01
Queue Length 95th (m)	0.8	0.9	0.2
Control Delay (s)	8.9	9.4	7.3
Lane LOS	A	A	A
Approach Delay (s)	8.9	9.4	7.3
Approach LOS	A	A	

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	15	63	8	24	48	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	70	9	27	53	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	107	0	185	107	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	107	0	185	107	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	93	99	96	97	
cM capacity (veh/h)	752	1076	689	752	1604	

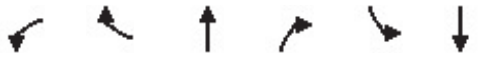
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	87	36	53
Volume Left	0	9	53
Volume Right	70	0	0
cSH	994	735	1604
Volume to Capacity	0.09	0.05	0.03
Queue Length 95th (m)	2.0	1.1	0.7
Control Delay (s)	9.0	10.1	7.3
Lane LOS	A	B	A
Approach Delay (s)	9.0	10.1	7.3
Approach LOS	A	B	

Intersection Summary			
Average Delay	8.7		
Intersection Capacity Utilization	18.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	30	71	34	35	4	95	0	45	3	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	14	42	99	47	49	6	132	0	62	4	0	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	54			140			273	267	91	327	314	51
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	54			140			273	267	91	327	314	51
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			80	100	93	99	100	99
cM capacity (veh/h)	1532			1425			647	607	958	561	572	1008

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	154	101	194	12
Volume Left	14	47	132	4
Volume Right	99	6	62	8
cSH	1532	1425	722	797
Volume to Capacity	0.01	0.03	0.27	0.02
Queue Length 95th (m)	0.2	0.7	7.6	0.3
Control Delay (s)	0.7	3.7	11.8	9.6
Lane LOS	A	A	B	A
Approach Delay (s)	0.7	3.7	11.8	9.6
Approach LOS			B	A

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	32.0%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	41	10	0	31	11
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	49	12	0	37	13
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	99	12			12	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	99	12			12	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			98	
cM capacity (veh/h)	872	1060			1588	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	49	12	50
Volume Left	0	0	37
Volume Right	49	0	0
cSH	1060	1700	1588
Volume to Capacity	0.05	0.01	0.02
Queue Length 95th (m)	1.0	0.0	0.5
Control Delay (s)	8.6	0.0	5.4
Lane LOS	A		A
Approach Delay (s)	8.6	0.0	5.4
Approach LOS	A		

Intersection Summary			
Average Delay	6.2		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	35	8	1	38	4	9	1	1	8	3	121
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	165	47	11	1	51	5	12	1	1	11	4	161
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	56			57			602	441	52	441	444	53
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	56			57			602	441	52	441	444	53
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			96	100	100	98	99	84
cM capacity (veh/h)	1530			1528			311	451	1007	477	449	1006

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	223	57	15	176
Volume Left	165	1	12	11
Volume Right	11	5	1	161
cSH	1530	1528	342	918
Volume to Capacity	0.11	0.00	0.04	0.19
Queue Length 95th (m)	2.5	0.0	0.9	4.9
Control Delay (s)	5.9	0.2	16.0	9.8
Lane LOS	A	A	C	A
Approach Delay (s)	5.9	0.2	16.0	9.8
Approach LOS			C	A

Intersection Summary				
Average Delay	7.0			
Intersection Capacity Utilization	30.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	106	38	1	133	4	49	1	1	8	3	121
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	148	126	45	1	158	5	58	1	1	10	4	144
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	163			171			753	610	149	609	630	161
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	163			171			753	610	149	609	630	161
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			76	100	100	97	99	84
cM capacity (veh/h)	1397			1388			246	362	890	369	353	877

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	319	164	61	157
Volume Left	148	1	58	10
Volume Right	45	5	1	144
cSH	1397	1388	251	785
Volume to Capacity	0.11	0.00	0.24	0.20
Queue Length 95th (m)	2.5	0.0	6.5	5.2
Control Delay (s)	4.1	0.1	23.9	10.7
Lane LOS	A	A	C	B
Approach Delay (s)	4.1	0.1	23.9	10.7
Approach LOS			C	B

Intersection Summary				
Average Delay	6.4			
Intersection Capacity Utilization	46.8%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	16	20	9	26	15	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	21	27	12	35	20	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	40	0	77	40	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	40	0	77	40	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	97	98	99	96	99	
cM capacity (veh/h)	836	1076	857	836	1604	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	48	47	20
Volume Left	0	12	20
Volume Right	27	0	0
cSH	954	841	1604
Volume to Capacity	0.05	0.06	0.01
Queue Length 95th (m)	1.1	1.2	0.3
Control Delay (s)	9.0	9.5	7.3
Lane LOS	A	A	A
Approach Delay (s)	9.0	9.5	7.3
Approach LOS	A	A	

Intersection Summary			
Average Delay	8.9		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	16	65	9	26	49	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	18	72	10	29	54	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	109	0	190	109	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	109	0	190	109	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	93	99	96	97	
cM capacity (veh/h)	749	1076	681	749	1604	

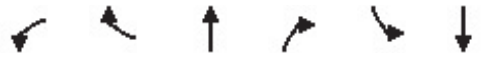
Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	90	39	54
Volume Left	0	10	54
Volume Right	72	0	0
cSH	991	731	1604
Volume to Capacity	0.09	0.05	0.03
Queue Length 95th (m)	2.1	1.2	0.7
Control Delay (s)	9.0	10.2	7.3
Lane LOS	A	B	A
Approach Delay (s)	9.0	10.2	7.3
Approach LOS	A	B	

Intersection Summary			
Average Delay	8.8		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	33	71	34	37	4	95	0	45	3	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	15	46	99	47	51	6	132	0	62	4	0	10
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	57			144			284	277	95	337	324	54
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	57			144			284	277	95	337	324	54
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			97			79	100	93	99	100	99
cM capacity (veh/h)	1529			1420			634	599	953	552	564	1004

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	160	104	194	14
Volume Left	15	47	132	4
Volume Right	99	6	62	10
cSH	1529	1420	711	807
Volume to Capacity	0.01	0.03	0.27	0.02
Queue Length 95th (m)	0.2	0.7	7.8	0.4
Control Delay (s)	0.8	3.6	12.0	9.5
Lane LOS	A	A	B	A
Approach Delay (s)	0.8	3.6	12.0	9.5
Approach LOS			B	A

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	32.1%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	41	11	0	31	12
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	49	13	0	37	14
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	101	13			13	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	101	13			13	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			98	
cM capacity (veh/h)	869	1058			1586	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	49	13	51
Volume Left	0	0	37
Volume Right	49	0	0
cSH	1058	1700	1586
Volume to Capacity	0.05	0.01	0.02
Queue Length 95th (m)	1.0	0.0	0.5
Control Delay (s)	8.6	0.0	5.3
Lane LOS	A		A
Approach Delay (s)	8.6	0.0	5.3
Approach LOS	A		

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	19.0%	ICU Level of Service	A
Analysis Period (min)	15		

TAB “2”

City of St. Albert

Land Use Bylaw

October 15, 2024

(3) An agreement between the *Development Authority or Subdivision Authority* and an Applicant to extend the time for determining the completeness of a *Development Permit or subdivision* application or for making a decision on the application must be in writing, dated and signed by the Applicant.

2.13 PERMITTED AND DISCRETIONARY USES

(1) The *Development Authority* shall review each *Development Permit* application to determine whether the *development* constitutes a Discretionary Use or a Permitted Use.

(2) The *Development Authority* shall issue a *Development Permit* for a Permitted Use if the application conforms to this Bylaw.

(3) The *Development Authority* may issue a *Development Permit* for a Discretionary Use if the application conforms to this Bylaw.

(4) The Development Authority shall refuse to issue a *Development Permit*:

(a) For a proposed Permitted Use that does not conform to this Bylaw; or

(b) For a proposed Discretionary Use that conforms or does not conform to this Bylaw, or that, in the opinion of the *Development Authority*, is not suitable for its intended location on the basis of applicable land use planning considerations or principles.

(5) Despite section (4), the *Development Authority* may issue a *Development Permit* for a Permitted Use or Discretionary Use that does not conform to this Bylaw subject to a *variance*, if the *Development Authority* determines that a *variance* under this Bylaw is appropriate and within the authority of the *Development Authority* to grant.

(6) A decision on an application for a *Development Permit* for a Permitted Use or Discretionary Use shall be in writing, and a copy shall be sent to the Applicant.

(7) If the *Development Authority* refuses an application for a *Development Permit*, the decision shall contain the reasons for the refusal.

2.14 NOTIFICATION

(1) When a *Development Permit* is issued for a Discretionary Use, or for a Permitted Use that was approved with conditions or with a *variance*, notice to the public of the issuance of the *Development Permit* shall be made as follows:

(a) Within five business days of the issuance of the *Development Permit*, notice shall be published on the *City's* website; or

(b) Within five business days of the issuance of the *Development Permit*, notice shall be mailed by ordinary mail to each registered owner as shown on the assessment roll of the *City* at the date of the application of land, any part of which lies within 30.00 m from the boundary of the *site* of the proposed *development*.

(2) Notification of an application to *Council* for approval of a *Direct Control development* shall be made as follows:

(a) Published on the *City's* website or in two consecutive issues of a newspaper circulating in the *City*, not later than five business days before the date on which the matter is scheduled to be on a *Council* agenda, with such publication including sufficient detail to allow a reader to understand the essential elements of the proposed *Direct Control development*; and

(b) Within five business days, mailed by ordinary mail to each registered owner of land within 60.00 m from the boundary of the *site* of the proposed *Direct Control development*, as shown on the assessment roll of the *City* at the date of application, with such publication including sufficient detail to allow a reader to understand the essential elements of the proposed *Direct Control development*.

(3) The *Development Authority* may notify property owners in an area greater than that required under section (1)(b) or (2)(b).

4.6 NON-RESIDENTIAL ON-SITE PARKING REQUIREMENTS

On-site parking shall be provided as follows:

Non-Residential Development	Minimum Parking Requirement
(1) *Agricultural support service* *Agriculture (general)* *Agriculture (intensive)* *Art gallery/studio* *Broadcasting studio* *Campground* *Car wash* *Cemetery* *Chemical processing* *Community garden* *Equestrian facility* *Natural area* *Park* *Public utility building* *Recycling depot* *Residential sales centre* *School (post-secondary)* *Stadium* *Transmitting station* *Topsoil processing and sales*	(a) As required by the *Development Authority*.
(2) *Animal grooming* *Animal health* *Animal service* *Catering service* *Health service* *Personal service* *Professional office* *Retail (cannabis)* *Retail (general)*	(a) In the DTN District, one stall per 80.00 m^2 of *gross floor area*. (b) In all other Districts, one stall per 50.00 m^2 of *gross floor area*.
(3) *Animal health (rural)*	(a) One stall per examination space; and (b) One stall for every three employees required during the *maximum working shift*.
(4) *Auction (agriculture)*	(a) One stall per 80.00 m^2 of *gross floor area*.
(5) *Auction (general)*	(a) One stall per four seats for patrons; or (b) One stall per 80.00 m^2 of *gross floor area*, whichever is the greater.

Non-Residential Development	Minimum Parking Requirement
(6) *Automotive (sales)* *Automotive (service)* *Automotive (specialty)* *Construction service* *Equipment service* *Service station* *Heavy vehicle and equipment (sales and service)* *Retail (adult)*	(a) One stall per 50.00 m^2 of *gross floor area*.
(7) *Bulk fuel sales depot*	(a) One stall per 2,500.00 m^2 *lot area*.
(8) *Bulk oil and chemical storage*	(a) One stall per 5,000.00 m^2 *lot area*.
(9) *Cannabis production and distribution facility*	(a) Five stalls; or (b) One stall for every three employees required during the *maximum working shift*, whichever is greater.
(10) *Cannabis production and distribution (micro)*	(a) Three stalls; or (b) One stall for every three employees required during the *maximum working shift*, whichever is greater.
(11) *Conference and banquet facility*	(a) In the DTN District, one stall per 50.00 m^2 of *gross floor area*. (b) In all other Districts, one stall per 30.00 m^2 of *gross floor area*.
(12) *Crematorium*	(a) One stall per 50.00 m^2 of *gross floor area*; and (b) One stall per *crematorium vehicle*.
(13) *Daycare facility*	(a) In the DTN District: (i) Four stalls; or (ii) One stall per three employees required during the *maximum working shift*, and one stall per 15 patrons, whichever is greater. (b) In all other Districts:

Non-Residential Development	Minimum Parking Requirement
	(i) Four stalls; or (ii) One stall per three employees required during the *maximum working shift*, and one stall per 10 patrons, whichever is greater.
(14) *Equipment rental*	(a) Three stalls; and (b) One stall for every three employees required during the *maximum working shift*.
(15) *Establishment (adult)*	(a) One stall per four seats; or (b) One stall per 50.00 m^2 of *gross floor area*, whichever is greater.
(16) *Establishment (brew pub)* *Establishment (drinking)* *Establishment (restaurant)*	(a) In the DTN District, one stall per six seats. (b) In all other Districts, one stall per four seats.
(17) *Establishment (entertainment)*	(a) In the DTN District, one stall per 10 seats. (b) In all other Districts, one stall per four seats.
(18) *Establishment (gaming)*	(a) One stall per four seats.
(19) *Event venue (rural)*	(a) One stall per four seats; or (b) One stall per 50.00 m^2 of *gross floor area*, whichever is greater.
(20) *Exhibition grounds*	(a) One stall per 2,500.00 m^2 *lot area*.
(21) *Fleet service*	(a) One stall for every two employees required during the *maximum working shift*; and (b) As required by the *Development Authority* having consideration for the proposed fleet size.
(22) *Funeral home*	(a) One stall per 50.00 m^2 of *gross floor area;* and (b) One stall per *funeral home vehicle*.
(23) *Government service*	(a) In the DTN District:

Non-Residential Development	Minimum Parking Requirement
	(i) One stall per 10 seats; or (ii) One stall per 80.00 m^2 of *gross floor area*, whichever is greater. (b) In all other Districts: (i) One stall per eight seats; or (ii) One stall per 50.00 m^2 of *gross floor area*, whichever is greater.
(24) *Greenhouse and plant nursery*	(a) One stall for every four employees required during the *maximum working shift*; and (b) One stall per 50.00 m^2 of *gross floor area* applicable to any retail sales portion.
(25) *Hospital*	(a) One stall per four patient or resident beds; and (b) One stall per employee required during the *maximum working shift*.
(26) *Hotel*	(a) In the DTN District: (i) 0.80 stalls per guest room; and (ii) Additional stalls in accordance with the *parking* requirements of this section for any other uses which form part of the *hotel*. (b) In all other Districts: (i) One stall per guest room; and (ii) Additional stalls in accordance with the *parking* requirements of this section for any other uses which form part of the *hotel*.
(27) *Industrial (level one)* *Industrial (level two)* *Industrial (level three)*	(a) Five stalls; or (b) One stall for every three employees required during the *maximum working shift*, whichever is greater.

Non-Residential Development	Minimum Parking Requirement
(28) *Recreation (indoor)*	(a) One stall per four seats for areas with fixed seating; (b) One stall per 50.00 m^2 of *gross floor area* for areas without fixed seating; and (c) One stall per three employees required during the *maximum working shift*.
(29) *Recreation (outdoor)*	(a) One stall per four seats for areas with fixed seating; and (b) Any other *parking* shall be as required by the *Development Authority*.
(30) *Religious assembly*	(a) In the DTN District: (i) One stall per 10 seats; or (ii) One stall per 60.00 m^2 of *gross floor area*, whichever is greater. (b) In all other Districts: (i) One stall per eight seats; or (ii) One stall per 50.00 m^2 of *gross floor area*, whichever is the greater.
(31) *Surveillance suite*	(a) One stall per *surveillance suite.*
(32) *School (commercial)*	(a) In the DTN District: (i) Four stalls; (ii) One stall per four employees required during the *maximum working shift*; or (iii) One stall per 60.00 m^2 of *gross floor area*, whichever is greater. (b) In all other Districts: (i) Four stalls;

5.11 BP1 - BUSINESS PARK 1 DISTRICT

(1) APPLICATION

This section applies to the areas designated as Business Park 1 (BP1) District on the Land Use District Map, Schedule A of this Bylaw.

(2) PURPOSE

The purpose of the BP1 District is to provide an employment area that accommodates light industrial, office, and other commercial uses that benefit from being in proximity to one another, and include businesses that require easy *public access* and no *outdoor storage* or *outdoor display area*. *Buildings* shall be oriented and designed to encourage pedestrian activity, and may include retail or other active uses on the ground floor.

(3) PERMITTED AND DISCRETIONARY USES

	PERMITTED USES	DISCRETIONARY USES
(i)	(a) *Animal grooming*	(b) *Car wash* (as *accessory* to a *service station* use only)
(ii)	(a) *Animal health*	(b) *Conference and banquet facility*
(iii)	(a) *Art gallery/studio*	(b) *Construction service*
(iv)	(a) *Catering service*	(b) *Daycare facility*
(v)	(a) *Equipment service*	(b) *Drive-through*
(vi)	(a) *Establishment (brew pub)*	(b) *Equipment rental*
(vii)	(a) *Establishment (restaurant)*	(b) *Establishment (drinking)*
(viii)	(a) *Government service*	(b) *Establishment (entertainment)*
(ix)	(a) *Health service*	(b) *Funeral home*
(x)	(a) *Personal service*	(b) *Hotel*
(xi)	(a) *Professional office*	(b) *Industrial (level one)*
(xii)	(a) *Public utility building*	(b) *Parking lot,* for *off-site parking* only
(xiii)	(a) *Retail (general)*	(b) *Recreation (indoor)*
(xiv)	(a) *School (commercial)*	(b) *Religious assembly*
(xv)	(a) *School (post-secondary)*	(b) *Retail (adult)*
(xvi)		(b) *Retail (cannabis)*
(xvii)		(b) *Service station*
(xviii)		(b) *Accessory Development* to a Permitted Use or Discretionary Use

(4) BUILDING HEIGHT

(a) Maximum building height is 18.00 m.

(i) Notwithstanding section (a), on a *lot* adjacent to the intersection of two Major Roadways (Schedule B), the maximum building height is 22.00 m.

(5) **BUILDING SETBACKS**

(a) The minimum building *setbacks* shall be provided as follows:

(i) Front yard *setback*

(A) The minimum front yard building *setback* is 6.00 m;

(ii) Side yard *setback*

(A) The minimum side yard building *setback* for an *interior lot* serviced by a rear *lane* is 0.00 m;

(B) The minimum side yard building *setback* for an *interior lot* not serviced by a rear *lane* is 5.00 m on one side of the *lot,* to provide *vehicle access* to the rear of the *lot*, or a greater amount - at the discretion of the *Development Authority*; and

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is 3.50 m, except when a *lot* is serviced by a rear *lane* or abuts a *Residential District* - in which case it is 6.00 m.

(6) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 'Design, Character, And Appearance Of A Building' and 3.80 'Design, Character, And Appearance Of Non-Residential Buildings,' all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) Building exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or metal accents;

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District;

(ii) Corrugated metal and similar materials are discouraged for use on building *façades* or roofs and shall not be used for *façades* visible from public rights-of-way, *Residential District*, *residential use*, *natural area*, or *park;* and

(iii) The use of chain-link fencing is prohibited where visible from a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*. Chain-link fencing may be allowed at the discretion of the *Development Authority*, taking into consideration the size of the *lot*, use of the area to be fenced, and visibility from any adjacent roadway.

(7) PARKING AND LOADING AREAS

(a) *Parking* and loading areas must conform to the following requirements:

(i) A *loading dock* shall be located in the side or rear of the *site*;

(ii) A *parking lot* is encouraged to be located in the side or rear of the *site*;

(iii) The minimum *setback* for a *parking lot* or loading area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*;

(A) Notwithstanding section (iii), no *parking lot* or loading area shall be permitted within a required *landscape buffer* or perimeter landscape area;

(iv) A *parking lot* or *loading dock* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park,* to the satisfaction of the *Development Authority*; and

(v) Required *parking* stalls shall be used for temporary employee and public *vehicle parking* only, and not for the storage of *vehicles* associated with the business.

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5.12 BP2 - BUSINESS PARK 2 DISTRICT

(1) APPLICATION

This section applies to the areas designated as Business Park 2 (BP2) District on the Land Use District Map, Schedule A of this Bylaw.

(2) PURPOSE

The purpose of the BP2 District is to provide an architecturally consistent working environment for a mixture of commercial and light industrial uses to achieve *development* in a park-like setting that is an economic asset to the owners, neighbours, and the community. This District encourages attractively designed *buildings* with limited *outdoor storage*, provides for an abundance of *landscaping*, and establishes land uses that do not create air, ground, noise, and water pollution.

(3) PERMITTED AND DISCRETIONARY USES

	PERMITTED USES	DISCRETIONARY USES
(i)	(a) *Animal grooming*	(b) *Animal service*
(ii)	(a) *Animal health*	(b) *Automotive (specialty)*
(iii)	(a) *Art gallery/studio*	(b) *Broadcasting studio*
(iv)	(a) *Catering service*	(b) *Cannabis production and distribution facility (micro)*
(v)	(a) *Equipment service*	(b) *Car wash* (as *accessory* to a *service station* use only)
(vi)	(a) *Establishment (brew pub)*	(b) *Chemical processing*
(vii)	(a) *Establishment (restaurant)*	(b) *Conference and banquet facility*
(viii)	(a) *Government service*	(b) *Construction service*
(ix)	(a) *Health service*	(b) *Crematorium*
(x)	(a) *Industrial (level one)*	(b) *Daycare facility*
(xi)	(a) *Personal service*	(b) *Drive-through*
(xii)	(a) *Professional office*	(b) *Equipment rental*
(xiii)	(a) *Public utility building*	(b) *Establishment (drinking)*
(xiv)	(a) *Retail (general)*	(b) *Establishment (entertainment)*
(xv)	(a) *School (commercial)*	(b) *Fleet service*
(xvi)	(a) *School (post-secondary)*	(b) *Funeral home*
(xvii)	(a) *Storage facility (indoor)*	(b) *Greenhouse and plant nursery*
(xviii)	(a) *Warehouse store (retail)*	(b) *Hotel*
(xix)		(b) *Parking lot,* for *off-site parking* only
(xx)		(b) *Recreation (indoor)*
(xxi)		(b) *Religious assembly*
(xxii)		(b) *Retail (adult)*
(xxiii)		(b) *Retail (cannabis)*
(xxiv)		(b) *Service station*
(xxv)		(b) *Storage facility (mini)*
(xxvi)		(b) *Transmitting station*
(xxvii)		(b) *Warehouse store (industrial)*

	PERMITTED USES	DISCRETIONARY USES
(xxviii)		(b) *Warehouse*, where a minimum of 10% of the *gross floor area* shall be developed as office or showroom
(xxix)		(b) *Accessory Development* to a Permitted Use or Discretionary Use

(4) **LOT AREA**

(a) The minimum *lot area* is 0.10 ha.

(5) **BUILDING HEIGHT**

(a) Maximum building height is 18.00 m.

(6) **BUILDING SETBACKS**

(a) The minimum building *setbacks* shall be provided as follows:

(i) Front yard *setback*

(A) The minimum front yard building *setback* is 6.00 m;

(ii) Side yard *setback*

(A) The minimum side yard building *setback* for an *interior lot* serviced by a rear *lane* is 0.00 m;

(B) The minimum side yard building *setback* for an *interior lot* not serviced by a rear *lane* is 5.00 m on one side of the *lot* to provide *vehicle access* to the rear of the *lot*, or a greater amount, at the discretion of the *Development Authority*; and

(iii) Rear yard *setback*

(A) The minimum rear yard building *setback* is 3.50 m, except when a *lot* is serviced by a rear *lane* or abuts a *Residential District*, in which case it is 6.00 m.

(7) **DESIGN, CHARACTER, AND APPEARANCE**

(a) In addition to the requirements in sections 3.12 ‘Design, Character, And Appearance Of A Building’ and 3.80 ‘Design, Character, And Appearance Of Non-Residential Buildings,’ all *buildings* in this district must be finished as follows, to the satisfaction of the *Development Authority*:

(i) *Building* exteriors shall be concrete, cementitious boards or panels, exposed aggregate, stucco, glass, brick, brick veneer, natural stone, wood, or metal accents;

(A) Notwithstanding section (i) alternative *building* materials may be considered if, in the opinion of the *Development Authority*, the proposed materials meet the overall character of the District;

(ii) Corrugated metal and similar materials are discouraged for use on building *façades* or roofs, and shall not be used for *façades* visible from public rights-of-way, *Residential District*, *residential use*, *natural area*, or *park*; and

(iii) The use of chain-link fencing is prohibited where visible from a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*. Chain-link fencing may be allowed at the discretion of the *Development Authority*, taking into consideration the size of the *lot*, use of the area to be fenced, and visibility from any adjacent roadway.

(8) **PARKING AND LOADING AREAS**

(a) *Parking* and loading areas must conform to the following requirements:

(i) A *loading dock* shall be located in the side or rear of the *site*;

(ii) A *parking lot* is encouraged to be located in the side or rear of the *site*; and

(iii) The minimum *setback* for a *parking lot* or loading area is 3.00 m from any *property line* that abuts a public right-of-way, *Residential District*, *residential use*, *natural area*, or *park*.

(b) Notwithstanding section (a)(iii), no *parking lot* or loading area shall be permitted within a required *landscape buffer* or perimeter landscape area.

(c) A *parking lot* or *loading dock* shall be screened from the public right-of-way, *Residential District*, *residential use*, *natural area*, or *park,* to the satisfaction of the *Development Authority*.

(d) Required *parking* stalls shall be used for temporary employee and public *vehicle parking* only, and not for the storage of *vehicles* associated with the business.

(9) **OUTDOOR STORAGE**

(a) Shall align with section 3.91 ‘Outdoor Storage.’

TAB “3”

SITE FROM NORTHWEST CORNER

SITE FROM SOUTHWEST CORNER

APPROVED
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date

HARTWIG
ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3775

BUILDING WITH SOUL

Consultants:

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

REVISED SITE PLAN FOR DP	NOV 16 2025
PRAYER ROOM LAYOUT FOR DP	NOV 12 2025
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REVISED DESIGN	MAY 24 2024
REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 16 2025

SITE STREETSCAPES

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A1.3

SITE PLAN NOTES

FOR ALL PROPERTY LINE DIMENSIONS AND ORIENTATION TO NORTH, REFER TO THE SURVEYORS SITE PLAN.

FOR ALL CITY OF ST. ALBERT LIGHT STANDARDS, FIRE HYDRANTS AND UTILITY BOXES, REFER TO THE SURVEYORS SITE PLAN.

FOR DRAINAGE AND FLOOR GEODETIC ELEVATION, REFER TO THE CIVIL ENGINEERS PLAN AND DETAILS

PARKING STALL NOTES

TYPICAL PARKING STALLS	=	19'0" X 8'6"
SMALL CAR STALLS	=	16'5" X 8'6"
BARRIER FREE STALLS	=	19'0" X 8'6"
LOADING AREA	=	17'0" X 59'0"
DRIVE AISLE WIDTH MINIMUM	=	24'0"

BUILDING CODE ANALYSIS

THE PROPOSED BUILDING IS IN ACCORDANCE WITH THE FOLLOWING BUILDING CLASSIFICATION FROM THE LATEST ALBERTA BUILDING CODE

SECTION 3.2.2.26.
GROUP-A, DIVISION-2, UP TO 2 STOREYS, INCREASED AREA, SPRINKLERED

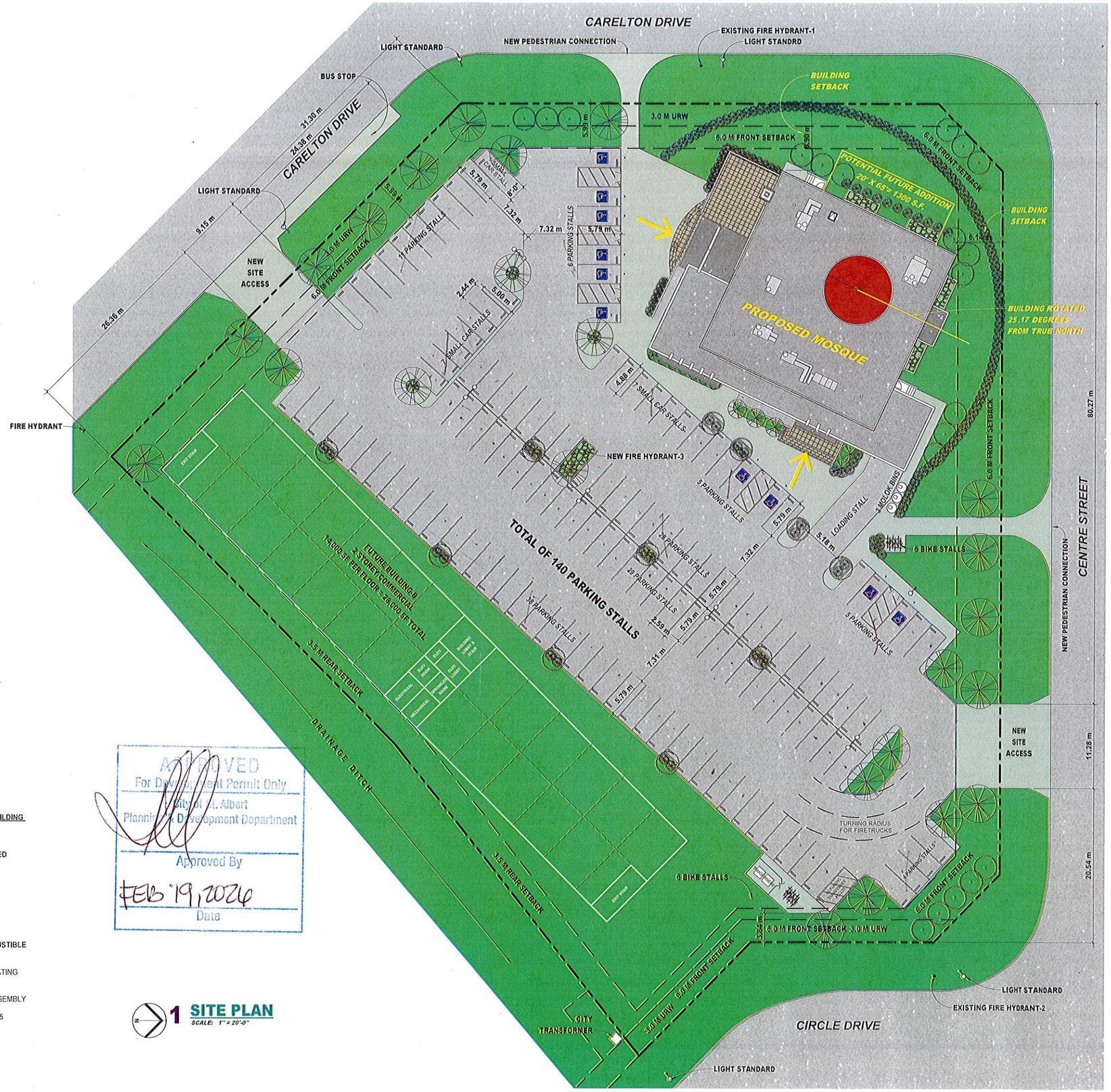
1) A BUILDING IS PERMITTED TO CONFORM TO SENTENCE (2) PROVIDED;
a) THE BUILDING IS SPRINKLERED THROUGHOUT

b) THE BUILDING IS NOT MORE THAN 2 STOREYS IN HEIGHT

c) THE BUILDING AREA IS NOT MORE THAN 2400 SM

2) THE BUILDING IS PERMITTED TO BE OF COMBUSTIBLE OR NON-COMBUSTIBLE CONSTRUCTION USED SINGLY OR IN COMBINATION AND;
a) FLOOR ASSEMBLIES SHALL BE FIRE SEPARATIONS AND, IF OF COMBUSTIBLE CONSTRUCTION, SHALL HAVE A FIRE RESISTANCE RATING OF NOT LESS THAN 45 MINUTES

c) LOADBEARING WALLS, COLUMNS AND ARCHES SUPPORTING AN ASSEMBLY REQUIRED TO HAVE A FIRE RESISTANCE RATING SHALL;
i) SHALL HAVE A FIRE RESISTANCE RATING OF NOT LESS THAN 45 MINUTES, OR;
ii) SHALL BE OF NON COMBUSTIBLE CONSTRUCTION



APPROVED
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date

1 **SITE PLAN**
SCALE: 1" = 20'-0"

HARTWIG ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3776

BUILDING WITH SOUL

Consultant

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

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REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE

SITE PLAN

DRAWN BY :	J.M.
CHECKED BY :	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A1.5

GENERAL NOTES

ALL WORK TO BE IN ACCORDANCE WITH THE LATEST CODES AND BYLAWS.

NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE CONSTRUCTION OF THE ITEMS IN QUESTION.

BASEMENT OCCUPANCY LOADS

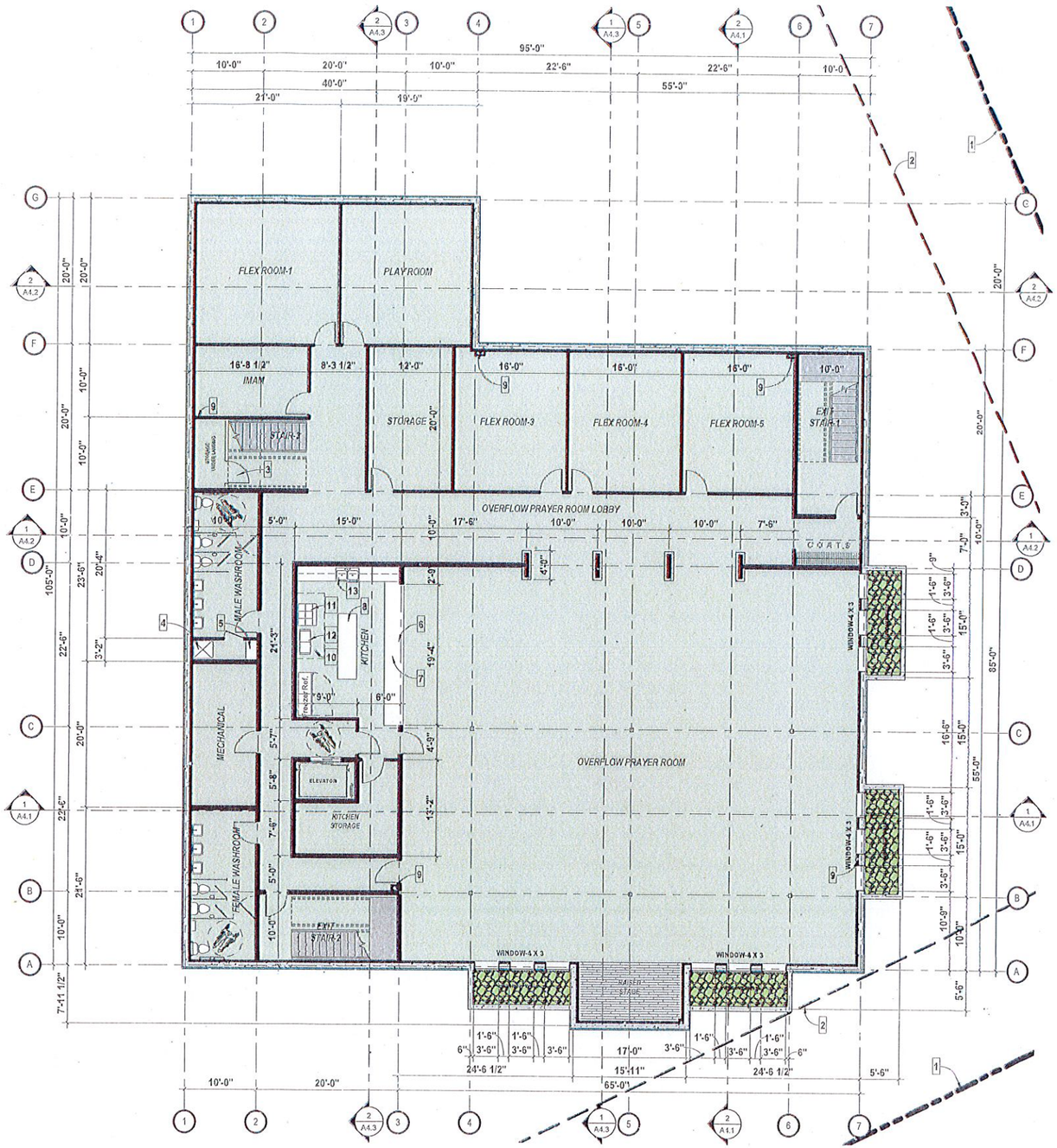
OVERFLOW PRAYER ROOM	= 210 PEOPLE PRAYING
OVERFLOW LOBBY	= 30 PEOPLE STANDING
FLEX ROOMS & PLAY ROOM	= 76 PEOPLE WALKING
WASHROOMS	= 12 PEOPLE
IMAM OFFICE	= 2 PEOPLE SITTING
KITCHEN	= 6 PEOPLE WALKING
MAXIMUM OCCUPANT LOAD	= 335 PEOPLE

TO BE USED FOR HVAC CALCULATIONS ONLY. THE REALISTIC OCCUPANCY LOAD IS 287 PEOPLE MAXIMUM.

KEYNOTES

1. PROPERTY LINE.
2. SETBACK LINE.
3. CUSTOM HEIGHT DOOR TO SUIT HEIGHT OF LANDING.
4. 32" PREFAB SHOWER STALL.
5. TILED SEAT.
6. ROLL DOWN SHUTTER ABOVE BUFFET COUNTER.
7. BUFFET COUNTER C/W STORAGE SHELVES BELOW.
8. FOOD PREPARATION AREA.
9. RAIN WATER LEADER LOCATION HIDDEN BY METAL STUD FRAMING AND DRYWALL.
10. EXHAUST HOOD ABOVE.
11. 6 GAS BURNERS WITH CONVECTION OVENS BELOW.
12. 2 GAS BURNER STOCK POT RANGE.
13. DISHWASHING AREA WITH SHELVES BELOW AND ABOVE.

APPROVED
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date



1 BASEMENT PLAN
SCALE: 1/8" = 1'-0"

NORTH

HARTWIG ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3778

BUILDING WITH SOUL

Consultant

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

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REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 27
2025

BASEMENT PLAN

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A2.1

GENERAL NOTES

ALL WORK TO BE IN ACCORDANCE WITH THE LATEST CODES AND BYLAWS.

NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE CONSTRUCTION OF THE ITEMS IN QUESTION.

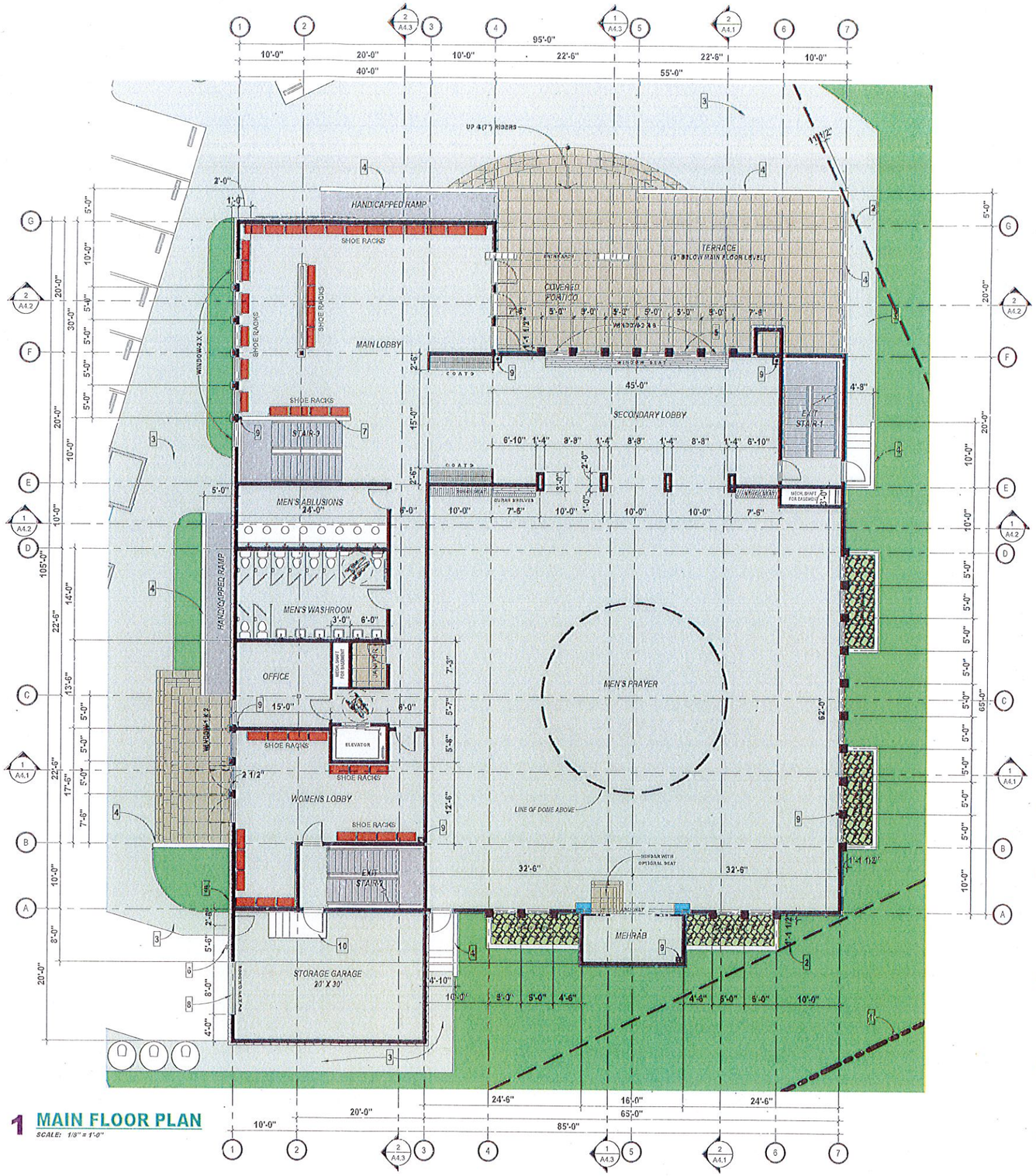
MAIN FLOOR OCCUPANCY LOADS

MAIN FLOOR PRAYER ROOM	= 260 PEOPLE PRAYING
SECONDARY LOBBY	= 50 PEOPLE STANDING
MAIN LOBBY	= 30 PEOPLE WALKING
MEN'S ABLUSIONS	= 8 PEOPLE WASHING
MEN'S WASHROOM	= 15 PEOPLE
OFFICE	= 2 PEOPLE SITTING
WOMEN'S LOBBY	= 15 PEOPLE WALKING
MAXIMUM OCCUPANT LOAD	= 380 PEOPLE

TO BE USED FOR HVAC CALCULATIONS ONLY. THE REALISTIC OCCUPANCY LOAD IS 262 PEOPLE MAXIMUM.

KEYNOTES

1. PROPERTY LINE.
2. SETBACK LINE.
3. CONCRETE WALKWAY TO SLOPE AWAY FROM THE BUILDING AT 1/8" PER 12".
4. SPLIT FACED CONCRETE BLOCK PONY WALL. TOP OF WALL TO BE 3'6" FROM THE TERRACE/LANDING LEVEL.
5. NON-FREEZE HOSE BIBB LOCATION.
6. FIRE DEPARTMENT CONNECTION FOR SPRINKLER SYSTEM.
7. METAL STUD AND DRYWALL PONY WALL 42" IN HEIGHT.
8. 8'W X 9'0"H INSULATED FLUSH PANEL OVERHEAD DOOR C/W OPERATOR TO BE PAINTED METALIC COPPER TO MATCH THE WINDOW FRAMES.
9. RAIN WATER LEADER LOCATION HIDDEN BY METAL STUD FRAMING AND DRYWALL.
10. WOOD FRAMED STEPS AND LANDING C/W RAILING.



1 **MAIN FLOOR PLAN**
SCALE: 1/8" = 1'-0"

NORTH

APPROVED
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 20260
Date

HARTWIG ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
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BUILDING WITH SOUL

DO NOT SCALE THIS DRAWING

VERIFY ALL DIMENSIONS, DATUMS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. REPORT ANY DISCREPANCIES OR OMISSIONS TO THE ARCHITECT IMMEDIATELY.

ALL WORK MUST COMPLY WITH THE MOST RECENT EDITION OF THE APPLICABLE BUILDING CODE, AND ANY OTHER GOVERNING AUTHORITIES.

Consultant

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

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PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 27 2025

MAIN FLOOR PLAN

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A2.2

GENERAL NOTES

ALL WORK TO BE IN ACCORDANCE WITH THE LATEST CODES AND BYLAWS.

NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE CONSTRUCTION OF THE ITEMS IN QUESTION.

SECOND FLOOR OCCUPANCY LOADS

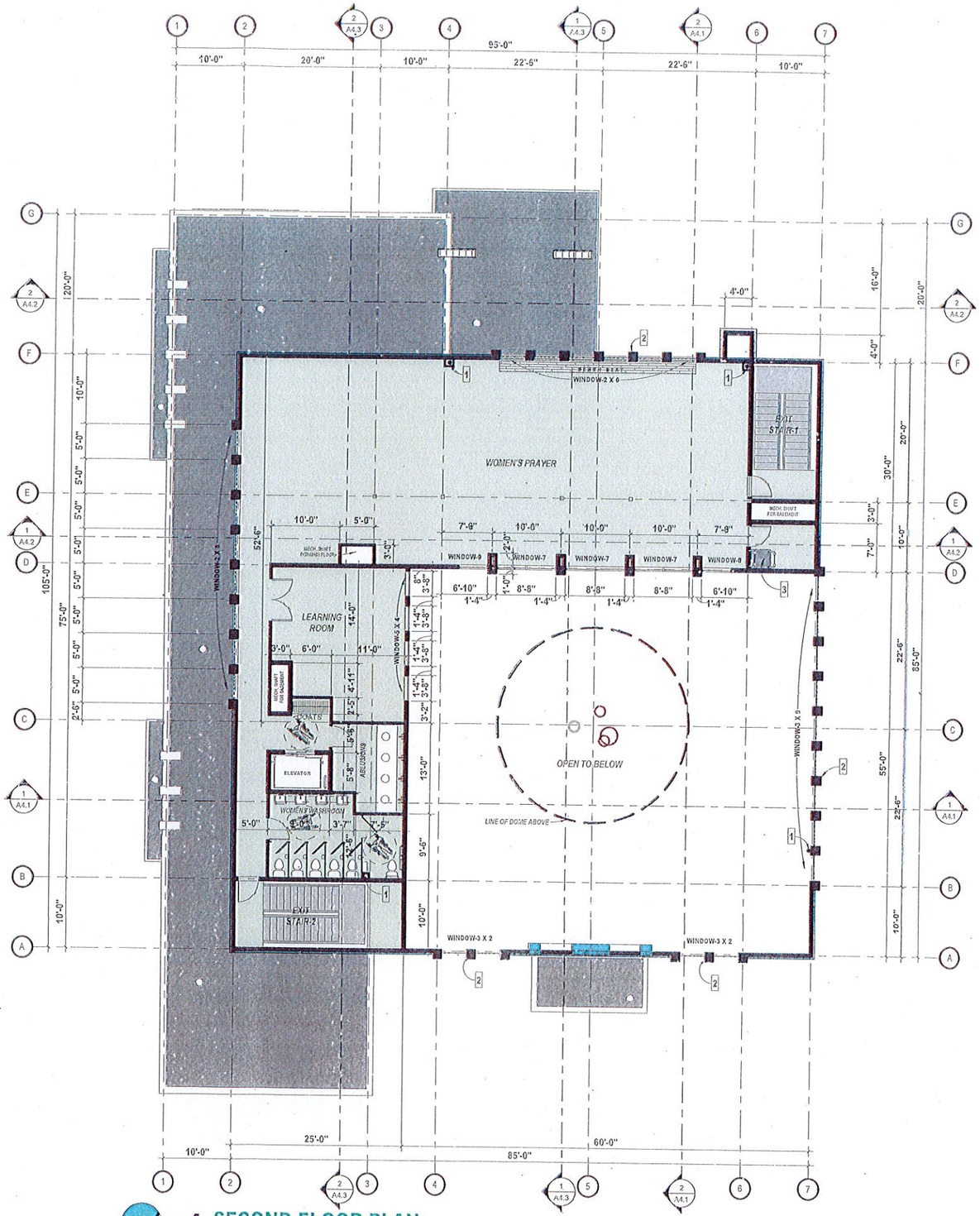
WOMEN'S PRAYER ROOM	= 127 PEOPLE PRAYING
LEARNING ROOM	= 20 PEOPLE
WASHROOM	= 10 PEOPLE
ABLUSIONS	= 4 PEOPLE WASHING
MAXIMUM OCCUPANT LOAD	= 161 PEOPLE

TO BE USED FOR HVAC CALCULATIONS ONLY. THE REALISTIC OCCUPANCY LOAD IS 147 PEOPLE MAXIMUM.

KEYNOTES

1. RAIN WATER LEADER LOCATION HIDDEN BY METAL STUD FRAMING AND DRYWALL.
2. FOR DIMENSIONS OF THESE ELEMENTS, REFER TO THE MAIN FLOOR PLAN.
3. ROOF LADDER UP TO A METAL PLATFORM AT 5'0" THEN ANOTHER ROOF LADDER FROM THE PLATFORM UP TO THE ROOF HATCH ABOVE.

APPROVED
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19 2026
Date



1 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

NORTH

HARTWIG
ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3776

BUILDING WITH SOUL

Consultant

T.W. HARTWIG ARCHITECT ALBERTA

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

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REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 27 2025

SECOND FLOOR PLAN

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 18 2025

A2.3

GENERAL NOTES

ALL WORK TO BE IN ACCORDANCE WITH THE LATEST CODES AND BYLAWS.

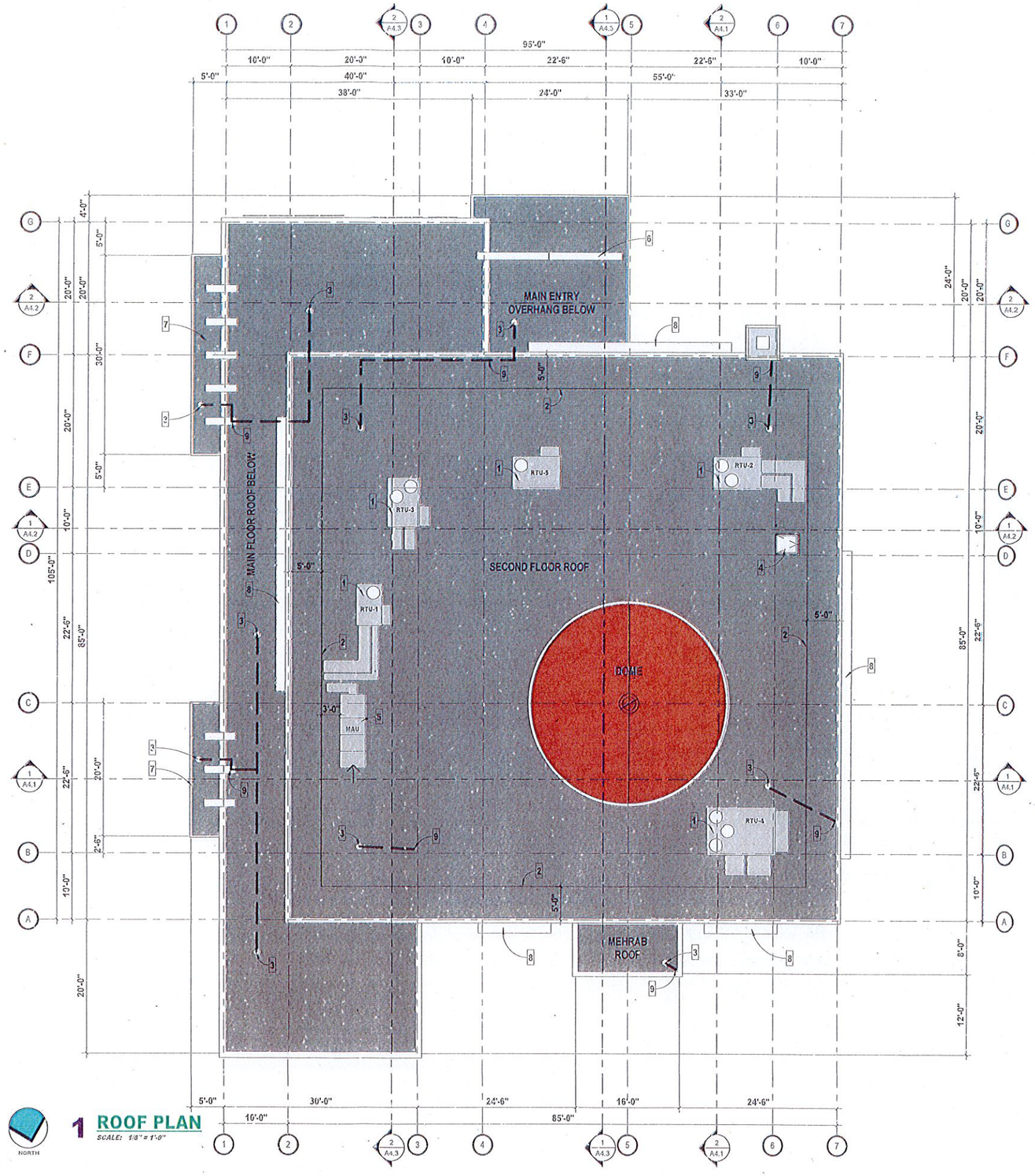
NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE CONSTRUCTION OF THE ITEMS IN QUESTION.

ROOF TO SLOPE TO ROOF DRAINS AT A MINIMUM OF 1/4" PER 12" UTILIZING SLOPED INSULATION. THE ROOF STRUCTURE TO BE LEVEL. MINIMUM THICKNESS OF ROOF INSULATION TO BE 7".

THE HEAVY DASHED LINES INDICATE THE DRAIN PIPE RUN TO CONNECT THE ROOF DRAIN TO THE RWL BELOW.

KEYNOTES

1. RTU LOCATION.
2. PREFINISHED METAL SLAT SCREEN WITH COPPER FINISH. REFER TO DETAILS.
3. ROOF DRAIN LOCATION.
4. ROOF HATCH LOCATION.
5. MAKE UP AIR UNIT.
6. DECORATIVE ARCHWAY. REFER TO DETAILS.
7. OVERHANG ABOVE MAIN FLOOR WINDOWS.
8. EYEBROW ABOVE SECOND FLOOR WINDOWS.
9. VERTICAL RWL LOCATION BELOW.



1 ROOF PLAN
SCALE: 1/8" = 1'-0"

NORTH

APPROVED
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date

HARTWIG ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
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BUILDING WITH SOUL

DO NOT SCALE THIS DRAWING

VERIFY ALL DIMENSIONS, DATUMS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. REPORT ANY DISCREPANCIES OR OMISSIONS TO THE ARCHITECT IMMEDIATELY.

ALL WORK MUST COMPLY WITH THE MOST RECENT EDITION OF THE APPLICABLE BUILDING CODE, AND ANY OTHER GOVERNING AUTHORITIES.

Consultant

T.W. HARTWIG ARCHITECT REGISTERED ALBERTA

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

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REVISED DESIGN	MAY 25 2024
REVISED DESIGN	MAY 24 2024
REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 16 2025

ROOF PLAN

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2023

A2.4

GENERAL NOTES

ALL WORK TO BE IN ACCORDANCE WITH THE LATEST CODES AND BYLAWS.

NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BEFORE CONSTRUCTION OF THE ITEMS IN QUESTION.

THIS PLAN IS A GUIDELINE ONLY FOR USE BY THE MECHANICAL AND ELECTRICAL ENGINEERS AS A TEMPLATE FOR THEIR WORK. THE ENGINEERS PLANS SUPERCEDE THIS PLAN IF ANY DISCREPANCIES EXIST.

CEILING NOTES

INSTALL A T-BAR CEILING THROUGHOUT THE BASEMENT SPACE EXCEPT THE MECHANICAL ROOM AND SHOWER ROOM AT 11'0".

T-BAR CEILING TILES TO BE 2' X 4' BUT LOOK LIKE 2' X 2' WITH A BEVELLED TEGLAR EDGE.

T-BAR CEILING TILES IN THE KITCHEN TO COMPLY WITH HEALTH REGULATIONS.

NO FINISHED CEILING IN THE MECHANICAL ROOM.

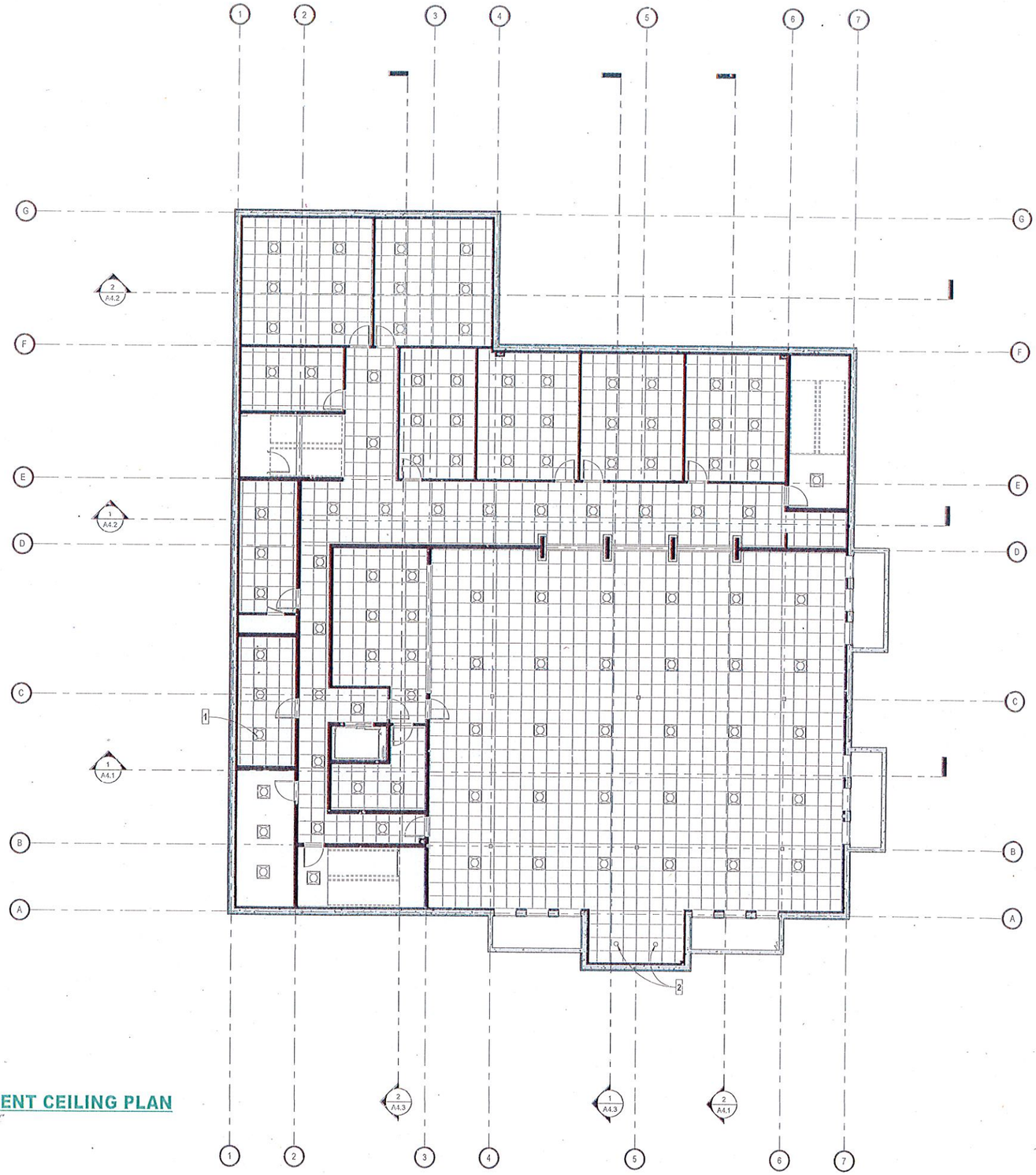
SHOWER ROOM TO HAVE A DRYWALL CEILING AT 11'0"

STAIRWELLS TO HAVE A DRYWALL CEILING TO THE UNDERSIDE OF THE LANDINGS WITH A TYPICAL 2' X 2' LED RECESSED PANEL.

KEYNOTES

1 INDICATES A 24" X 24" LED RECESSED PANEL.

2 CIRCLES INDICATE A TYPICAL RECESSED POT LIGHT LOCATION.



APPROVED
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date

NORTH

1 **BASEMENT CEILING PLAN**
SCALE: 1/8" = 1'-0"

HARTWIG
ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3778

BUILDING WITH SOUL

Consultant:

T. W. HARTWIG REGISTERED ARCHITECT ALBERTA

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

REVISED SITE PLAN FOR DP	NOV 16 2025
PRAYER ROOM LAYOUT FOR DP	NOV 12 2025
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ADDED STORAGE ROOM	MAR 28 2025
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REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 16 2025

BASEMENT CEILING PLAN

DRAWN BY :	J.M.
CHECKED BY :	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A2.5

GENERAL NOTES

ALL WORK TO BE IN ACCORDANCE WITH THE LATEST CODES AND BYLAWS.

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CEILING NOTES

INSTALL A T-BAR CEILING THROUGHOUT THE MAIN FLOOR AT 12'8" EXCEPT AS NOTED .

T-BAR CEILING TILES TO BE 2' X 4' BUT LOOK LIKE 2' X 2' WITH A BEVELLED TEGLAR EDGE.

NO FINISHED CEILING IN THE STORAGE GARAGE OR JANITOR ROOM.

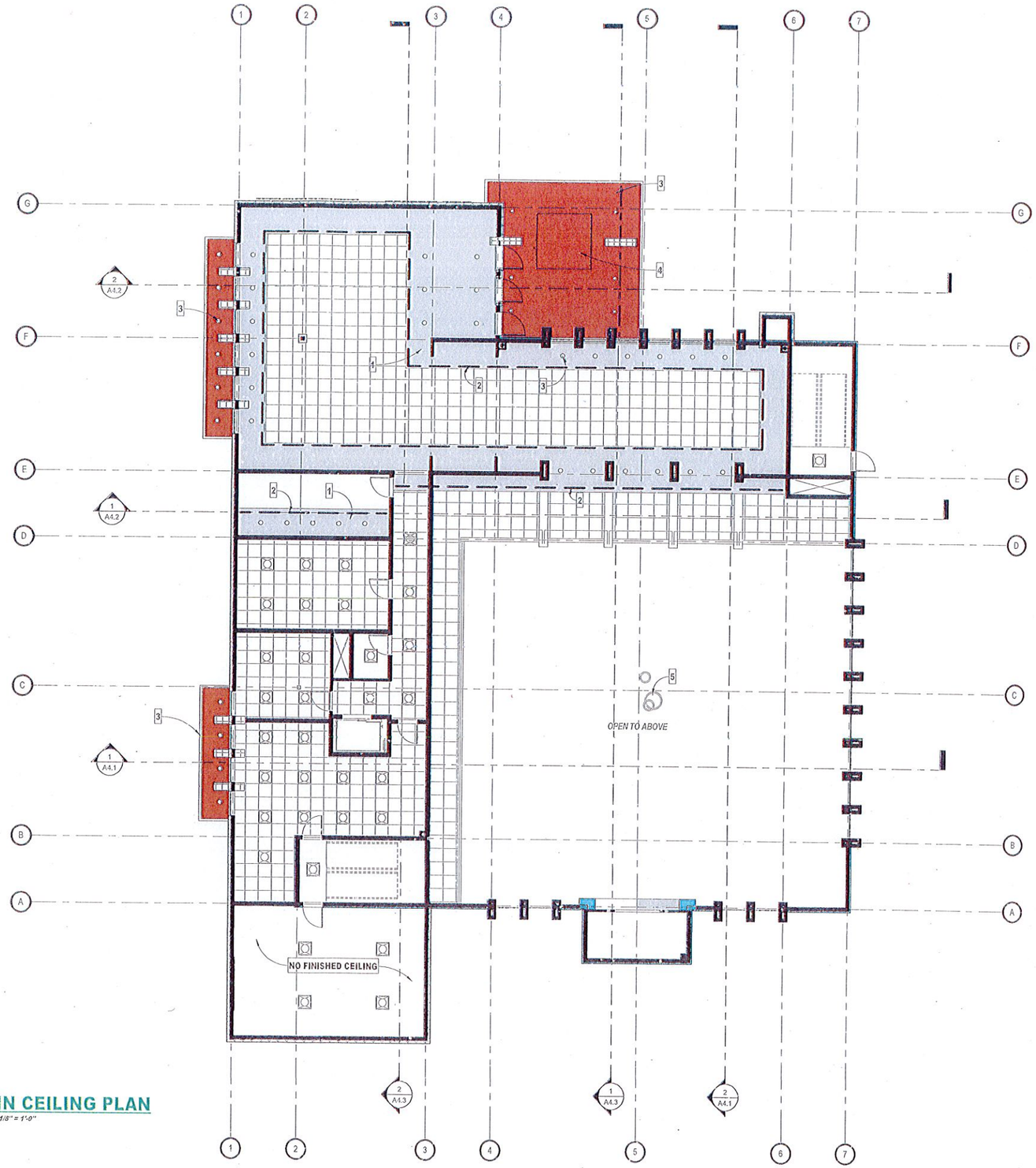
ABLUSIONS ROOM TO HAVE A DRYWALL CEILING AT 12'8".

MEHRAB TO HAVE A DRYWALL CEILING WITH A TYPICAL 2' X 2' LED RECESSED PANEL.

STAIRWELLS TO HAVE A DRYWALL CEILING TO THE UNDERSIDE OF THE LANDINGS WITH A TYPICAL 2' X 2' LED RECESSED PANEL.

KEYNOTES

1. SHADED AREAS INDICATE A DROPPED DRYWALL CEILING LIGHT COVE 120" FROM FLOOR LEVEL.
2. HEAVY DASHED LINE INDICATES LED STRIP LIGHTING LOCATED IN THE LIGHT COVE.
3. CIRCLES INDICATE A TYPICAL RECESSED POT LIGHT LOCATION.
4. ARRAY OF 4 PYRAMIDAL SKYLIGHTS IN THE MAIN ENTRY OVERHANG.
5. MULTI CIRCLED CHANDELIER FIXTURE HUNG FROM THE CENTER OF THE DOME.



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For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date

NORTH

1 MAIN CEILING PLAN
SCALE: 1/8" = 1'-0"

HARTWIG
ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3778

BUILDING WITH SOUL

Consultant

T.W. HARTWIG ARCHITECT ALBERTA

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

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REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 16
2025

MAIN CEILING
PLAN

DRAWN BY :	J.M.
CHECKED BY :	T.H.
SCALE:	AS NOTED
DATE:	JUNE 18 2025

A2.6

GENERAL NOTES

ALL WORK TO BE IN ACCORDANCE WITH THE LATEST CODES AND BYLAWS.

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CEILING NOTES

INSTALL A T-BAR CEILING THROUGHOUT THE SECOND FLOOR AT 12'8" EXCEPT AS NOTED .

T-BAR CEILING TILES TO BE 2' X 4' BUT LOOK LIKE 2' X 2' WITH A BEVELLED TEGLAR EDGE.

MAIN FLOOR PRAYER ROOM TO HAVE A DRYWALL CEILING AT 12'8" FROM THE SECOND FLOOR LEVEL.

STAIRWELLS TO HAVE A DRYWALL CEILING TO THE UNDERSIDE OF THE LANDINGS WITH A TYPICAL 2' X 2' LED RECESSED PANEL.

NO FINISHED CEILING IN THE STAIRWELLS OR ROOF ACCESS ROOM.

KEYNOTES

1. SHADED AREAS INDICATE A DROPPED DRYWALL CEILING LIGHT COVE 12'0" FROM FLOOR LEVEL.
2. HEAVY DASHED LINE INDICATES LED STRIP LIGHTING LOCATED IN THE LIGHT COVE.
3. CIRCLES INDICATE A TYPICAL RECESSED POT LIGHT LOCATION.
4. NO FINISHED CEILING IN STAIRWELLS AT THE ROOF LEVEL.
5. MULTI CIRCLED CHANDELIER FIXTURE HUNG FROM THE CENTER OF THE DOME.

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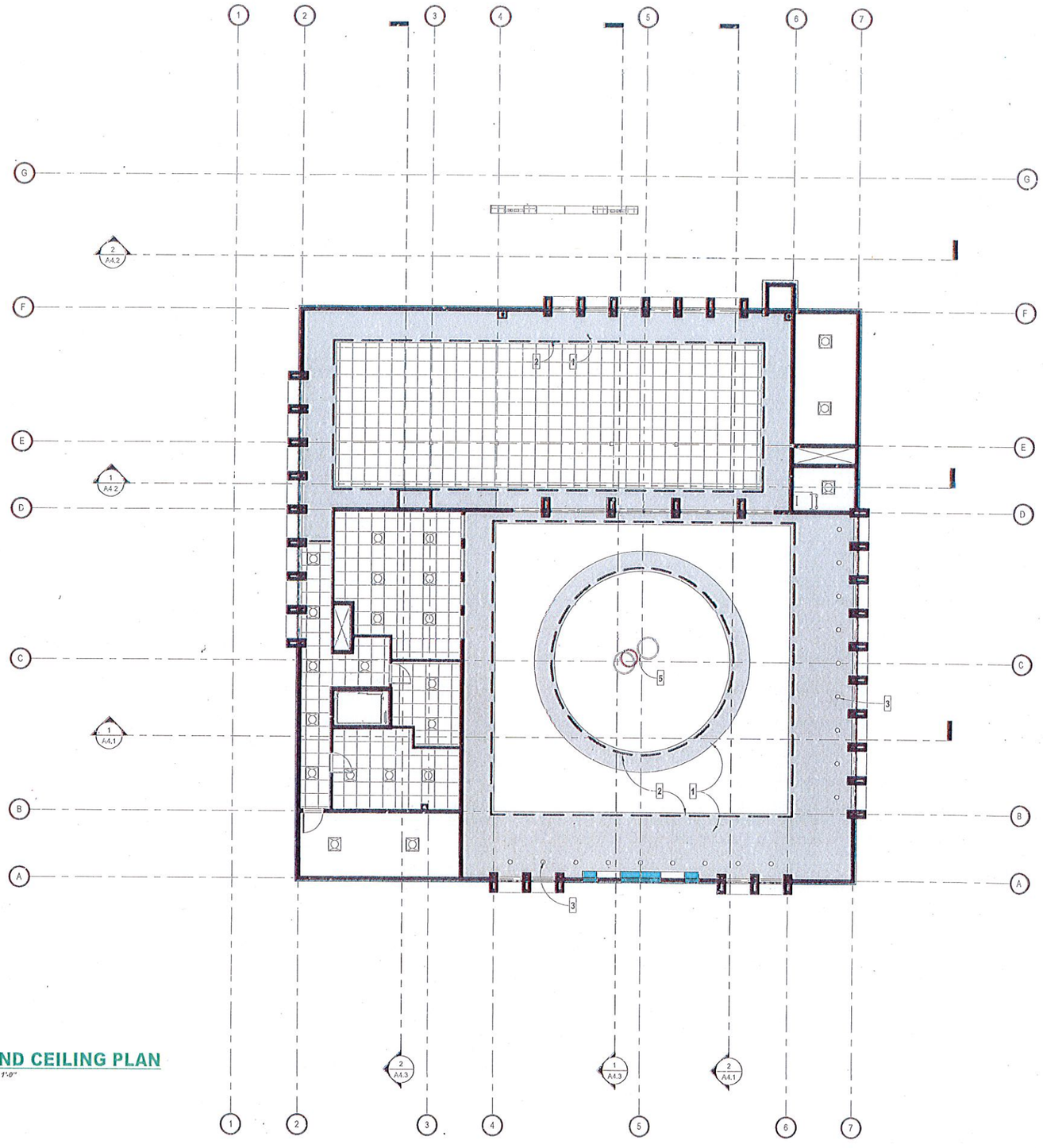
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date



1 SECOND CEILING PLAN
SCALE: 1/8" = 1'-0"

NORTH

HARTWIG
ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3776

BUILDING WITH SOUL

Consultant:

T.W. HARTWIG LEGISLATIVE ARCHITECT ALBERTA

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

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REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

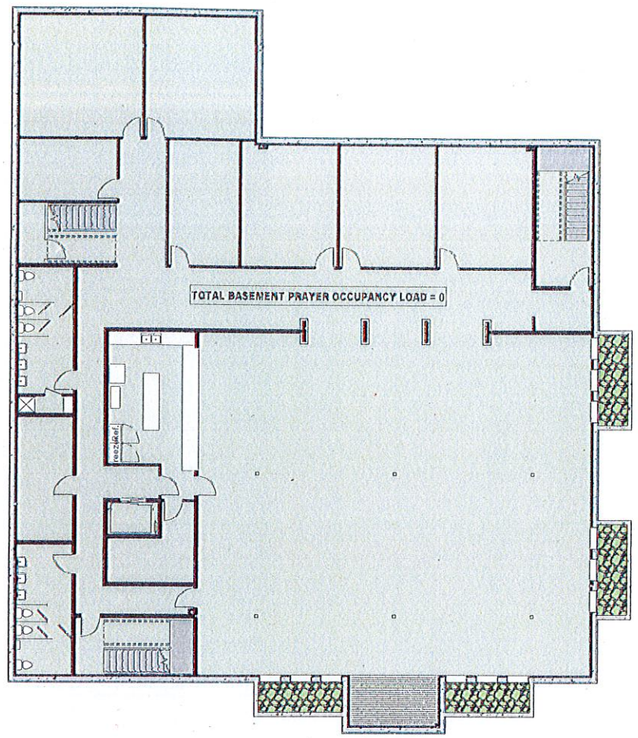
Client:

NEW MOSQUE
NOVEMBER 16
2025

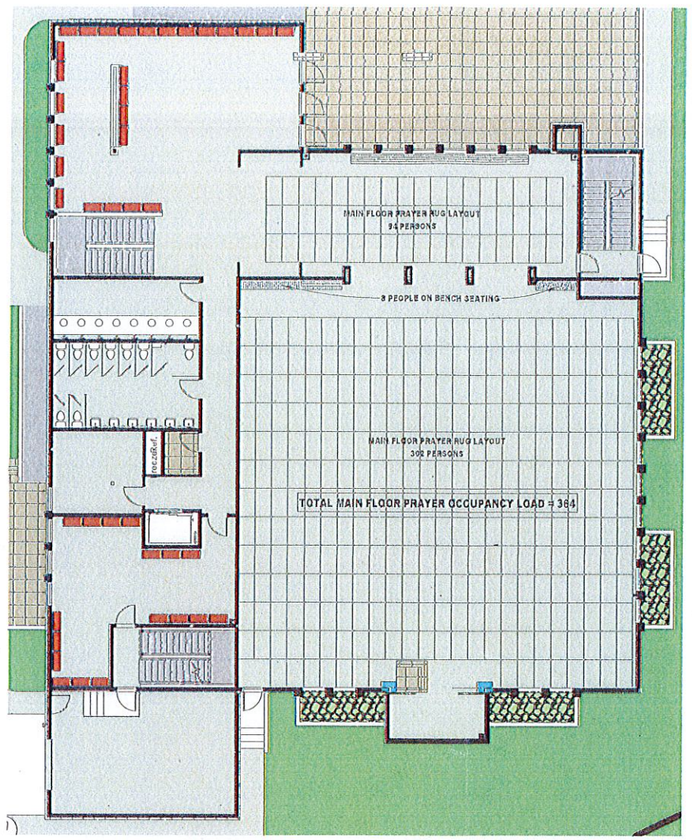
SECOND CEILING PLAN

DRAWN BY :	J.M.
CHECKED BY :	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

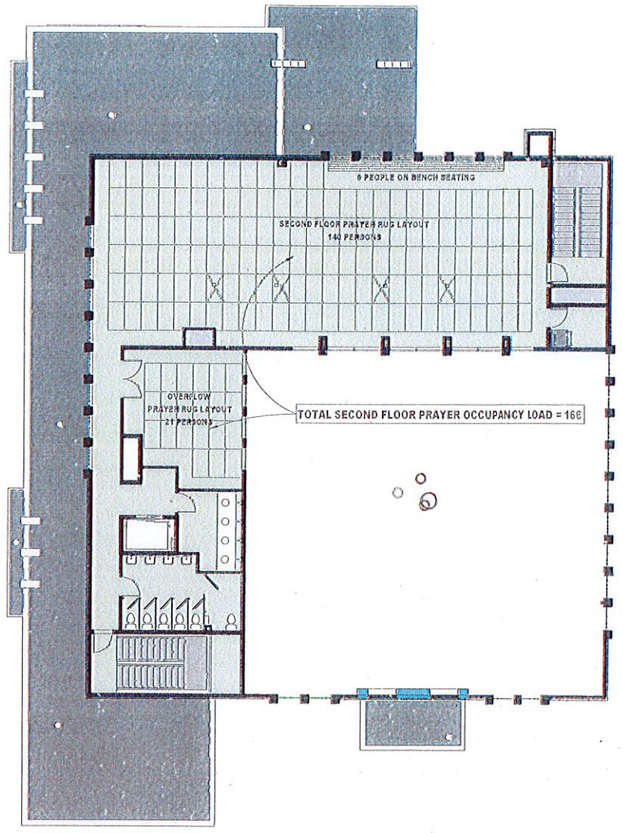
A2.7



1 **BASEMENT-PRAYER ROOM LAYOUT**
SCALE: 3/32" = 1'-0"



2 **MAIN FLOOR-PRAYER ROOM LAYOUT**
SCALE: 3/32" = 1'-0"



3 **SECOND FLOOR-PRAYER ROOM LAYOUT**
SCALE: 3/32" = 1'-0"

MAXIMUM PRAYER ROOM OCCUPANCY LOAD

BASEMENT PRAYER ROOMS	=	0 PERSONS
MAIN FLOOR PRAYER ROOM	=	364 PERSONS
SECOND FLOOR PRAYER ROOM	=	166 PERSONS
TOTAL PRAYER ROOM OCCUPANCY	=	530 PERSONS

HARTWIG
ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3776

BUILDING WITH SOUL

Consultant:

Revisions:

REVISED PRAYER ROOMS FOR DP	NOV 27 2025
REVISED SITE PLAN FOR DP	NOV 18 2025
PRAYER ROOM LAYOUT FOR DP	NOV 12 2025
REVISED SITE PLAN FOR DP	JUL 20 2025
PRELIMINARY BP	JUN 25 2025
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REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 27 2025

PRAYER ROOM LAYOUTS

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 18 2025

A2.8

EXTERIOR FINISHES

WALL FINISHES:
ALL ACRYLIC STUCCO WALLS TO BE WHITE WITH WHITE CAP FLASHINGS & DRIP FLASHINGS

ALL STONE WALLS TO BE TYNDALL STONE WITH RANDOM PATTERN AND SPLIT FACED WITH BEIGE CAP FLASHINGS & DRIP FLASHINGS

ALL COPPER ACCENTS TO BE PREFINISHED COMPOSITE ALUMINIUM PANELS WITH COPPER FINISH & COPPER CAP FLASHING & DRIP FLASHINGS

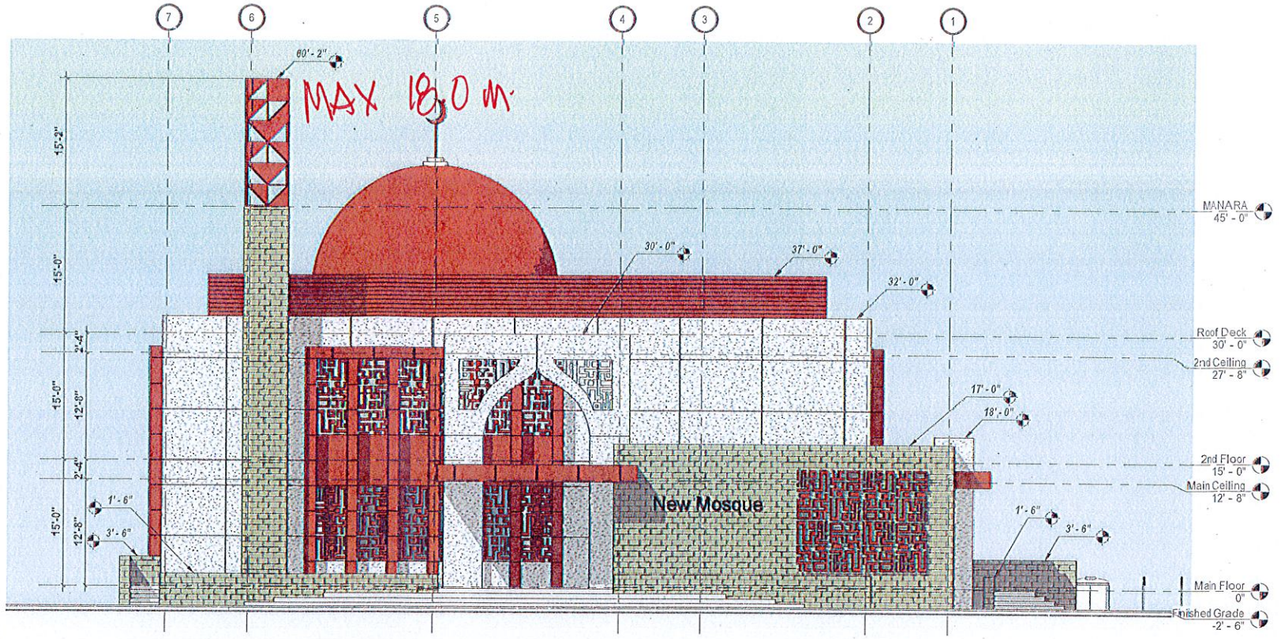
REFER TO THE 3D COMPUTER RENDERINGS AT THE BEGINNING OF THIS PACKAGE FOR A BETTER UNDERSTANDING OF THE FINISHES

WINDOWS AND DOORS:
ALL WINDOWS TO HAVE CLEAR TRIPLE PANE GLAZED UNITS HERMETICALLY SEALED WITH ARGON GAS IN A PREFINISHED DARK CHARCOAL ALUMINIUM FRAME.

ALL STOREFRONT GLAZED DOORS TO HAVE CLEAR DOUBLE PANE GLAZED UNITS HERMETICALLY SEALED WITH ARGON GAS IN A PREFINISHED DARK CHARCOAL ALUMINIUM FRAME.

ALL INSULATED METAL EXTERIOR DOORS & FRAMES WITHIN A STUCCO WALL TO BE PAINTED WHITE.

ALL INSULATED METAL EXTERIOR DOORS & FRAMES WITHIN A TYNDALL STONE WALL TO BE PAINTED METALIC COPPER.



1 SOUTHWEST (FRONT) ELEVATION
SCALE: 1/8" = 1'-0"

APPROVED
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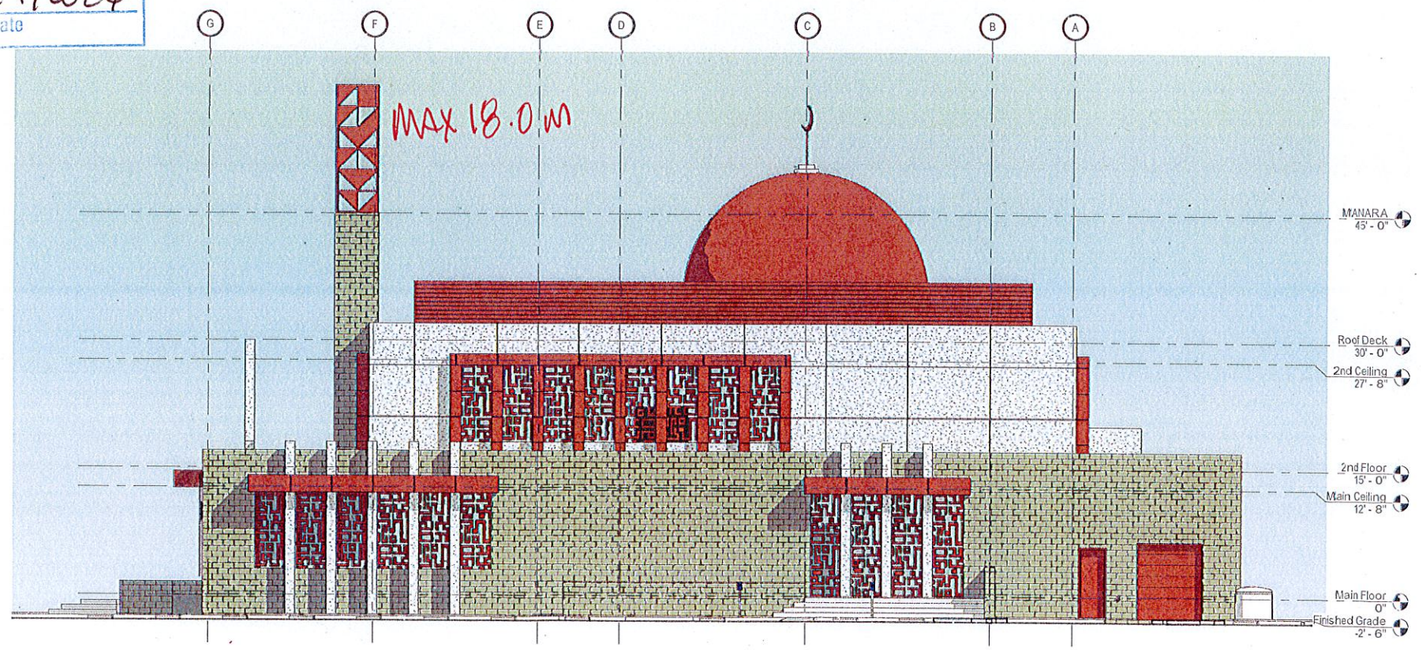
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date



2 SOUTHEAST (RIGHT) ELEVATION
SCALE: 1/8" = 1'-0"

HARTWIG
ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-5757 F: (780) 417-3776

BUILDING WITH SOUL

Consultant

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

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Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 16 2025

ELEVATIONS

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A3.1

EXTERIOR FINISHES

WALL FINISHES:
ALL ACRYLIC STUCCO WALLS TO BE WHITE WITH WHITE CAP FLASHINGS & DRIP FLASHINGS

ALL STONE WALLS TO BE TYNDALL STONE WITH RANDOM PATTERN AND SPLIT FACED WITH BEIGE CAP FLASHINGS & DRIP FLASHINGS

ALL COPPER ACCENTS TO BE PREFINISHED COMPOSITE ALUMINIUM PANELS WITH COPPER FINISH & COPPER CAP FLASHING & DRIP FLASHINGS

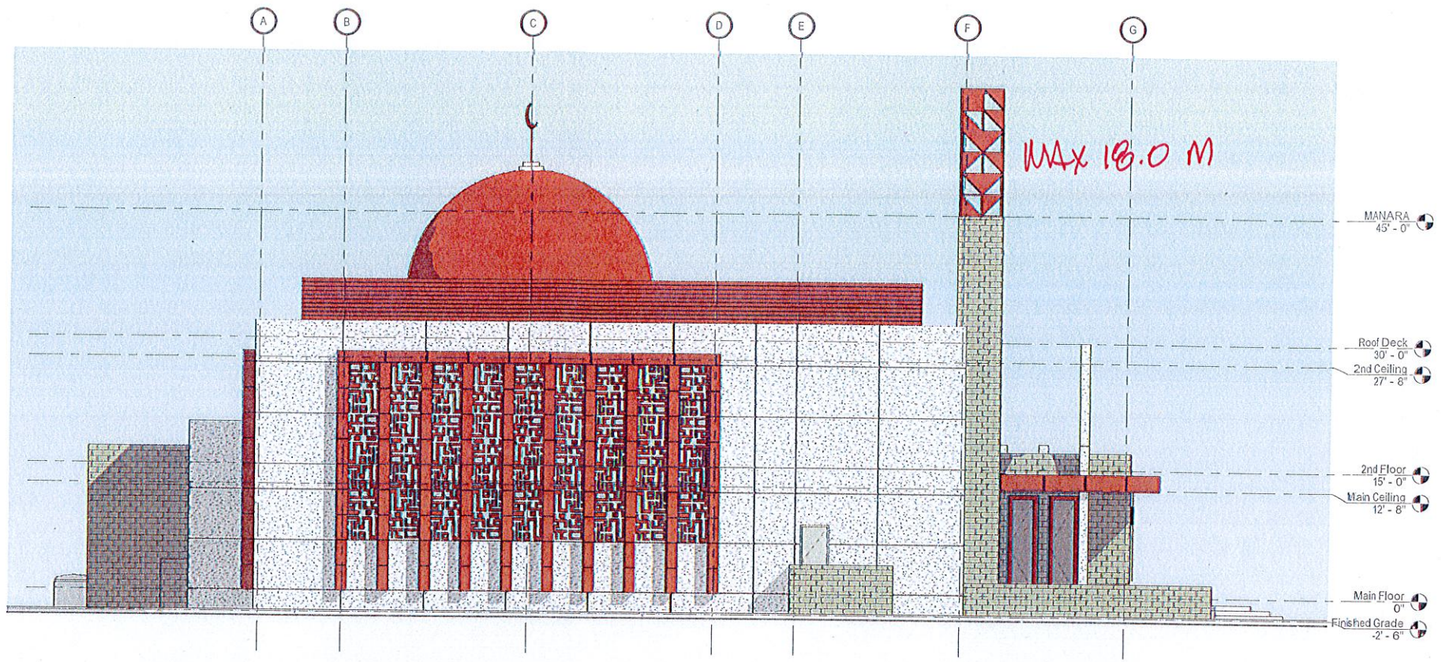
REFER TO THE 3D COMPUTER RENDERINGS AT THE BEGINNING OF THIS PACKAGE FOR A BETTER UNDERSTANDING OF THE FINISHES

WINDOWS AND DOORS:
ALL WINDOWS TO HAVE CLEAR TRIPLE PANE GLAZED UNITS HERMETICALLY SEALED WITH ARGON GAS IN A PREFINISHED DARK CHARCOAL ALUMINIUM FRAME.

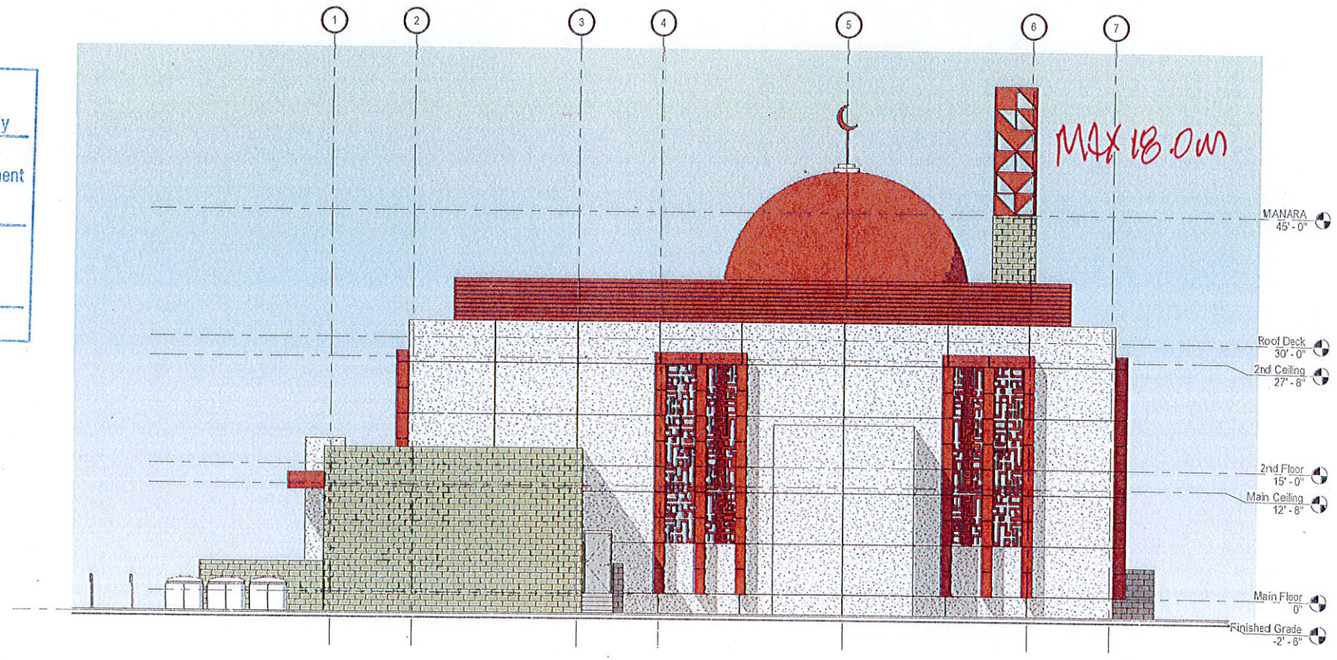
ALL STOREFRONT GLAZED DOORS TO HAVE CLEAR DOUBLE PANE GLAZED UNITS HERMETICALLY SEALED WITH ARGON GAS IN A PREFINISHED DARK CHARCOAL ALUMINIUM FRAME.

ALL INSULATED METAL EXTERIOR DOORS & FRAMES WITHIN A STUCCO WALL TO BE PAINTED WHITE.

ALL INSULATED METAL EXTERIOR DOORS & FRAMES WITHIN A TYNDALL STONE WALL TO BE PAINTED METALIC COPPER.



1 NORTHWEST (LEFT) ELEVATION
SCALE: 1/8" = 1'-0"



2 NORTHEAST (REAR) ELEVATION
SCALE: 1/8" = 1'-0"

APPROVED
For Development Permit Only
City of St. Albert
Planning & Development Department
Approved By
FEB 19, 2026
Date

HARTWIG
ARCHITECTURE INC.
77 CHIPPEWA ROAD
SHERWOOD PARK, ALBERTA, T8A 6J7
T: (780) 417-3757 F: (780) 417-3775

BUILDING WITH SOUL

Consultant

T. HARTWIG REGISTERED ARCHITECT ALBERTA

HARTWIG ARCHITECTURE INC.
PERMIT No. 421
ISSUED PURSUANT TO THE ARCHITECTS ACT OF ALBERTA

Revisions:

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Construction Manager:

Client:

NEW MOSQUE
NOVEMBER 16
2025

ELEVATIONS

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A3.2

FLOOR & ROOF ASSEMBLIES

F1 - TYPICAL BASEMENT SLAB
CONCRETE SLAB - POWER TROWEL FINISH
6 MIL POLY VAPOUR BARRIER
2" (R8) RIGID STYROFOAM INSULATION
6" COMPACTED GRANULAR BASE

F2 - TYPICAL MAIN & SECOND FLOOR
CONCRETE SLAB - POWER TROWEL FINISH
METAL Q-DECKING c/w 2 HOUR FIRE RATED SPRAY
METAL JOISTS AND BEAMS

F3 - TYPICAL CONCRETE WALKWAY
CONCRETE SLAB - BROOM FINISH
6 MIL POLY VAPOUR BARRIER
2" (R8) RIGID STYROFOAM INSULATION
6" COMPACTED GRANULAR BASE
TOP OF SLAB AT BUILDING TO BE 1" LOWER THAN MAIN FLOOR
LEVEL AND THEN SLOPE DOWN 1/8" PER 12"

R1 - TYPICAL ROOF SYSTEM
SBS ROOFING MEMBRANE
7" (R35) RIGID SM STYROFOAM INSULATION
6 MIL POLY VAPOUR BARRIER
METAL Q DECKING
METAL JOISTS AND BEAMS

R2 - TYPICAL CANOPY ROOF SYSTEM
SBS ROOFING MEMBRANE
1/2" ROOF SHEATHING
METAL Q DECKING
METAL CHANNEL JOISTS - NO SLOPE
VENTED METAL SOFFIT

EXTERIOR WALL ASSEMBLIES

W1 - TYPICAL FOUNDATION
2" (R8) RIGID STYROFOAM INSULATION
CONCRETE FOUNDATION WALL ON
CONCRETE STRIP FOOTING

W2 - TYPICAL STUCCO WALL - RAIN SCREEN
3 COAT ACRYLIC STUCCO - COLOUR AS PER THE ELEVATION DRAWINGS
ACRYLIC STUCCO MESH
2" (R8) RIGID STYROFOAM INSULATION WITH VERTICAL GROOVES
ON THE BACK FACE FOR DRAINAGE
BUILDING WRAP - ALL JOINTS AND EDGES SEALED
1/2" GLASS MAT SHEATHING
6" METAL STUDS AT 16" O.C.
6" (R28) ROCKWOOL INSULATION
6 MIL POLY VAPOUR BARRIER
1/2" DRYWALL - TAPED, SANDED AND READY FOR PAINT

W3 - TYPICAL STONE WALL - RAIN SCREEN
4" TYNDAL STONE - CHISEL FACED
1" AIR SPACE - ENSURE VENTING AT TOP & BOTTOM OF WALL FOR DRAINAGE &
AIR MOVEMENT - PROVIDE FLASHINGS FROM DRAINAGE PLANE TO EXTERIOR
AT ALL CHANGES OF MATERIAL AND AT BOTTOM OF WALLS
BUILDING WRAP - ALL JOINTS AND EDGES SEALED
1/2" GLASS MAT SHEATHING
6" METAL STUDS AT 16" O.C.
6" (R28) ROCKWOOL INSULATION
6 MIL POLY VAPOUR BARRIER
1/2" DRYWALL - TAPED, SANDED AND READY FOR PAINT

INTERIOR WALL ASSEMBLIES

W4 - TYPICAL INTERIOR WALL
1 LAYER OF 1/2" DRYWALL - TAPED, SANDED AND READY FOR PAINT
3 5/8" METAL STUDS AT 16" O.C.
R12 FIBERGLASS BATT INSULATION
1 LAYER OF 1/2" DRYWALL - TAPED, SANDED AND READY FOR PAINT

W5 - TYPICAL INTERIOR DEMISING WALL - 1 HOUR FIRE RATING
5/8" TYPE-X FIRE RATED DRYWALL - TAPED, SANDED AND READY FOR PAINT
6" METAL STUDS AT 16" O.C.
R20 FIBERGLASS BATT INSULATION
5/8" TYPE-X FIRE RATED DRYWALL - TAPED, SANDED AND READY FOR PAINT

BUILDING ASSEMBLY NOTES

ALL WORK TO BE IN ACCORDANCE WITH THE LATEST CODES AND INDUSTRY STANDARDS.

CONTRACTOR TO CONTACT THE ARCHITECT REGARDING ANY UNKNOWNS OR UNCLEAR ISSUES BEFORE INSTALLATION OF SAID UNKNOWNS.

CONTRACTOR TO PROCTOR TEST THE COMPACTED GRANULAR BASE UNDER THE CONCRETE SLAB BEFORE POURING THE CONCRETE.

ALL STRUCTURAL ELEMENTS (SIZING, REBAR, ETC.) TO BE AS PER THE STRUCTURAL ENGINEERS DETAILS.

INSTALL DEFLECTION TRACKS ATOP ALL WALLS WHICH ARE CONNECTED TO THE UNDERSIDE OF METAL DECKING.

ANCHOR ALL EXTERIOR WALLS AT THE ROOF DECK LEVEL WITH A SLIP JOINT METAL CONNECTOR - REFER TO THE STRUCTURAL ENGINEERS DRAWINGS FOR DETAILS.

ENSURE TO PROVIDE A CONTINUOUS VAPOUR BARRIER ON THE WARM SIDE OF THE INSULATION THROUGHOUT THE ENTIRE BUILDING ENVELOPE.

ENSURE TO PROVIDE A CONTINUOUS BUILDING WRAP ON THE ENTIRE EXTERIOR FACE OF THE EXTERIOR WALL SHEATHING.

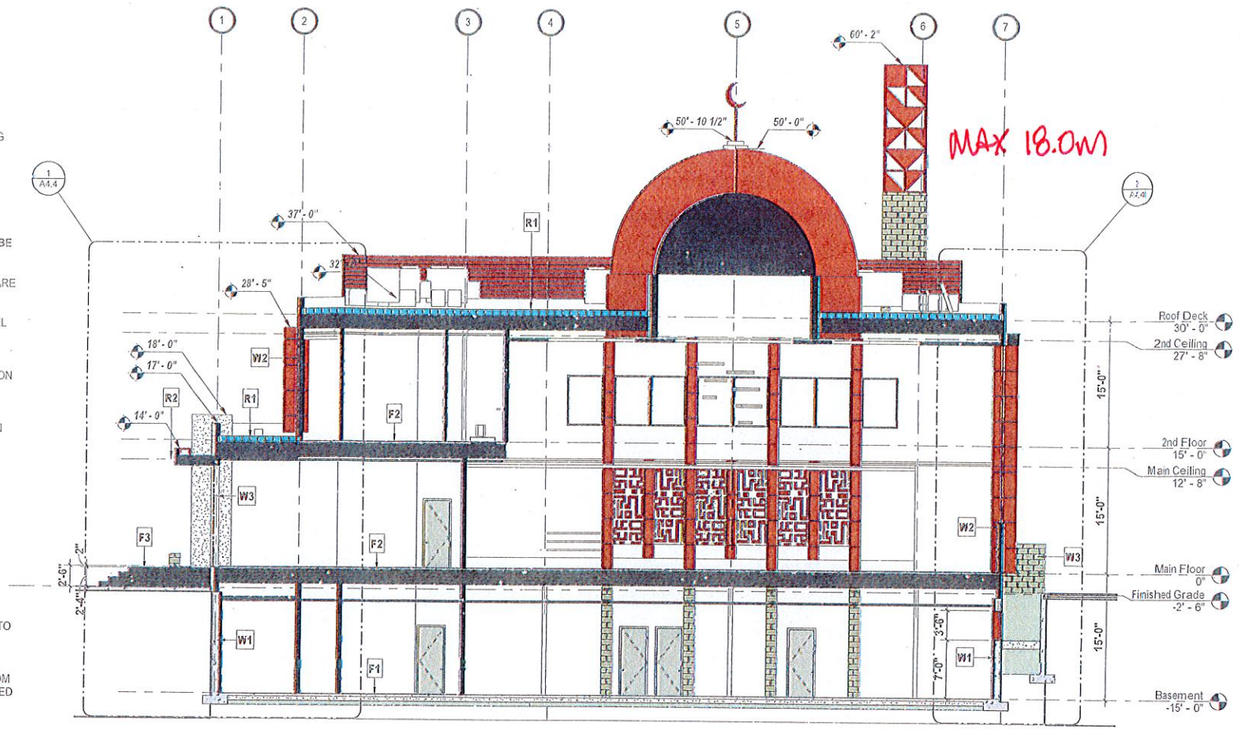
CONTRACTOR TO SCHEDULE A SITE VISIT WITH THE ARCHITECT TO VERIFY THE INSTALLATION OF ALL INSULATION & VAPOUR BARRIER BEFORE THE INSIDE DRYWALL IS INSTALLED.

UTILIZE HEAVY GAUGE METAL STUDS FOR WALLS OVER 20'0" TALL. REFER TO STRUCTURAL DRAWINGS.

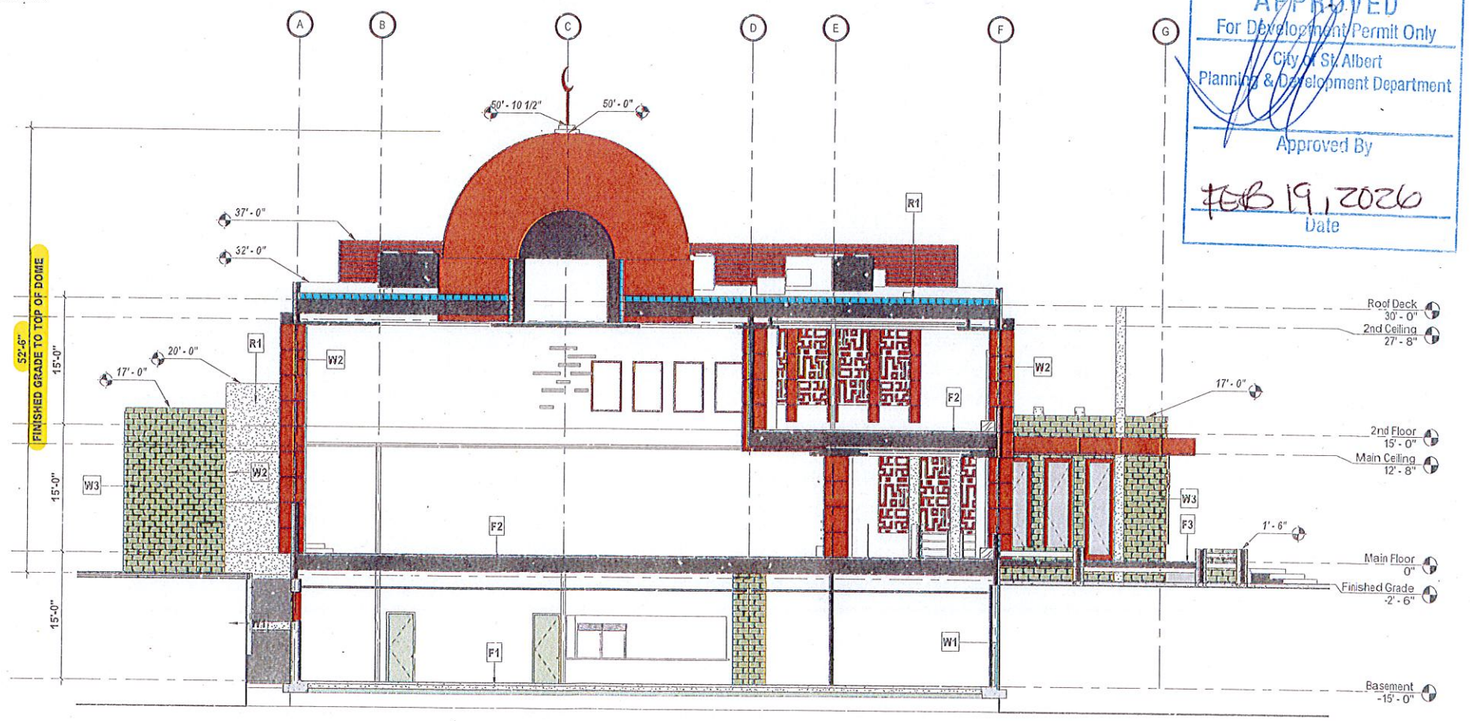
FIRE RATED WALL NOTES
ALL PENETRATIONS THROUGH FIRE RATED ASSEMBLIES TO BE FILLED WITH FIRE RATED SPRAY FOAM AND FIRE CAULKED.

INSTALL A BEAD OF FIRE RATED CAULKING AT THE BOTTOM EDGE OF THE DRYWALL ON BOTH SIDES OF ALL FIRE RATED WALLS TO SEAL THE WALL TO THE FLOOR SLAB.

INSTALL FIRE RATED FLUTING BETWEEN THE TOP PLATE AND METAL DECK AND A BEAD OF FIRE RATED CAULKING ALONG THE TOP EDGE OF THE DRYWALL ON BOTH SIDES OF ALL FIRE RATED WALLS TO SEAL THE METAL ROOF DECK TO THE TOP OF THE WALL.



1 CROSS SECTION-1
SCALE: 1/8" = 1'-0"



2 LONGITUDINAL SECTION-A
SCALE: 1/8" = 1'-0"

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DO NOT SCALE THIS DRAWING

VERIFY ALL DIMENSIONS, DATUMS AND LEVELS PRIOR TO COMMENCEMENT OF WORK. REPORT ANY DISCREPANCIES OR OMISSIONS TO THE ARCHITECT IMMEDIATELY.

ALL WORK MUST COMPLY WITH THE MOST RECENT EDITION OF THE APPLICABLE BUILDING CODE, AND ANY OTHER GOVERNING AUTHORITIES.

Consultant

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REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

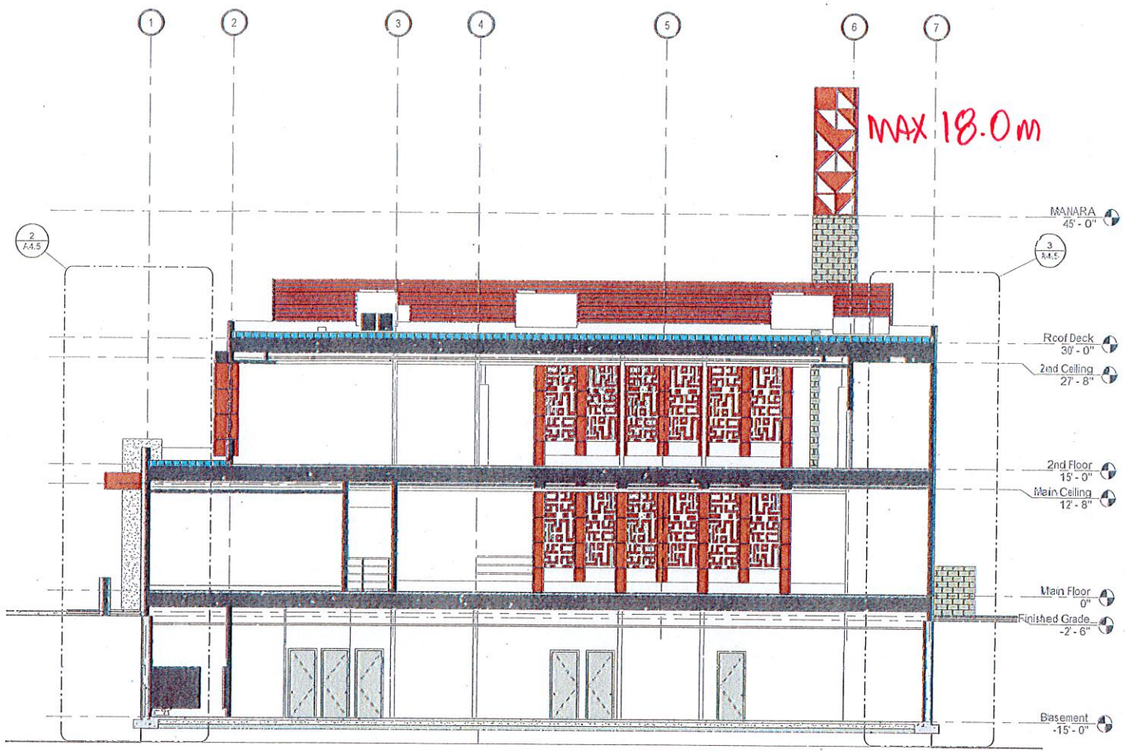
Client:

NEW MOSQUE
NOVEMBER 16 2025

BUILDING SECTIONS-1

DRAWN BY :	J.M.
CHECKED BY :	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A4.1



1 **CROSS SECTION-2**
SCALE: 1/8" = 1'-0"

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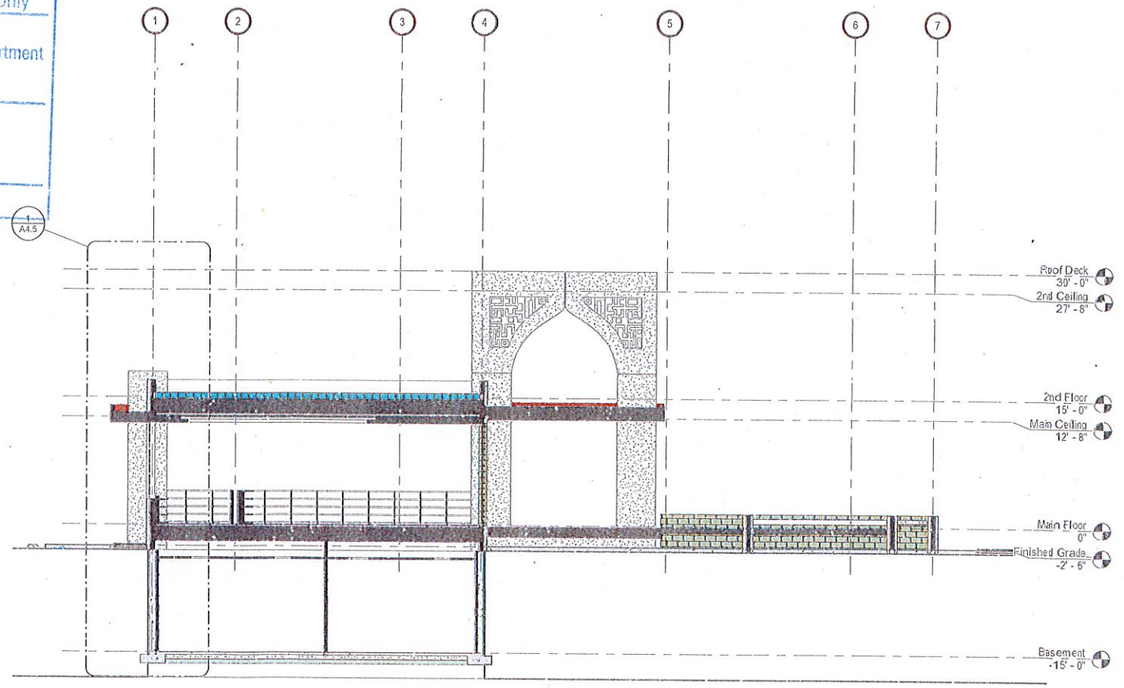

2 **CROSS SECTION-3**
SCALE: 1/8" = 1'-0"

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REVISED DESIGN	MAY 24 2024
REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

Construction Manager:

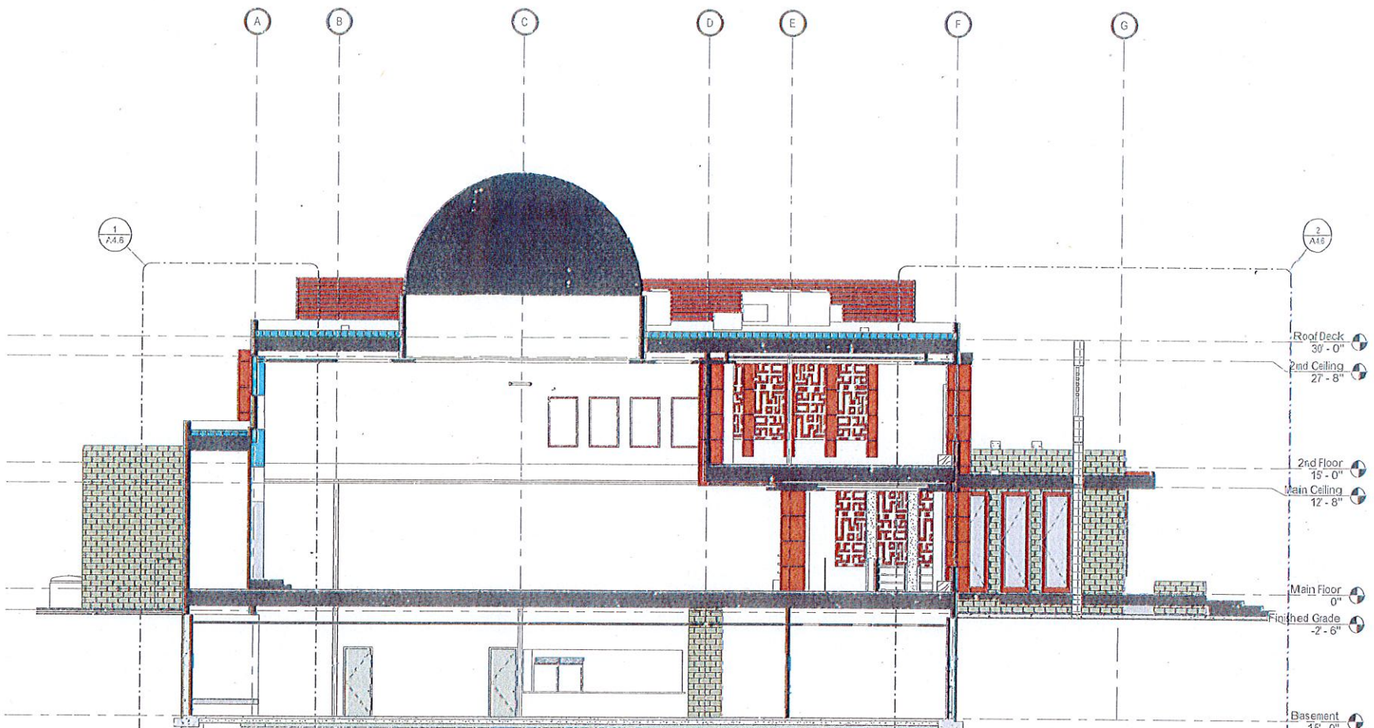
Client:

NEW MOSQUE
NOVEMBER 16
2025

BUILDING SECTIONS-2

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A4.2



1 LONGITUDINAL SECTION-B

SCALE: 1/8" = 1'-0"

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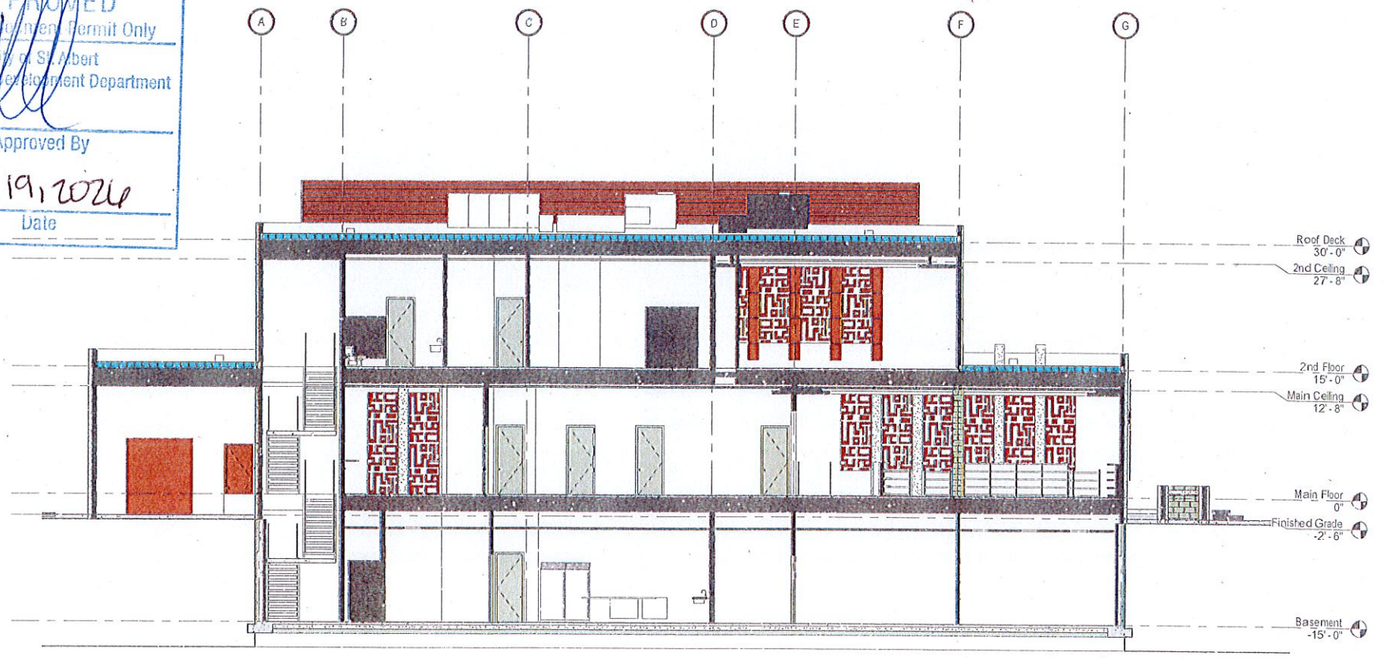

2 LONGITUDINAL SECTION-C

SCALE: 1/8" = 1'-0"

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REVISED DESIGN	MAY 24 2024
REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
PRELIMINARY DESIGN	MAY 03 2024

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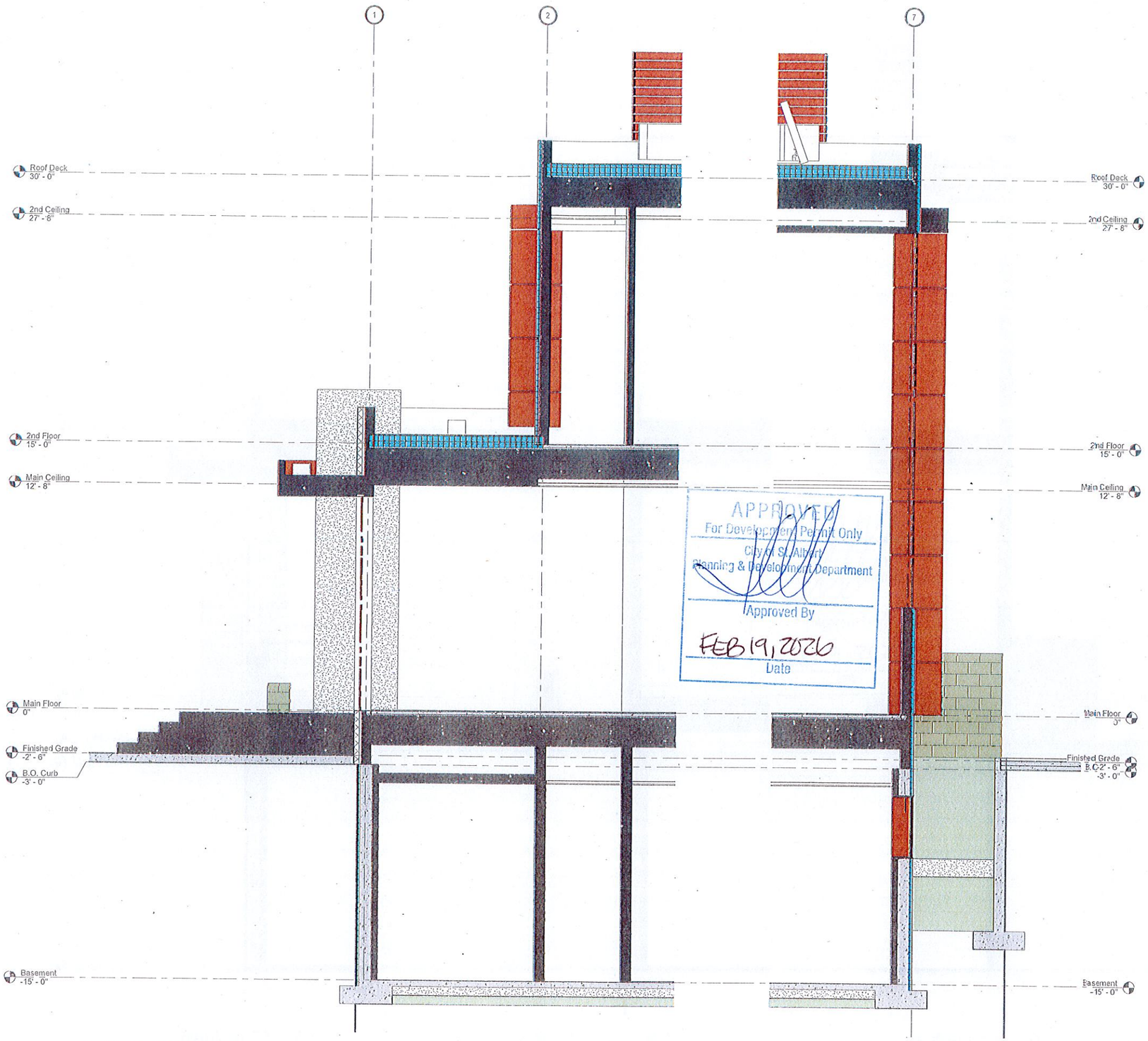
Client:

NEW MOSQUE
NOVEMBER 16
2025

BUILDING
SECTIONS-3

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A4.3



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1 **WALL SECTION-1**
SCALE: 3/8" = 1'-0"

2 **WALL SECTION-2**
SCALE: 3/8" = 1'-0"

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REVISED DESIGN	OCT 15 2024
REVISED DESIGN	OCT 03 2024
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REVISED DESIGN	MAY 24 2024
REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
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Construction Manager:

Client:

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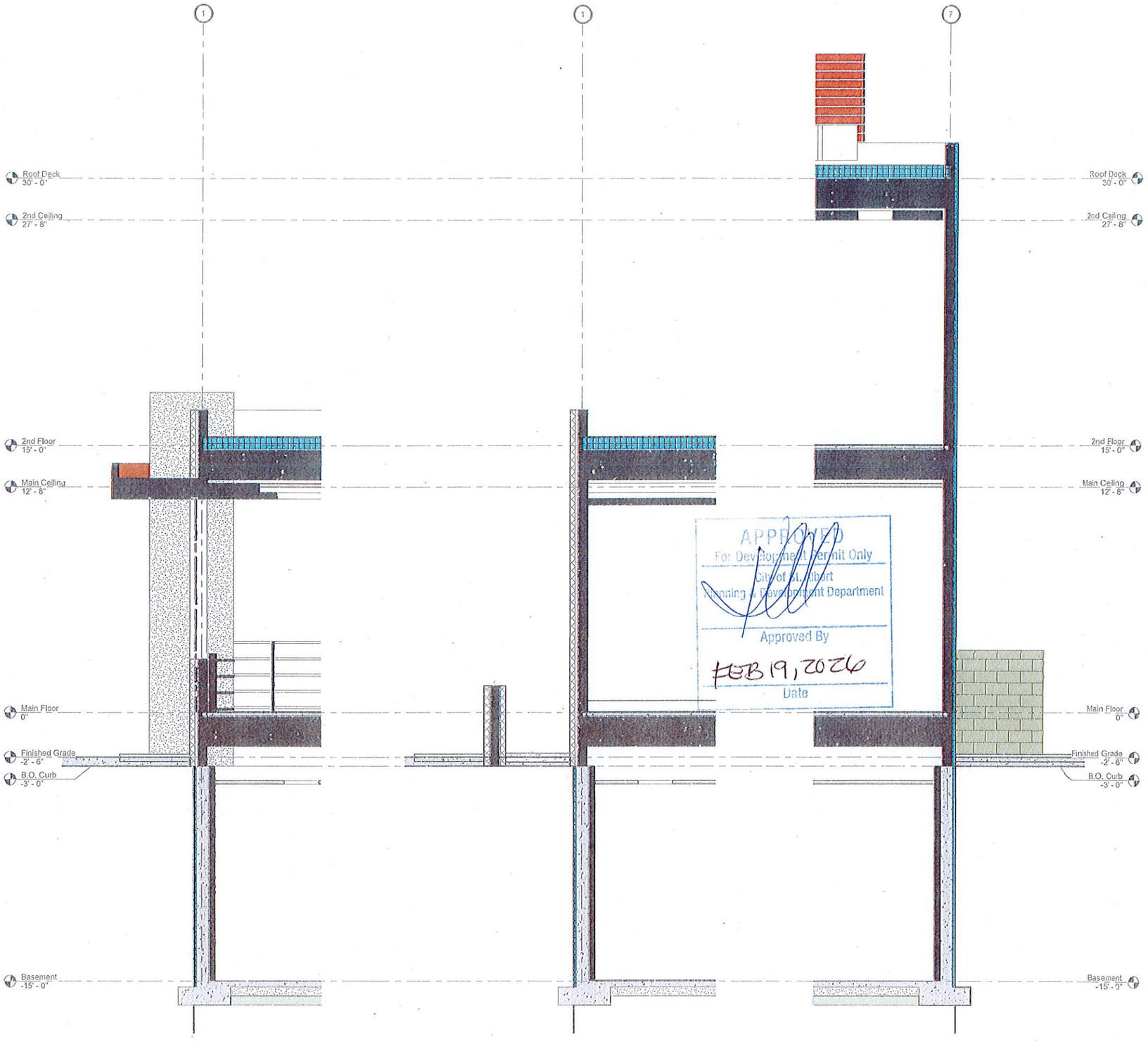
2025

WALL SECTIONS-1

DRAWN BY :	J.M.
CHECKED BY :	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A4.4



1 WALL SECTION-3
SCALE: 3/8" = 1'-0"

2 WALL SECTION-4
SCALE: 3/8" = 1'-0"

3 WALL SECTION-5
SCALE: 3/8" = 1'-0"

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REVISED DESIGN	MAY 14 2024
REVISED DESIGN	MAY 11 2024
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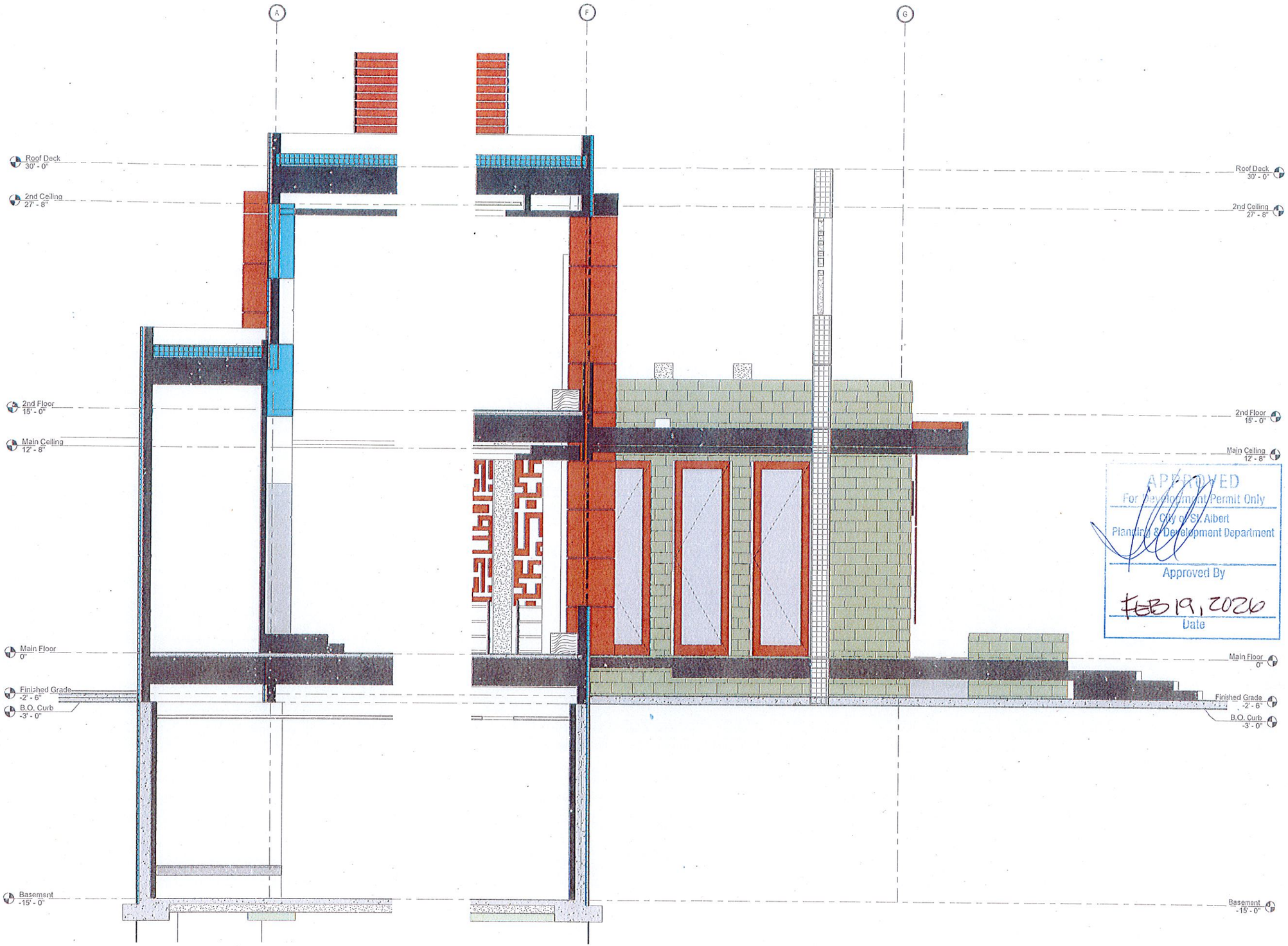
WALL SECTIONS-2

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A4.5



1 **WALL SECTION-6**
SCALE: 3/8" = 1'-0"

2 **WALL SECTION-7**
SCALE: 3/8" = 1'-0"

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WALL SECTIONS-3

DRAWN BY:	J.M.
CHECKED BY:	T.H.
SCALE:	AS NOTED
DATE:	JUNE 16 2025

A4.6

TAB “4”

Exhibit ****

Mosque Capacity (Persons)

											Per A2.8 by floor	Per A2.1-3	10.76	7.75
								Industry Guidelines			Plans	Applicant	Gudeline	Gudeline
Basement Occupancy LOADS					Sq Ft	Total Sq Ft	Sq Ft per Person A2.8	Sq Ft per Person A2.1-3	Sq Ft Per Person 10.76	Sq Ft Per Person 7.75	Occupancy Loads	Occupancy Loads	Occupancy Loads	Occupancy Loads
	Footage per Plans													
Overflow Prayer Room	65	x	55	=	3575		13.63*	17.02	10.76	7.75	0 (262)*	210	332	461
Overflow Lobby	75	x	10	=	750		16.67*	25.00	10.76	7.75	0 (45)*	30	70	97
Flex room 1 & playroom	40	x	20	=	800				10.76	7.75			74	103
flex rooms 3,4 & 5	48	x	20	=	960				10.76	7.75		75	89	124
			Total								0	315	566	785
Main Floor Occupancy LOADS														
Main Floor Payer Room	65	x	65	=	4225		13.63	16.25	10.76	7.75	310	260	393	545
Secondary lobby	45	x	20	=	900		16.67	18.00	10.76	7.75	54	50	84	116
			Total			5125.00		16.53			364	310	476	661
Second Floor Occupancy LOADS														
Womens Prayer Room	75	x	30	=	2250		15.52	17.72	10.76	7.75	145	127	209	290
Learning Room	20	x	18.5	=	370		17.62	18.50	18.50	18.50	21	20	20	20
			Total			2620.00		17.82			166	147	229	310
Building Total per above						7745.00					530 (837)*	772	1271	1757
Building Total per Plans						22200.00			**Prayer Areas only**		530 (837)*	697	1108	1530
*estimates not included in Development Plan					Discepency	14455.00			**TIA Used**				530	

TAB “5”

Design standards for Muslim prayer facilities within public buildings

Ahmed Mokhtar, Ph.D.

American University of Sharjah, Sharjah, United Arab Emirates

ABSTRACT: The construction boom in the Arabian Gulf region has resulted in an inflow of consultants from around the world. Most have little or no experience of the particular requirements of the residents of the region, who are predominantly Muslim. One of these requirements is to have prayer facilities in public buildings to accommodate practicing Muslims who pray five times a day. The design requirements of such facilities are described only vaguely in commonly-used books on architecture design standards. The result is that inadequate design of such facilities in many projects causes discomfort to users. This paper describes an effort by an academic to support the profession with recommended standards for the design of prayer facilities. It covers not only the basic functional requirements of a prayer facility but also other issues such as fire protection and the relationship with supporting amenities such as ablution space. The research uses several methods to derive the recommended design standards. It draws from those few standards that already exist for the design standards of mosques and adapts them to prayer facilities within public buildings. It capitalizes on the author's experience as a space user who also has analytical capabilities in architecture design. Hence it studies well-designed spaces, identifies their strengths and incorporates them into the recommendations. It also studies poorly-designed spaces, identifies their weaknesses and recommends their avoidance. The purpose of the paper is to trigger more discussion on the design standards of such critical spaces in a region where there is a large population of users. The intention is to change the long-established practices of the many local and international consultants who design prayer facilities on an ad-hoc basis.

Conference theme: Human context: social, cultural, and economic studies
Keywords: architecture design standards, Muslim prayer halls, design of ablution spaces

INTRODUCTION

Practicing Muslims pray five times a day (with Dawn, Midday, Afternoon, Sunset and Night prayer times). Each prayer has a time window for its performance and for this reason may occur when a practicing Muslim is at work, shopping, visiting a museum or using any other public building. In many Islamic countries, this translates architecturally into the provision of prayer facilities in public buildings. While there is no data available on the percentage of practicing Muslims - who regularly perform prayers - among the general Muslim population, anecdotal data obtained from observation at mosques and prayer spaces indicates that it is high, particularly in the Arabian Gulf region. Therefore, we can say that prayer facilities in public buildings in the region do serve a large number of people and consequently constitute an essential component of the design program of any public building.

Unfortunately, the architectural designs of prayer facilities are frequently deficient, which results in spaces being uncomfortable and unsafe. This is particularly true for international design offices that are asked to design public buildings in cities such as Dubai, Abu Dhabi and Doha. Apparently, the reason for deficient design is the lack of adequate standards that guide designers' decision-making.

1. REVIEW OF RELATED WORK

Reference books on architectural design standards, such as *Architectural Graphic Standards* (American Institute of Architects 2007), *Neufert Architects' Data* (Neufert 2003) and *Metric Handbook* (Littlefield 2008), provide useful but basic data for some aspects of mosque design. *Architectural Graphic Standards* focuses on the space requirements for mosques in western countries. *Neufert Architects' Data* covers basic categories of mosque design as it has appeared historically in various regions of the Islamic world. The book also provides some description of the design of various mosque components, but more from the points of view of history and traditions. The *Metric Handbook* suggests basic elements for the design of a mosque, focusing on the symbolic value of the elements. It also covers aspects of ablution space design. The author of

this paper has reservations regarding the book's statements about ablution spaces and the dimensions recommended for ablution station. The three reference works do, however, provide useful Arabic terminology that is commonly used to describe mosque components.

More comprehensive reference works on mosque design standards exist (Directorate-General for Yanbu Project 1999, Ibraheem 1979, Nofel 1999). These provide detailed information on design standards at the urban planning scale and/or at the architecture scale. However, all appear only in the Arabic language, which presents a barrier to many international consultants. In addition, some design standards, such as the relationship between different spaces, do not receive sufficient attention.

Generally, all of the above-mentioned reference works focus on the design standards of purpose-built mosques and hence do not address the special issues related to prayer facilities within public buildings. In addition, none attempts to explain the reasons behind the design standards. In the case of international reference works this may be due to a lack of knowledge, or to text size limitations. In the case of the works in Arabic it could be due to an expectation that the reader already knows the reasons behind the design standards.

2. OBJECTIVE AND METHODOLOGY

The objective of this paper is to help architects design Muslim prayer facilities within public buildings through the recommendation of design standards for these facilities. These design standards occasionally differ from those of purpose-built mosques. The author has developed them using several methods. Existing design standards for mosques are looked at critically and are used where appropriate. The author's experience as an architect, a space user and an analytical observer of how people use prayer spaces are capitalized on so as to study well-designed spaces, identify their strengths, and incorporate them into the recommendations. These experiences are also used to study poorly-designed spaces, identify their weaknesses and recommend their avoidance. The author's discussions with some international architects have revealed their need to understand the functions performed in these spaces. This paper, therefore, sets out to address this need.

3. DESCRIPTION OF FACILITY FUNCTIONS

Each of the five daily prayer periods starts with the call for prayer (*Azan*). Depending on national culture and the building's function, some public buildings in some Islamic countries announce the *Azan* via loudspeakers. Building's designers may recommend the installation of an automated *Azan* system as part of the building's audio system. Upon hearing the *Azan*, people begin to go to the prayer facility (males and females have separate facilities); the first group prayer usually begins between five to 20 minutes after the *Azan* (with the Sunset prayer starting the earliest because of the short window of time assigned to it). The location of the prayer facility within a building is therefore important. The architect needs to give provision for timely and convenient access to the facility, particularly if the building is large. A decision for having one central facility or several distributed ones needs careful study.

Upon arriving at the prayer facility, and guided by religious rulings, a person will do one of the following:

a. Take off shoes and go directly to the prayer hall
b. Take off shoes and go to the ablution space to perform the ablution routine (taking approximately 1.5 – 2.0 minutes), then go into the prayer hall
c. Visit the bathroom, which typically necessitates a subsequent visit to the ablution space, and then go to the prayer hall.

As will be shown, architecture design has implications for both comfort and hygiene for a person using prayer facilities.

Within the prayer hall, various activities are possible. Without going into any religious detail, these activities can be abstracted as follows:

a. Start or join a group prayer
b. Pray alone
c. Sit on the floor reading the *Quran* or carry out a similar quiet activity.

The time required to perform a prayer varies, but it is in the range of five to 10 minutes. No furniture is required. Therefore, the space can be utilized for all the above activities simultaneously. However, as the prayer hall fills with users, this flexibility may create circulation problems while users leave the hall, as will be discussed. After leaving the prayer hall, the user puts on the shoes and returns to regular activities.

An understanding of the various functions in the facility helps recognize the design requirements for the spaces identified in the following section.

4. DESIGN OF FACILITY SPACES

4.1. Prayer hall

This is the main space in the prayer facility. It is simply an open space, empty of furniture, used for the performance of prayers. However, in designing this space, several issues need to be considered. Some of these issues reflect religious rulings for prayer performance.

• People perform the prayer facing the direction of Mecca (*Quibla*) in unbroken rows that are entirely filled one after the other. The rows must be parallel and carefully aligned. It is recommended, therefore, that the flooring material clearly indicates the lines where people place themselves while praying (see floor lines in Fig. 1). To allow for a comfortable prostration position (as shown in the group prayer in Fig. 1.), the distance between these lines is 120cm. Because of this dimension, it is recommended that the clear depth of the hall be measured in multiples of 120 cm.

• It is preferable that the rows of people at prayer should be long and uninterrupted. Therefore, it is recommended that the prayer hall be free of structural columns. It is also recommended that the hall be rectangular in shape, preferably having the long side of the rectangle facing the direction of Mecca (*Quibla*).
• In selecting the location of the prayer hall inside a public building, it is highly recommended to have the walls of the hall parallel and perpendicular to *Quibla* direction. Any other configuration will result in discomfort and waste of space, as is the case in Fig. 1.

Figure 1: Sample of a prayer hall in a public building

• As mentioned in section 3, several activities can be performed simultaneously in the prayer hall. However, a religious ruling forbids a non-praying person to pass closely in front of a person who is praying. This creates a circulation problem during times of crowding. Those users who finish group prayer earlier than others are always in the front rows, with the result that they have difficulty in leaving the prayer hall without passing in front of those in the back rows who have not yet finished praying. One successful design solution to this problem is to have a perimeter zone in the prayer space of different – and usually cooler - flooring material (see Fig. 2). This different material gives users an indication that the zone is not part of the prayer area and should be kept free of people at prayer, thus allowing those in the front to leave via this zone.
• Because the front prayer lines must be filled first, and because people should not pass in front of those who are praying, it is better that entrances to the prayer hall are located at the back of the prayer hall (opposite *Quibla*). Side entries are acceptable, but are better located away from the *Quibla* wall. No entrances should be on the *Quibla* wall. Nevertheless, locations and distances between entrances should conform to fire regulations for high density assembly spaces.
• It is preferable that the prayer hall entrances be wide and without doors to ease simultaneous entry and exit during busy times. If doors are necessary for operational reasons, they naturally need to have sufficient operable width and open to the outside, as mandated by fire regulations.
• While the performance of prayer requires no furniture, some accessories may be provided in the hall and can be used to enrich the hall's design. These accessories include:

a. Cabinets or shelves to house copies of the *Quran*
b. An indicator of the direction of Mecca. This usually takes the form of a curved wall or partition, and is called the *Mihrab* (see Fig. 1 and Fig. 2). The *Mihrab* is the place where the leader of the group prayer - who also faces Mecca – commonly stands. The curve provides better reflection of sound, particularly in large halls. However, there is no religious requirement for the design of the *Mihrab*, and the use of loudspeakers eliminates the need for a sound reflecting element.
c. In the event that the public building is expected to host the weekly ceremonial group prayer on Friday, a piece of furniture at which a speaker stands facing the people may be installed. This is called a *Minbar* and there are generally no religious requirements for its design (some schools of thought make minor requirements). It would be, however, very unusual to host this Friday prayer within a public building as it typically takes place in purpose-built mosques.

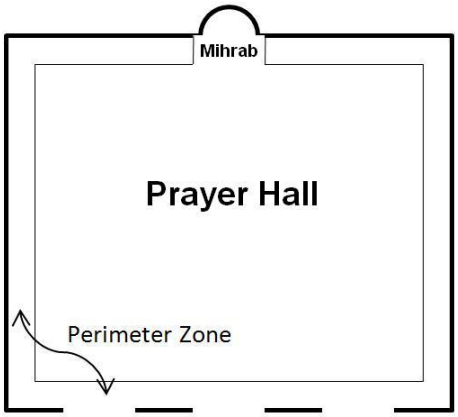

Figure 2: Plan showing the perimeter zone that facilitates exiting the prayer hall without passing in front of others.

• A critical design decision is the prayer hall's floor area. A small area results in overcrowding, while a large area wastes space. Determining the floor area depends on two pieces of information:

a. The area needed for one person to comfortably perform prayer
b. The number of people who are expected to use the prayer hall simultaneously

The first piece of information can be easily acquired from a study of human dimensions. A person requires a rectangular area of floor with an average dimension of 60 cm wide by 120 cm deep. This results in an area of $0.72m^2$ per user. It is important to note that some reference works suggest an area of $1m^2$ per user. A larger area is more appropriate in a hall used for the Friday ceremonial prayer because users sit down when

the speech is being given. The average width of a sitting person is 80cm (as opposed to 60cm for a standing one). It is also important to consider that the leader of the group prayer uses one full line.
The second piece of information, regarding the number of people who are expected to use the prayer hall simultaneously, presents more of a challenge. Rules of thumb that help estimate the expected number of users in a purpose-built mosque serving a particular community are available in reference works (Ibraheem 1979). However, sizing a praying hall within a public building depends on factors other than those appropriate to purpose-built mosques. This matter requires investigation by the design team, but the following equation provides a basis:

The number of people expected to use the prayer hall simultaneously = A x B x C x D

Where:
(*A*) is the near peak number of the building's users. This number depends on the building's nature. The reason for using near peak and not peak is to avoid over sizing.
(*B*) is the ratio of Muslims among all users. This ratio depends on the location and nature of the building. A public school in Riyadh, Saudi Arabia, expects that 99% or so of its users are Muslim, while a shopping mall in Dubai, United Arab Emirates, may expect that 50% or so of its users are Muslim.
(*C*) is the ratio of practicing Muslims among the served Muslim population. This ratio depends on the building's location. For example, it might be expected that there will be fewer practicing people in an urban location than in a rural one.
(*D*) is the ratio of people who will pray at the prayer hall simultaneously. This ratio depends on the building's schedule. If the building operates at a time when the Sunset prayer is performed then this ratio is expected to be high because the window of time to perform the prayer is short. Similarly, an office tower where the lunch break is the same for all users will result in a high ratio.
Unfortunately, no research has been found that addresses the required ratios. For this reason, the recommended approach that will enable the designer to acquire these ratios is to observe buildings that are of a similar nature and in a similar location.

4.2. Shoe removing and shoe rack space

This is usually the most under-designed space in the prayer facility. Here, users take off their shoes, put them in shoe racks and enter the prayer space. Simultaneously, other users collect their shoes from the racks and put them on. The space also serves as the lobby of the prayer facility. Therefore, it needs to be of a size that can accommodate large numbers of users. It is recommended that the design provides sufficient space in front of each shoe rack to allow the simultaneous activity of one person taking off his/her shoes, one person putting on his/her shoes, and one person moving. This requirement translates to a space width of around 200cm in front of each shoe rack. The provision of as many seats as the space allows (outside the 200cm) is also recommended.
As can be expected, shoes may present a source of air pollution. The shoe rack space, therefore, needs to be well-ventilated in the case of a naturally ventilated building. In an air-conditioned building, the space should have negative air pressure (suction), connected directly to an exhaust. Placing the suction grills near floor level is important so as to keep any odour below the level of users' faces.

4.3. Bathrooms

The design requirements of bathrooms that serve prayer facilities are no different from those elsewhere in Islamic countries. However, because of religious rulings, two additional issues need to be considered (Nofel 1999).

a. Water closets - and urinals if they exist - should not be in line with the orientation towards Mecca and should preferably be perpendicular to that direction.
b. Bathrooms should not be located behind the *Quibla* wall or above the prayer hall.

In general, bathrooms in Islamic countries require the following design considerations:

a. Individual cubicle walls and doors should provide good visual - and preferably acoustic – privacy. However, there are no religious requirements as to how this should be achieved.
b. In relation to international standards, more water closets and fewer urinals should be provided. This reflects the fact that several religious schools of thought discourage the use of urinals.
c. Hygienic water sprays (douches) should be provided at the right side of each water closet to facilitate the religious cleansing requirement.
d. The aspect of the easy cleaning of the bathroom needs to be sufficiently considered.

4.4. Ablution space

As described in section 3, the ablution space is used optionally (as determined by religious rulings). If carried out, the ablution activity includes - among other requirements - cleaning the feet with water. Therefore, if not well designed, the ablution space can become dangerous and messy. A variety of issues needs to be considered when the space is designed. These include the provision of comfortable dimensions for various models of ablution station (see example in Fig. 3), the selection of materials, and water conservation. (Mokhtar 2006) provides further information on design standards for ablution spaces; there is also a video covering the same topic (Mokhtar 2004).

5. RELATIONSHIP BETWEEN SPACES

A problematic relationship between the above-mentioned spaces is one of the main causes of uncomfortable and unsafe prayer facility design. The bubble diagram in Fig. 4 gives an example of the ideal relationship. The diagram indicates a clear separation

between two design zones - clean and non-clean. The clean zone includes the spaces in which the users are not wearing their shoes. Therefore, the shoe removing and shoe rack space is located just outside the line separating the two zones. This separation line is typically defined architecturally by a change in material (see Fig. 5) or a door. Occasionally, designers choose to use low fence for this separation. However, it is advisable to avoid the low fence solution on account of the needs of the physically challenged and the potential evacuation problems in the event of fire.

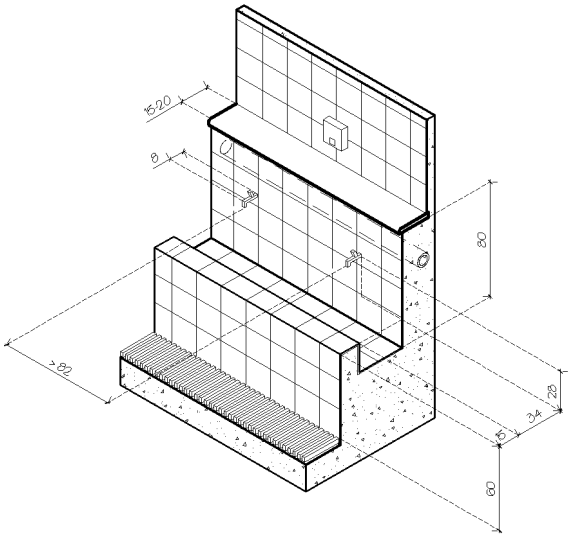

Figure 3: Proposed comfortable dimensions for an ablution station model (Mokhtar 2006).

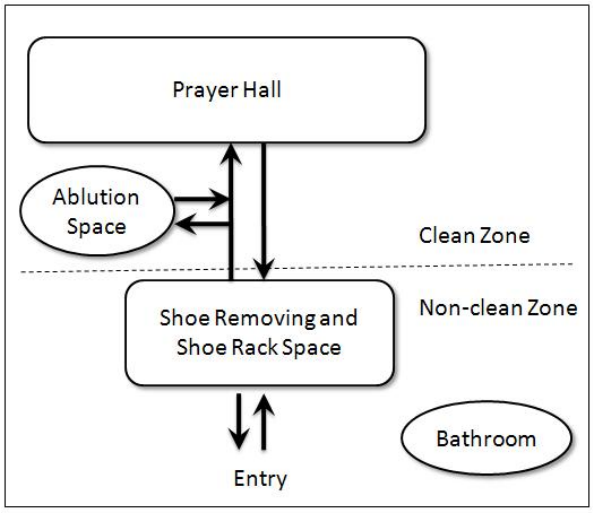

Figure 4: Relationship between spaces in the prayer facility (Mokhtar 2008).

Fig. 4 shows the ablution space inside the clean zone. Unfortunately, many designers put this space outside the clean zone. As a consequence, users have to take off their shoes, put on communal slippers to walk to the ablution space, perform their ablutions, and return to the line separating the clean and non-clean zones with wet feet. The wearing of the communal slippers, which become wet, not only makes the floor of the entry space wet and messy but also aids the spread of skin diseases (Raboobee et al., 1998).

Fig. 4 shows the location of the bathrooms outside the clean zone and not linked to the entrance or the shoe removal space. Unfortunately, many designers locate the bathrooms inside the entrance and very close to shoe removal space (see case study in Fig. 6), or even inside the clean zone. The expectation of these designers is that users who take off their shoes will put on communal slippers at the entrance of the bathroom space, and remove them before leaving it. As can be imagined, this results in the creation of unhygienic conditions. Inevitably, communal slippers used in the bathrooms become mixed with those used for ablutions, a situation which works against religious rulings regarding purity.

Figure 5: The change of material visually defines the separation between clean and non-clean zones.

Fig. 4 also shows that there is no direct access from the ablution space to the prayer hall. Rather, there is a lobby or a corridor that leads to the entrances of both spaces. This is important as it provides control over the transfer of water and humidity from the ablution space to the prayer hall. The floor of the lobby or the corridor needs to be finished with a material that helps dry peoples' feet as they move from the ablution space to the prayer hall.

6. CASE STUDY

The purpose of this case study is to review critically the design of a prayer facility and to identify issues that illustrate both good and problematic design decisions. This aids the better understanding of the design standards recommended in the paper. Fig. 6 shows the design of a prayer facility provided to the author for review by a major international consultant. The design is part of a project in the Emirate of Abu Dhabi in the United Arab Emirates. The prayer facility serves both genders and has the typical spaces mentioned in section 4.

• One of the advantages of this design is the clear separation between gender accesses to the facility. Yet, the facilities for both genders are close-by, which makes it convenient for couples and various family members to use the facilities. The provision of one or more waiting spaces close to the two entrances will help family members who are waiting for one another. However, the separation of genders inside the prayer hall itself is confusing for several reasons:

a. The partition that separates males and females appears partial and allows people to pass between the two prayer places. While there is no religious ruling against this, in practice it makes users feel uncomfortable and it is therefore likely that the partition will be extended to reach the walls. However, in this case the designer's intention of having two prayer hall exits to accommodate fire regulations are defeated.
b. The division of the prayer hall between the two genders creates a functional problem. In the event of a group prayer that involves males and females (in separate halls), a male leads the prayer in accordance to a religious ruling. However, another ruling prevents anyone from being situated in a line that is front of the group leader (in relation to Mecca). Yet, the design in Fig. 6 allows this to happen. A better design would be either to separate the two spaces acoustically - so that no group prayer involving males and females can occur - or to divide the space so that the female prayer hall is behind the male one.
c. The relative area of the male prayer hall to that of the female one seems more appropriate to a mosque than to a prayer facility in a public building. Mosques are sized for the Friday ceremonial prayer which females – unlike males - are not required to attend. Consequently, the prayers halls of females in mosques are much smaller than those of males. However, this is not the case for prayer halls in public buildings (unless the number of males in the building is expected to be higher for some reason). Religious rulings make the expectation of the numbers of females attending daily prayer less than males, but only about 25% less. The design in Fig. 6 is expected to result in a female prayer hall that is relatively overcrowded.

• Another important advantage of the design is the orientation of the prayer hall so that its walls are perpendicular and parallel to the direction of Mecca *(Quibla)*. However, a wall in the female prayer hall forms an angle with the *Quibla* direction, resulting in loss of space and the creation of confusion in the forming of prayer lines.

• One of the problems in the design is the lack of a defined clean zone. As Fig. 6 shows, the benches where users sit to take off and put on their shoes are in the walkway between the ablution space and the prayer hall. This results in the mixing of dirt from shoes with the water transported by users who have used the ablution facilities. The outcome is a dirty floor and ultimately the transfer of dirt to the prayer hall. A better solution would be to define a clear line separating the

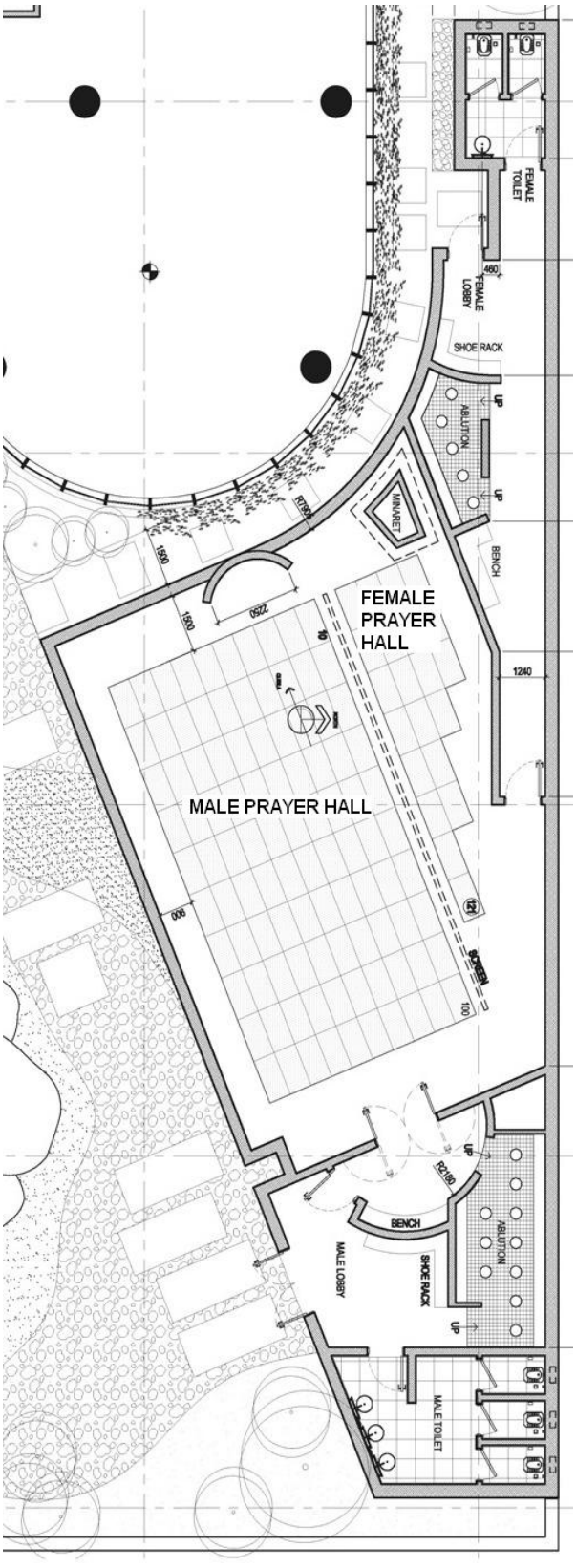

Figure 6: A sample design for the prayer facility critically reviewed by the author.

clean zone (that includes both the prayer hall and the ablution space). In this case, the benches should be relocated to near the shoe racks outside the defined clean zone.

- Another problem in the design is the possibility of accessing the bathrooms from within the prayer facility. As discussed in section 5, such a design poses a health risk. A better design would have the bathroom doors opening outside the prayer facility. This makes the bathrooms accessible to other users of the building and at the same time forces users to use the bathrooms while wearing their shoes.
- One safety problem is the raising of the ablution space floor by one step. While a one step difference between two levels is generally dangerous, having that in a place where people's feet are wet can easily cause slipping and results in injuries (Mokhtar 2006).
- One advantage of this design is the clear indication of the direction of Mecca by a curved wall (the *Mihrab*). However, the female prayer hall seems to have no such indication – an omission which may cause users to pray facing the wrong direction.
- Another advantage of the design is the placing of a strip of different material around the perimeter of the prayer halls to facilitate exiting. However, this material should not continue in front of the curved *Mihrab,* as the prayer leader uses this area to prostrate. A better design solution is shown in Fig. 2.

7. SUMMARY

Existing works of reference for the architectural design of mosques lack a number of design standards that are required if architects are to provide safe and comfortable Muslim prayer facilities in public buildings. This paper covers several of the missing standards and also provides architects with a better understanding of the functional requirements. A case study is used to illustrate some of the recommended standards. More discussion on this subject is needed to help improve the design of these spaces.

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TAB “6”

Exhibit ****
Mosque Parking Requirements
Based on Mosque Attendance

		TIA A	TIA + Basement B	Industry Guideline C	Industry Guideline D
Number of Persons		***530***	***837***	***1271***	***1757***
Vehicle Parking Required					
E	TIA	232	367	557	771
Available Parking					
	On Site	140	140	140	140
Required Off Site Street Parking		92	227	417	631
F	Available Street Parking	105	105	105	105
Street Parking	***(Surplus)(Deficiency)***	13	**-122**	**-312**	**-526**
G	Sensitivity Analysis Using 2.0 Persons per Vehicle	**-20**	**-173.5**	**-391**	**-633.5**
	1.4 persons per Vehicle	**-134**	**-353**	**-663**	**-1010**

Notes

A — TIA page 26 states " Overall, the Mosque is designed to accommodate a maximum occupancy of **530** person."

B — Applicant's Number of persons
Number of persons per Applicant's Architectural Drawings Occupancy Loads Per Prayer Areas & Overflow
A2.1 A2.3 A2.3 calculates to be **782**

C & D — Industry Guidelines state a range of 7.75 to 10.76 square feet per person in determining persons attending per prayer area and overflow.
Industry guideline C being the low end of the range estimates **1271** persons attending.
Industry guideline D being the High end of the range estimates **1757** persons attending.

E — TIA page 29 estimates the number of vehicle stalls required of 232 for 530 persons being **2.28** persons per veicle | 2.28

F — Available street parking is estimated to reflect Cambell Industrial Park street parking in the ***foreseeable future***
when all vacant lots are fully developed. Undeveloped lots presently are approximately 25 % of the Park.
When the Park is fully deveoped it will reduce the available parking due to driveways , no parking
and other factors associated with future development. In addition to reduction of available street parking
there will also be a increase in street parking demand by future tennants.
When the above factors are applied it is estimated Campbell Industrial Park will have available street parking of 350 vehicles,
of which 70% of available street parking being 245 is estimated to be used by daily tennants leaving **105** available for the Mosque needs.

G — Sensitivity analysis of required vehicles
To estimate the sensitivity of of required vehicles the 2.28 pedestrians per vehicle used by the TIA is compared to
a industry guideline of 2.00 persons per vehicle and observed 1.4 persons per vehicle and the impact thereof.

TAB “7”

Province of Alberta

MUNICIPAL GOVERNMENT ACT

Revised Statutes of Alberta 2000
Chapter M-26

Current as of December 18, 2025

Office Consolidation

Alberta King's Printer
Suite 700, Park Plaza
10611 - 98 Avenue
Edmonton, AB T5K 2P7
Phone: 780-427-4952

E-mail: kings-printer@gov.ab.ca
Shop on-line at kings-printer.alberta.ca

Hearing and decision

687(1) At a hearing under section 686, the board hearing the appeal must hear

(a) the appellant or any person acting on behalf of the appellant,

(b) the development authority from whose order, decision or development permit the appeal is made, or a person acting on behalf of the development authority,

(c) any other person who was given notice of the hearing and who wishes to be heard, or a person acting on behalf of that person, and

(d) any other person who claims to be affected by the order, decision or permit and that the subdivision and development appeal board agrees to hear, or a person acting on behalf of that person.

(2) The board hearing the appeal referred to in subsection (1) must give its decision in writing together with reasons for the decision within 15 days after concluding the hearing.

(3) In determining an appeal, the board hearing the appeal referred to in subsection (1)

(a) repealed 2020 c39 s10(52);

(a.1) must comply with any applicable land use policies;

(a.2) subject to section 638, must comply with any applicable statutory plans;

(a.3) subject to clauses (a.4) and (d), must comply with any land use bylaw in effect;

(a.4) must comply with the applicable requirements of the regulations under the *Gaming, Liquor and Cannabis Act* respecting the location of premises described in a cannabis licence and distances between those premises and other premises;

(b) must have regard to but is not bound by the subdivision and development regulations;

(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.

(4) In the case of an appeal of the deemed refusal of an application under section 683.1(8), the board must determine whether the documents and information that the applicant provided met the requirements of section 683.1(2).

RSA 2000 cM-26 s687;2009 cA-26.8 s83;2015 c8 s74;2017 c21 s28; 2018 c11 s13;2020 c39 s10(52)

Court of Appeal

Law, jurisdiction appeals

688(1) An appeal lies to the Court of Appeal on a question of law or jurisdiction with respect to

(a) a decision of the subdivision and development appeal board, and

(b) a decision made by the Land and Property Rights Tribunal

(i) under section 619 respecting whether a proposed statutory plan or land use bylaw amendment is consistent with a licence, permit, approval or other authorization granted under that section,

(ii) under section 648.1 respecting the imposition of an off-site levy or the amount of the levy,

(iii) under section 678(2)(a) respecting a decision of a subdivision authority,

(iii.1) under section 685(2.1)(a) respecting a decision of a development authority, or

TAB “8”

Campbell Business Park North Area Structure Plan

Bylaw 9/2003

March 3, 2003

THE CITY OF St. Albert

SCHEDULE “A”
TO BYLAW NO.9/2003

CAMPBELL BUSINESS PARK NORTH AREA STRUCTURE PLAN

CHAPTER 1 -- INTRODUCTION

1.1 Area Structure Plan Document Purpose

This Plan establishes the basic land use, circulation patterns and servicing concept for the Campbell Business Park North area. It addresses planning and servicing patterns as well as the staging of future development according to St. Albert’s current guidelines and standards. These standards are referenced in the Engineering Standards Manual, as well as the *Campbell Business Park North Area Structure Plan Technical Report*, dated October 2002, which may be used to assist the reader in the implementation of this Bylaw.

1.2 Campbell Business Park North Development Concept

The development concept for Campbell Business Park North provides for a cohesive upscale business park community that will accommodate a variety of light industrial and business uses. A major focal point for the business park is provided at the centre of the development and is intended to be occupied by a marquee tenant. From the inner ring road around the marquee tenant, small business lots will radiate toward the outer edges of the development, transitioning to large business lots along the outermost ring of the business park. The ring road concept and lot sizing is intended to provide inherent flexibility to the development design in order to cater to the changing needs of the St. Albert business community. An overland storm water drainage system will provide a natural open space amenity that will meander through the business park. Landscaping will be required throughout the development in accordance with Section 49 of the Land Use Bylaw 18/94 to provide for an aesthetically pleasing business environment.

CHAPTER 2 – THE DEVELOPMENT AREA

2.1 Location and Area

Campbell Business Park North is located in the northeast sector of St. Albert and is bounded by Poundmaker Road to the north, Campbell Road to the west, existing subdivided areas of Campbell Business Park to the south, and Veness Road to the east. The City boundary is located to the north and east, with unincorporated Sturgeon County to the north and the City of Edmonton to the east.

2.2 Policy Context

The Campbell Business Park North ASP complies with the current Municipal Development Plan Bylaw 4/2000 (CityPlan). The CityPlan Future Land Use Policy Map establishes the subject area as Industrial Land Use, with the exception of Campbell Arena, which is shown as Park/Open Space/School use. The ASP also recognizes and incorporates the requirements of the Land Use Bylaw No. 18/94, as amended.

2.3 Existing Features

The Campbell Business Park North ASP area encompasses approximately 55.24 gross hectares (136.5 gross acres), of which 52.96 gross hectares (130.9 gross acres) are developable. As of November 30, 2002, the developed portion of Campbell Business Park

North included 5.88 net hectares (14.53 net acres) for the recycling centre and Public Works Yard and 4.04 net hectares (9.98 net acres) for the Campbell Arena. The remaining undeveloped portion of Campbell Business Park North encompasses approximately 43.04 gross hectares (106.4 gross hectares). A compost yard and grass recycling area exists to the north of the Public Works site; however, this area has not been established as a permanent composting facility and this land has been included in the future developable area for the business park.

Vegetation, topographic and drainage characteristics of the area are illustrated in Figure 3 of the 2002 ASP Technical Report. A natural low point occurs in the southwest corner of the site. Although lands in the plan area have been previously cultivated, the land has been left fallow for several years. A natural area occurs on the east portion of the site, adjacent to Veness Road.

The lands are bisected by a power line located in the southwest corner (R/W Plan 772 1071), a gas pipeline right-of-way running in an east-west direction (Plan 2736 HW, and an environmental control facility (regional sewer line) right-of-way in the northerly portion of the plan (Plan 3958 TR). In addition, another gas pipeline right-of-way running north-south is located through the west-central portion of the plan area (Plan #932 2394). The regional sewer line and major east/west gas pipeline are considered major facilities and are not likely to be moved. However, the north/south gas pipeline R/W Plan 932 2394 and power line R/W Plan 772 1071 are expected to be relocated as development proceeds.

2.4 Land Ownership

The total plan area, approximately 55.24 hectares (136.5 acres) in size, is entirely owned by the City of St. Albert. Parcel configuration and land ownership information is shown in the 2002 ASP Technical Report on Figure 4.

CHAPTER 3 – THE DEVELOPMENT PLAN

3.1 Business Park Development (Figure 2)

The Area Structure Plan area provides approximately 30.8 net developable acres, which will support an eventual build-out of approximately 25.62 net hectares of business park uses. The concept includes a mix of lot sizes oriented on a ring-road system that is centred on a Focal Anchor Site. A mix of lot sizes will be provided for diverse tenancy, including:

16.01 hectares of Medium Lot Business (0.15 – 0.50 ha in area)
7.37 hectares of Large Lot Business (>0.50 ha in area)
2.24-hectare Focal Anchor Site

An additional 5.18 hectares of land is designated for either Business or Recreation uses. This area can accommodate expansions to the existing Campbell Arena, or could provide for other citywide recreation facilities. Alternately, the area could continue the medium lot business development pattern, should the area not be used for a recreation facility. The 5.18-hectare site is shown on Figure 2 of the ASP as “Industrial Business/Recreation”. Various development options are outlined in greater detail in the 2002 ASP Technical Report.

A statistical breakdown of the proposed land uses for the ASP is shown below.

Land Use	Gross Area
Gross Area	55.24 ha
Arterial Road Widening	2.28 ha
Gross Developable Area	52.96 ha
Storm Water Management Facility	2.60 ha
PUL	1.29 ha
Roads	8.11 ha
Rail	0.24 ha
Arena Site	4.04 ha
Public Works Yard	5.32 ha
Recycle Site	0.56 ha
Net Developable Area	30.80 ha
Medium Lot Business (0.15 – 0.50 ha lots)	16.01 ha
Large Lot Business (>0.50 ha lots)	7.37 ha
Focal Anchor Site	2.24 ha
Recreation/Business Optional Development Area	5.18 ha

3.2 Municipal Reserve

The required Municipal Reserve dedication for the proposed 52.96 Gross Developable Area (GDA) is 5.3 hectares. The Campbell Arena currently provides 4.04 hectares of Municipal Reserve within the ASP. The remaining 1.26 hectares of Municipal Reserve will be provided as land dedication or as cash in lieu within the Industrial Business/Recreation Area to the north of the Campbell Arena. The exact location and dimensional requirements will be determined at the time of subdivision within the subject area. If all of the area shown on Figure 2 as "Industrial Business/Recreation" is used for recreation purposes, the amount of over-dedication of reserves would be approximately 3.92 hectares.

3.3 Environmental Assessment

The 1991 Campbell Industrial Park (North) Technical Report included an analysis of the environmental impacts of development of the subject lands. Two additional studies were undertaken as part of the 2002 Campbell Business Park North ASP Technical Report to provide further analysis on the soils and geotechnical conditions of the subject lands and to assess impacts to existing natural areas within the ASP boundaries. There are no significant environmental impacts as a result of the proposed development, although the Business Park will encroach into an existing natural area (Natural Site SE 16) that is identified as a locally significant natural area in *the St. Albert Natural Areas Review and Inventory*. Further details of the natural area site are contained in the *Natural Site Evaluation for Natural Site SE 16 and Campbell Industrial Park North Area Structure Plan*, which is attached to the 2002 ASP Technical Report as Appendix A.

3.4 Sequence of Development

The sequencing of development shall occur in a manner that promotes contiguous development and establishes an efficient servicing pattern. The first stage has been completed on the south portion of the ASP. The staging will then move north and east, with the final stage occurring north of the Campbell Arena. The Focal Anchor Site will be included within the second stage of development. A conceptual phasing plan is included in the ASP Technical Report.

CHAPTER 4 – TRANSPORTATION

4.1 Existing Circulation Pattern

Access to the Campbell Business Park North lands is initially provided via Chevigny Street, which connects the Business Park to Corriveau Avenue to the south.

4.2 Proposed Circulation Pattern (Figure 3)

Campbell Business Park North will be bound on three sides by arterial roadways: Campbell Road to the west, Poundmaker Road to the north, and Veness Road to the east. An internal collector road system has been designed on a dual ring road circulation pattern, with four spur connections to the adjacent arterial streets. The four street connections include the existing Chevigny Street connection, two connections to Campbell Road, and one connection to Veness Road. All internal streets will comply with Industrial Collector street standards.

4.3 Public Transportation

Public transit service is available on Corriveau Avenue, to the south of the proposed ASP. Upon completion of the internal collector streets and adjacent arterial streets, public transportation can connect through the site. Routing through the Business Park can be reassessed at such time as necessary roadways have been developed.

4.4 Trail Connections

The Campbell Business Park North area will be connected to the Red Willow Trail System via existing and planned trail throughout the Kingswood Neighbourhood. The Campbell Arena site will be connected across Campbell Road to the existing trail system in the southern portion of Kingswood. Additional future connections will be located across from the east-west collector road and across Campbell Road to the south of Poundmaker Road.

CHAPTER 5 – SERVICING AND UTILITIES

5.1 Water (Figure 4)

Water service will be provided by a network of looped water mains, as shown on Figure 4. Existing 300mm water mains at Campbell Road and Chevigny Street will be used to provide adequate pressure and fire flows for the ASP area, and will be suitable to accommodate sprinkler systems.

5.2 Sanitary Servicing (Figure 5)

Sanitary sewer lines will run within the rights-of-way for the ring roads, draining toward two connections in Chevigny Street and Carnegie Drive (via the Campbell Arena property). The two mains in Chevigny Street and Carnegie Drive have been determined to provide adequate capacity to serve the proposed Campbell Business Park North development.

5.3 Storm Drainage (Figure 6)

A dual system of underground storm sewers and overland natural surface channels are proposed to collect storm water throughout the ASP area. As shown in Figure 6, the naturalised storm water management feature will begin in the northeast portion of the site and meander to the southwest corner to a storm water management facility. Ultimate discharge for the plan area has not been finalised, but it is expect to be connected to the Carnegie Drive

street sewer. Final location and design of the storm water management facility will be reviewed upon receipt of subdivision plans for the subject area.

5.4 Other Utilities

The proposed ASP area can be serviced with power, natural gas, cable, and telephone service through extensions of existing service and adequate capacity is available to service the proposed development.

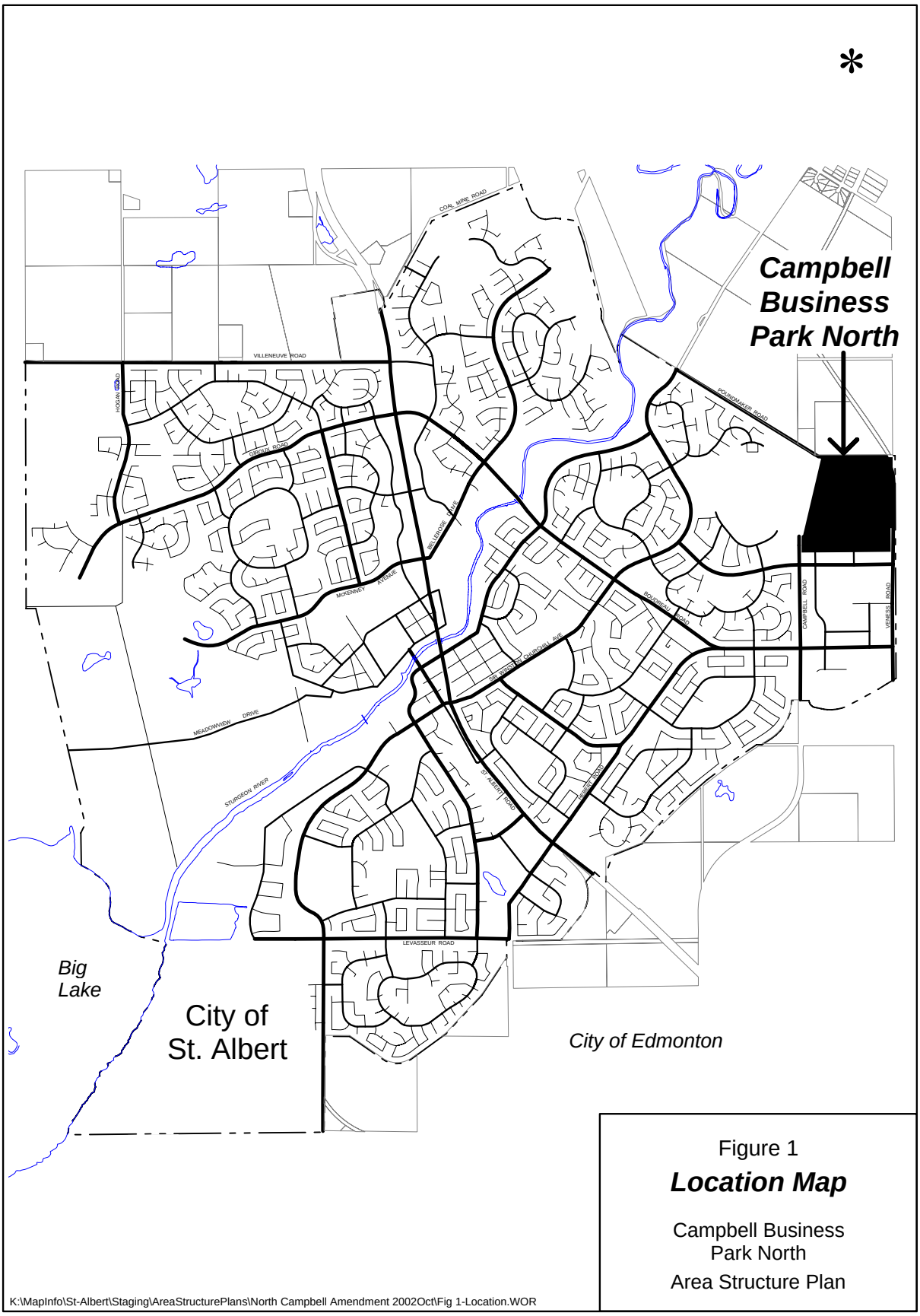

Figure 1

Location Map

Campbell Business Park North

Area Structure Plan

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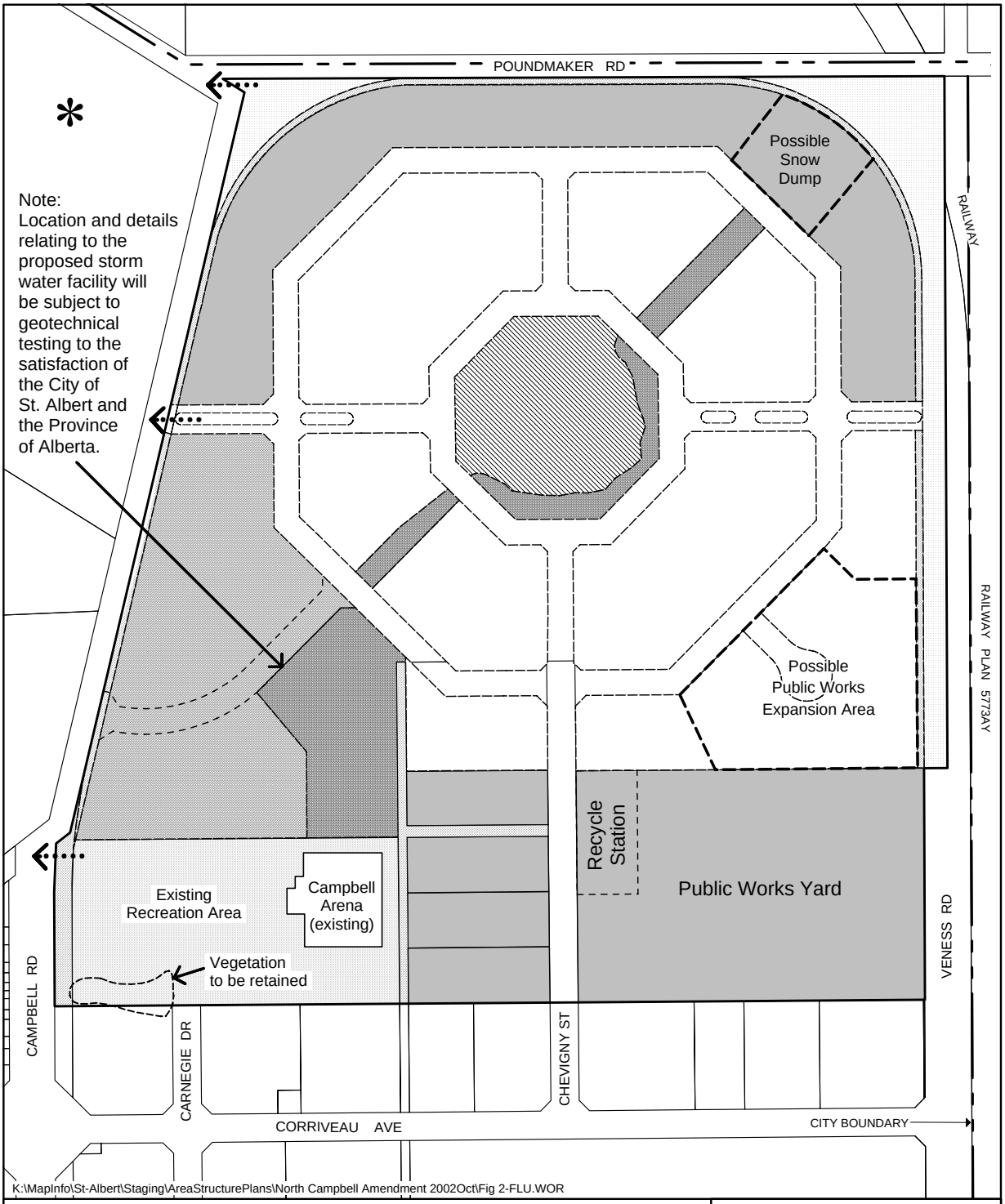
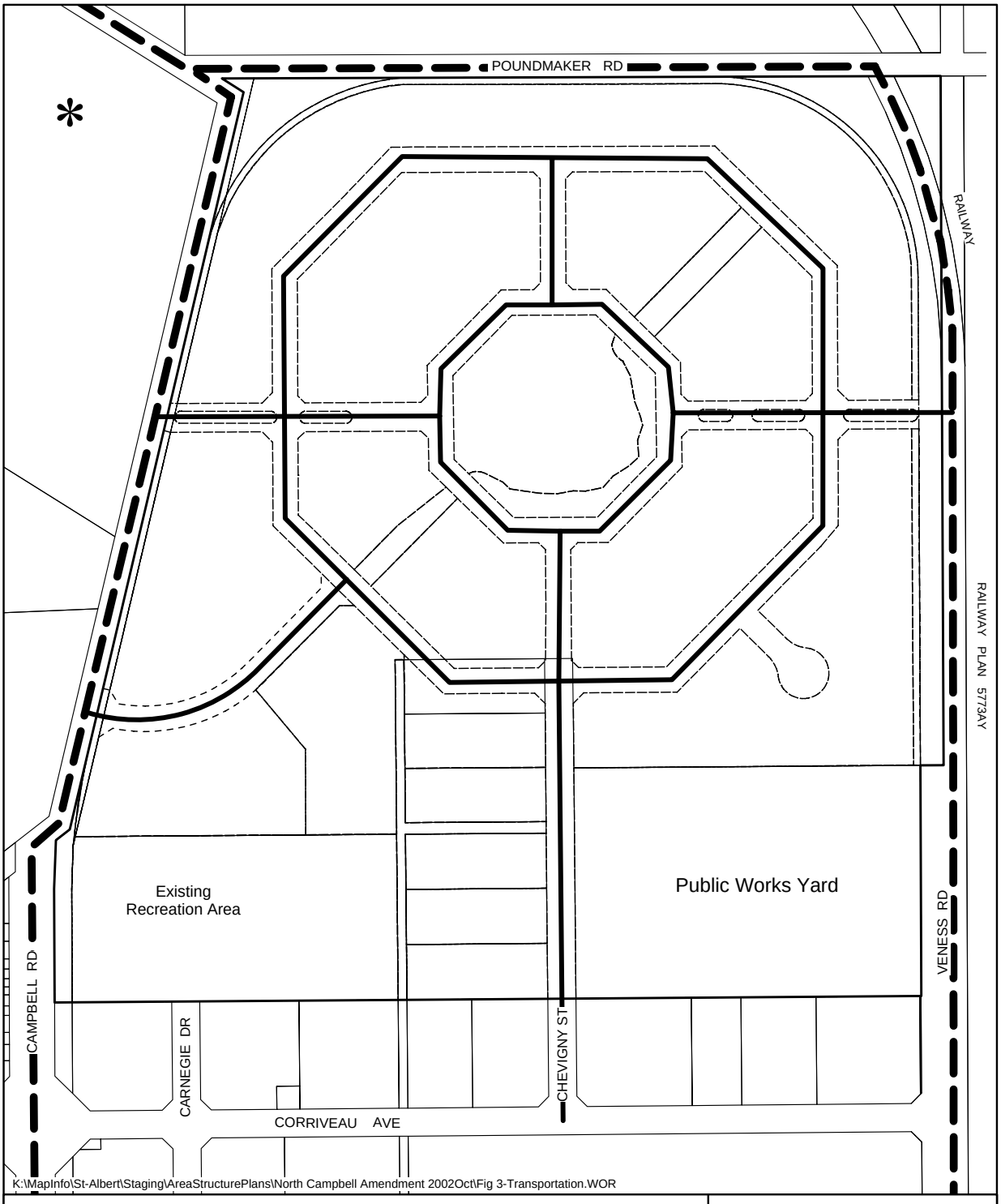


Figure 2

Future Land Use

Campbell Business Park North

Area Structure Plan



Arterial Road
Industrial Collector
ASP Area

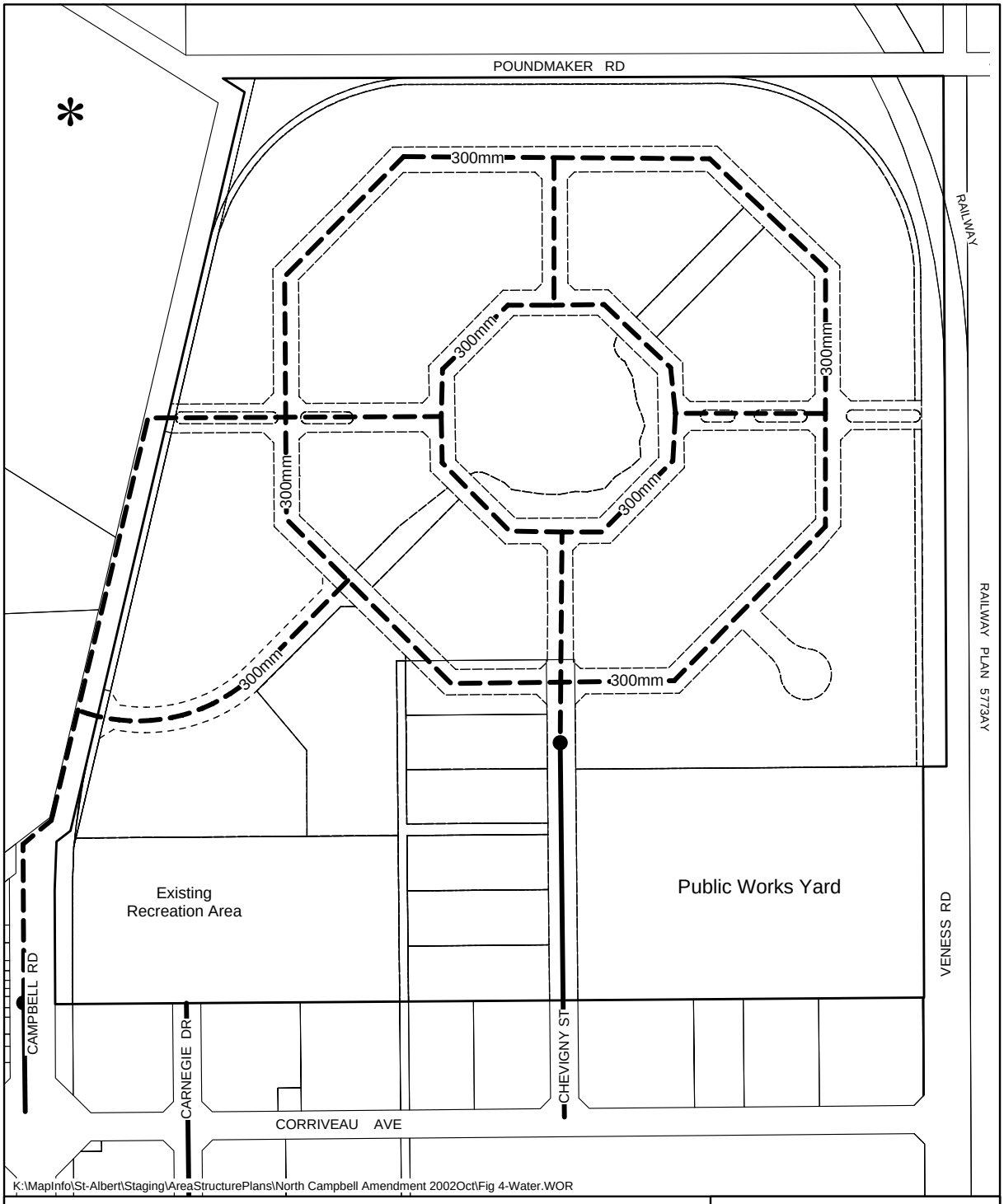
Note:
Circulation pattern does not constitute subdivision design and is subject to change.

Figure 3

Transportation

Campbell Business Park North

Area Structure Plan



Existing Water Servicing

Proposed Water Servicing

ASP Area

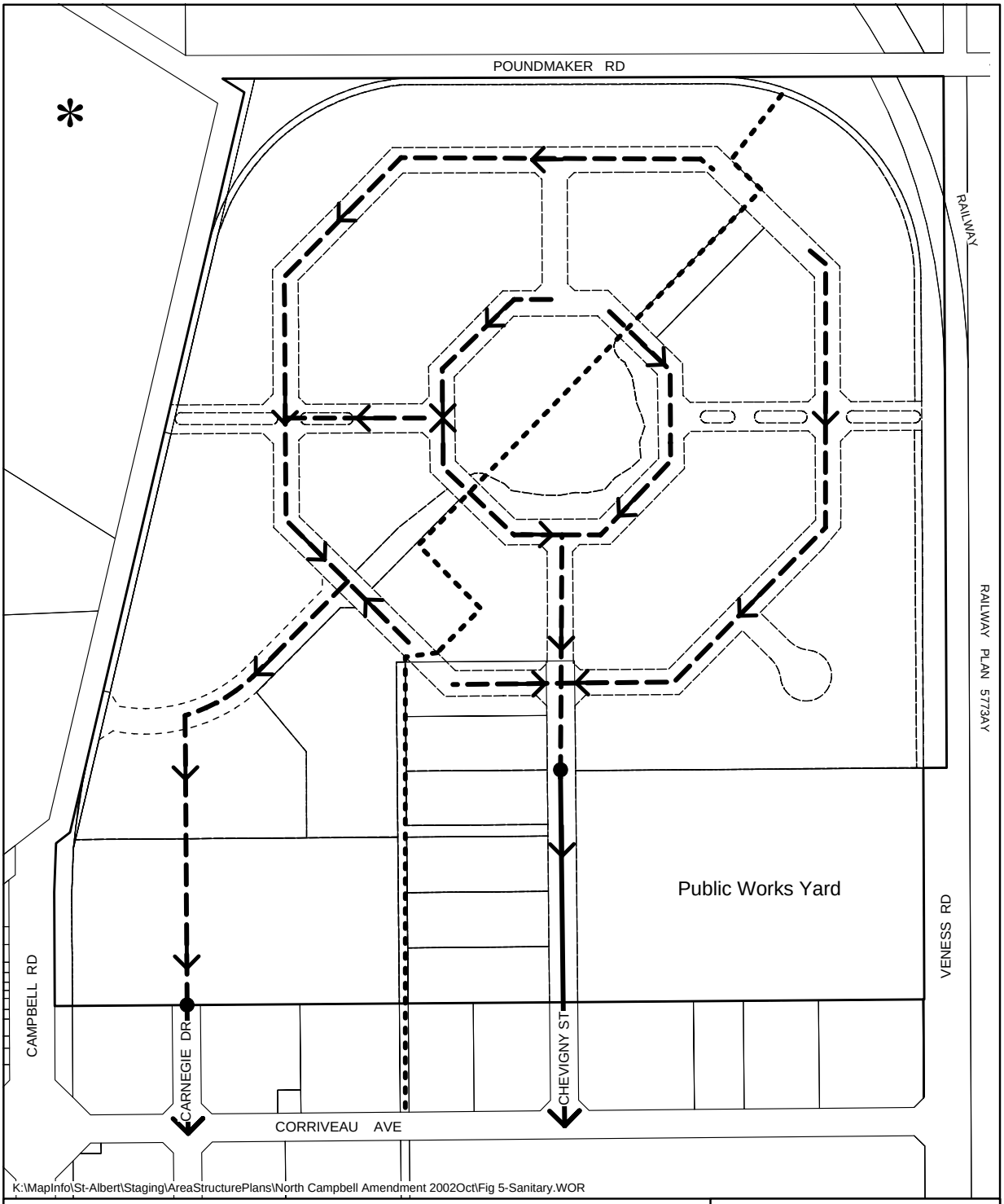
Note:
Circulation pattern does not constitute subdivision design and is subject to change.

Figure 4

Water Servicing

Campbell Business Park North

Area Structure Plan



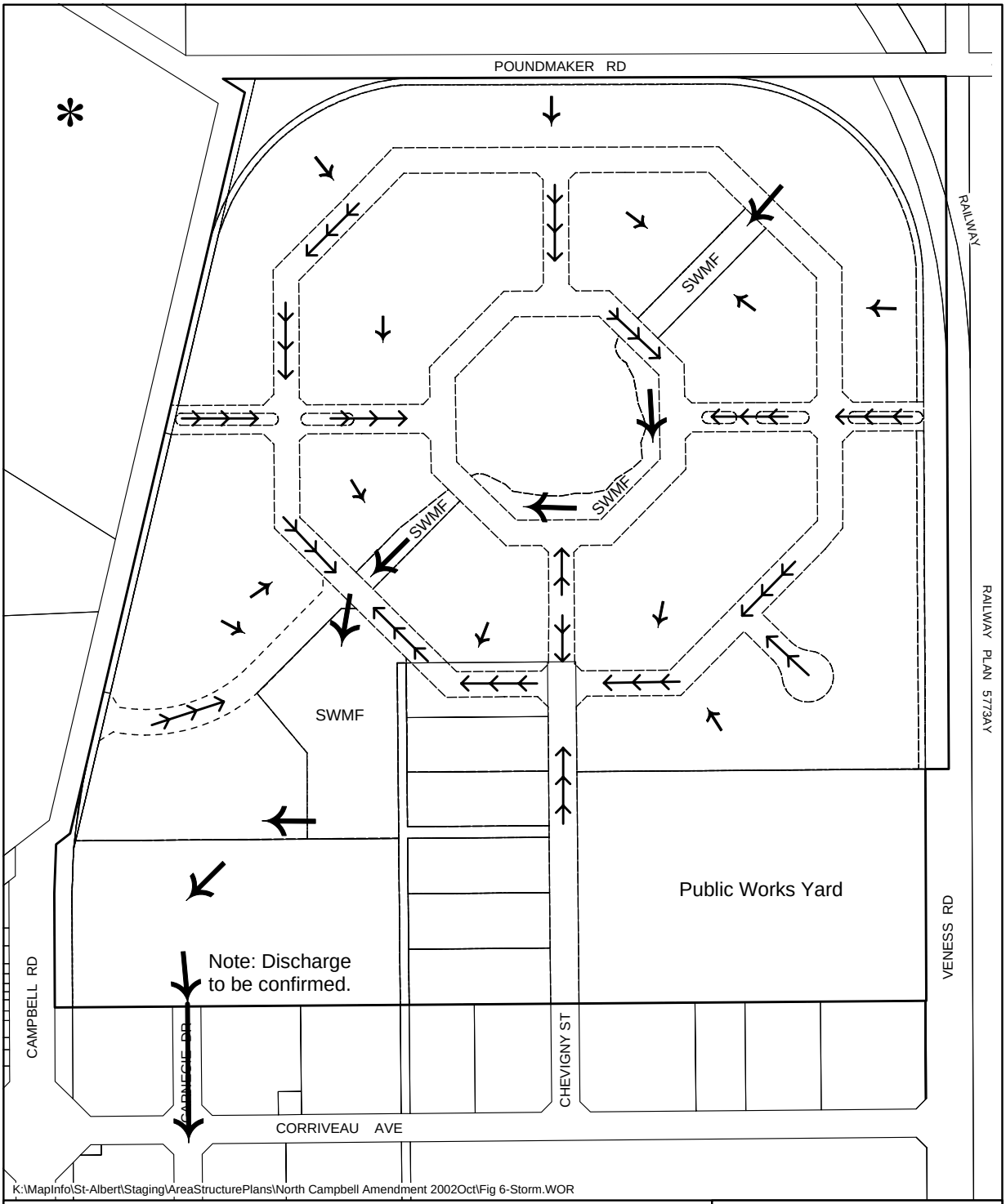
Existing 300mm Sanitary Servicing
Proposed 200mm Sanitary Servicing
Direction of Flow
Basin Boundary
ASP Area

Notes:
All sewer mains to be 200mm unless noted otherwise.

Circulation pattern does not constitute subdivision design and is subject to change.

Figure 5
Sanitary Servicing

Campbell Business Park North
Area Structure Plan



Existing Storm Sewer

Discharge Direction

Direction of Service Flow

SWMF Storm Water Management Facility

ASP Area

Note:
Circulation pattern does not constitute subdivision design and is subject to change.

Figure 6

Stormwater Management

Campbell Business Park North Area Structure Plan

TAB “9”

flourish

GROWING TO 100K

CITY OF ST. ALBERT MUNICIPAL DEVELOPMENT PLAN

MARCH 15, 2021

BYLAW 20/2020

stalbert.ca

City of St. Albert Cultivate Life

6.1. Business Attraction and Retention

Principle: Attract, support, and retain businesses, thereby growing St. Albert's economy and meeting the needs of residents and employers.

Local businesses and the opportunities they provide for owners and employees are a key component of St. Albert's economy. As the city evolves, streamlined regulations and support for new and existing employers will reinforce St. Albert's reputation as a great place to do business. The following policies foster a business environment conducive to continued growth and success in the local and regional economy.

Policies:

6.1.1. Develop and maintain an economic development strategy that reports on employment growth in the city, targets economic sectors, and identifies initiatives intended to attract, support, and retain businesses.

6.1.2. Support the development of a long-term commercial strategy that identifies demand and responds to a changing commercial landscape.

6.1.3. Encourage the growth and diversification of the local commercial economy, providing residents, businesses, and visitors with access to a full range of shops, services, and entertainment.

6.1.4. Support the co-location of synergistic industrial businesses and related services.

6.1.5. Encourage collaboration among businesses for the efficient use of resources and reduction of *waste*.

6.1.6. Encourage the *redevelopment* and revitalization of commercial shopping areas, transforming them into *mixed-use* sites with new residential *development* and complementary uses.

6.1.7. Explore and support *Indigenous* economic development partnerships and initiatives.

6.1.8. Facilitate home-based businesses that complement the neighbourhood and built form.

6.1.9. Encourage the *development* of live-work housing in planned *mixed-use* areas.

6.1.10. Develop efficient, streamlined, and straightforward regulations and processes that continuously improve St. Albert's attractiveness to businesses.

6.1.11. Explore and encourage social enterprises to provide employment opportunities that respond to community needs.

Eric Schultz

8.2. Street Network

Principle: Develop a street network that balances the efficient and safe movement of pedestrians, cyclists, public transit, emergency services, and private vehicles.

The street network has a profound impact not only on how people move around the city, but also on their ease of movement. An interconnected street network disperses traffic and provides more options for moving around by walking, cycling, and taking public transit within Neighbourhoods. As St. Albert grows, a well-connected street network is essential for providing more options for how citizens get around.

Policies:

8.2.1. Require that development of future transportation roadways, transit, and trails aligns with the *Edmonton Metropolitan Region Growth Plan* and the Edmonton Metropolitan Region Integrated Regional Transportation Master Plan.

8.2.2. Require street networks to be designed with high interconnectivity and small block sizes for new *development* and major *redevelopment* plans so that they support *connectivity*, walkability, and transit use.

8.2.3. Ensure that street, pedestrian, and cycling networks in new developments and *redevelopment* connect directly with corresponding networks in existing and proposed adjacent *developments*.

8.2.4. Collaborate with neighbouring municipalities on the planning and development of roads that service the sub-region.

8.2.5. Increase pedestrian, cycling, and emergency services *connectivity* as opportunities arise through *redevelopment*.

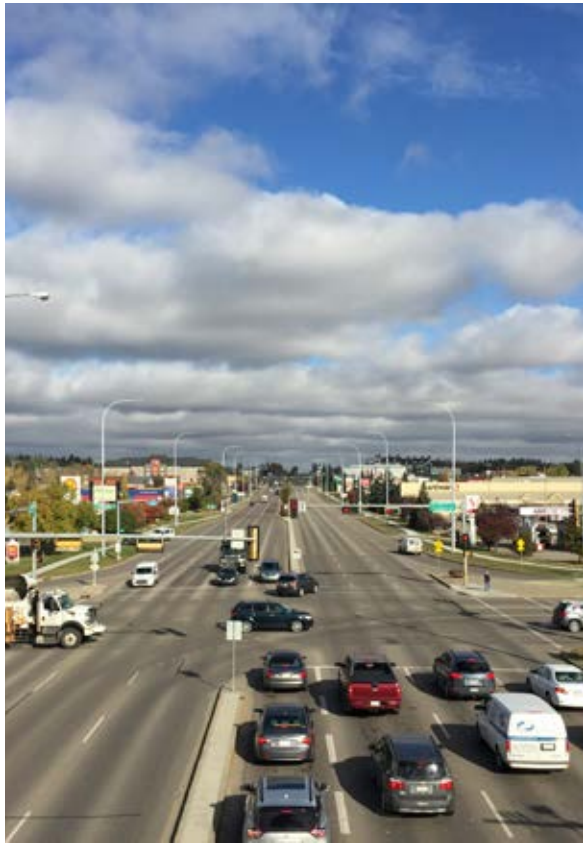
8.2.6. Enhance public safety by designing streets that encourage safe vehicular speeds and minimize collisions.

8.2.7. Require local street networks to include public streets. Where private streets function like public streets, Section 8.2 of *Flourish* and municipal standards should apply to their design.

8.2.8. Support an inclusive community by enabling *connectivity* and access between public and private streets.

8.2.9. Require public roadway access to *development*, unless other arrangements that satisfy the City's interest in permanent access to lands are provided.

8.2.10. Require the submission of a Traffic Impact Assessment, prepared by a qualified professional, for all new and applicable amended *statutory plans*, as well as for proposed commercial, industrial, and multi-unit residential *development*, as deemed necessary by the City.



TAB “10”

In the Court of Appeal of Alberta

Citation: Rossdale Community League (1974) v. Edmonton (Subdivision and Development Appeal Board), 2009 ABCA 261

Date: 20090730
Docket: 0803-0078-AC
Registry: Edmonton

Between:

The Rossdale Community League (1974)

Appellant (Applicant)

- and -

City of Edmonton Subdivision and Development and Appeal Board and the City of Edmonton

Respondents (Respondents)

The Court:

The Honourable Madam Justice Carole Conrad
The Honourable Mr. Justice Ronald Berger
The Honourable Madam Justice Patricia Rowbotham

Memorandum of Judgment

Appeal from the Decision by
The Subdivision and Development Appeal Board of the City of Edmonton
Dated the 22nd day of February, 2008

Memorandum of Judgment

The Court:

[1] The City of Edmonton obtained a development permit "to construct interior alterations and continue to operate Protective and Emergency Services" on a parcel for which the City is unable to locate a permit for the parcel's existing and former uses.

[2] The parcel is zoned "A" or "Metropolitan Recreation Zone".

[3] The zoning of "Metropolitan Recreation Zone" includes a discretionary use of "Protective and Emergency Services" (City of Edmonton Zoning Bylaw No. 12,800, Section 540).

[4] Section 7.1(3)(b) of the Zoning Bylaw provides as follows:

> "The following guidelines shall be applied in interpreting the Use Class definitions:
> ...
>
> b. where a specific use does not conform to the wording of any Use Class definition or generally conforms to the wording of two or more Use Class definitions, the Development Officer may, in his discretion, deem that the use conforms to and is included in that Use Class which he considers to be the most appropriate in character and purpose. In such a case, the use shall be considered a Discretionary Use, whether or not the Use Class is listed as Permitted or Discretionary within the applicable Zone;"

[5] Pursuant to s. 7.7(8) of the Bylaw, the discretionary use of "Protective and Emergency Services" is defined to mean:

> "8. **Protective and Emergency Services** means development which is required for the public protection of persons and property from injury, harm or damage together with the incidental storage of equipment and vehicles, which is necessary for the local distribution of utility services. Typical Uses include police stations, fire stations and ancillary training facilities." [emphasis added]

[6] Section 683 of the ***Municipal Government Act***, RSA 2000, c. M-26 requires that a development permit be obtained for all developments.

[7] Subsections 616(b)(iii) and (iv) of the Act define a "development" as follows:

> "(iii) a change of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the use of the land or building, or
>
> (iv) a change in the intensity of use of land or a building or an act done in relation to land or a building that results in or is likely to result in a change in the intensity of use of the land or building."

[8] The Appellant appealed the issuance of the development permit to the SDAB. It argues that, since there is no evidence of an existing development permit, there could be no request to continue a permit for Protective and Emergency Services, particularly fire training and river rescue services. Moreover, it contends that the City's intended uses of "park ranger" services and "trail maintenance" services cannot be considered as included in "Protective and Emergency Services".

[9] By decision dated February 22, 2008, the SDAB found *inter alia* that, while the usage (e.g. fire training) has changed over time, the Discretionary Use of Protective and Emergency Services has been in place for over fifty years on the lands. Moreover, the SDAB concluded that "[a]s outlined in Section 7.1(3)(b) of the Zoning Bylaw, the Use Class of Protective and Emergency Services is most appropriate in character and purpose in incorporating the activities of Park Rangers and Trail Maintenance on this site." The SDAB dismissed the appeal: A.B. Digest, Vol. 1, F6.

[10] That which is in issue in this appeal is the scope of the continued operation of Protective and Emergency Services as contemplated by the development permit. The permit itself is silent in that regard.

[11] The parties agree that the parcel had been used over time for "fire training" and "river rescue". The question to be decided is whether the development permit authorizes the City to operate "park ranger" and river valley "trail maintenance" from the parcel. That is the stated intention of the City.

[12] Also to be decided is whether that stated intention, if carried out, represents a material change in usage. In our opinion, it does. In addition, given the City's acknowledgment that there would be an intensification of use of this site, the development permit, drafted as it is without qualification or conditions, and without examination of the planning issues that such changes might engage, cannot be sustained.

[13] In our opinion, "Protective and Emergency Services" is not a use in and of itself that would confer upon the City *carte blanche* to engage in any different or intensified use so long as it is a "protective and emergency service".

[14] The object and purpose of a discretionary use is to allow the development authority to assess the particular type and character of the use involved, including its intensity and its compatibility with adjacent uses. The SDAB failed to consider such factors.

[15] That said, the record before us, supplemented by oral argument, establishes that use of the parcel in question to accommodate the activities of "park rangers" is, mindful of their duties and responsibilities, a use that properly falls within the rubric of "Protective and Emergency Services". We note, however, that s. 7.7(8) of the Bylaw speaks of local distribution of services. The development permit does not articulate the scope or extent of the services in question and the SDAB did not address the issue.

[16] The appeal is allowed. The decision of the SDAB is set aside. The matter is remitted to the Board for reconsideration in accordance with this judgment. In that regard, and by way of assistance to the SDAB, we declare that the legislative framework authorizes use of the parcel for "river rescue", "fire training", and the activities of "park rangers". It does not authorize the City of Edmonton to use the parcel for "trail maintenance".

Appeal heard on May 26, 2009

Memorandum filed at Edmonton, Alberta
this 30th day of July, 2009

As authorized by: Conrad J.A.

Berger J.A.

As authorized by: Rowbotham J.A.

Appearances:

W.W. Barclay
for the Appellant (Applicant)

D.S. Woo
M.S. Young
J.C. Johnson
for the Respondent - The City of Edmonton

TAB “11”

Province of Alberta

TRAFFIC SAFETY ACT

USE OF HIGHWAY AND RULES OF THE ROAD REGULATION

Alberta Regulation 304/2002

With amendments up to and including Alberta Regulation 167/2025

Current as of August 8, 2025

Office Consolidation

Alberta King's Printer
Suite 700, Park Plaza
10611 - 98 Avenue
Edmonton, AB T5K 2P7
Phone: 780-427-4952

E-mail: kings-printer@gov.ab.ca
Shop on-line at kings-printer.alberta.ca

Proceeding after stopping

38 When a person driving a vehicle is required to stop the vehicle pursuant to section 36 or 37, that person

(a) shall not cause the vehicle to proceed until the condition of the traffic on the highway being entered on is such that the vehicle can enter onto the highway in safety, and

(b) shall yield the right of way to all vehicles and pedestrians approaching that person's vehicle and that are on the highway being entered.

Yield signs

39 A person driving a vehicle that is about to enter onto a highway that is marked by a "yield" sign need not stop the vehicle before entering onto the highway but that person shall yield the right of way to all vehicles and pedestrians that are on the highway being entered and approaching that person's vehicle.

Traffic circles

40 Unless otherwise directed by a traffic control device, a person driving a vehicle that is travelling in a traffic circle shall yield the right of way to any other vehicle that is in the circle and that is travelling to the left of that person's vehicle.

Yielding to pedestrians

41(1) A person driving a vehicle shall yield the right of way to a pedestrian crossing the roadway within a crosswalk.

(2) Where a vehicle is stopped at a crosswalk to permit a pedestrian to cross the roadway, a person driving any other vehicle that is approaching the stopped vehicle from the rear shall not overtake and pass the stopped vehicle.

(3) At any place on a roadway other than at a crosswalk, a person driving a vehicle has the right of way over pedestrians unless otherwise directed by a peace officer or a traffic control device.

(4) Nothing in subsection (3) relieves a person driving a vehicle from the duty of exercising due care for the safety of pedestrians.

Railway crossing

42(1) For the purposes of this section a railway train is approaching a railway crossing if

(a) a clearly visible electrical or mechanical signal device gives warning of the approach of a railway train,

(4) A person must not direct the driver of a tow truck to stop or park in contravention of subsection (2).

AR 167/2025 s2

Part 3
Pedestrians on Highway

Pedestrians on roadway

90(1) When a sidewalk or path is located beside a roadway, a pedestrian

(a) shall at all times when it is reasonable and practicable to do so use the sidewalk or path, and

(b) shall not proceed along or remain on the roadway.

(2) If there is no sidewalk or path, a pedestrian who is proceeding along or on a highway shall at all times when reasonable and practicable to do so, proceed only on the left side of the roadway or the shoulder of the highway facing traffic approaching from the opposite direction.

Pedestrians crossing roadway

91(1) A pedestrian who is crossing a roadway

(a) shall cross as quickly as is reasonable, and

(b) shall not stop or loiter while crossing the highway or otherwise impede the free movement of vehicles on the highway.

(2) A pedestrian shall not proceed onto a roadway or proceed along a roadway into the path of any vehicle that is so close that it is impracticable for the driver of the vehicle to yield the right of way.

Yielding by pedestrians

92 A pedestrian who is crossing a roadway at any point other than within a crosswalk shall yield the right of way to vehicles on the roadway.

Pedestrians' right of way

93(1) At a place where there is a crosswalk, a pedestrian has, unless otherwise directed by a peace officer or a traffic control device, the right of way over vehicles for the purpose of crossing the roadway within the crosswalk.