



**2026-2036**

## **MOBILITY CHOICES**

# **10-YEAR LONG-RANGE STRATEGY**

### **MEMORANDUM**

**To:** Craig Walker, City of St. Albert  
**From:** Selby Thannikary, WSP  
**Subject:** Parking Regulation Study  
**Date:** November 24, 2025



# INTRODUCTION

The City of St. Albert (City) is the second largest city in the Edmonton Metropolitan Region (EMR). The City's population is growing at an annual rate of 1.5%, based upon the last two municipal censuses in 2018 and 2024. As per information obtained from City staff, based on the most recent housing needs assessment (2024), one in six rental households are in Core Housing Need, paying more than 30% of their gross income for suitable housing. Additionally, the City has a unit shortage of 3,165 units which is equivalent to 12.2% of all households.

The federal government is providing the City with \$11.8 million in funding through the Housing Accelerator Fund (HAF) grant program, led by the Canada Mortgage and Housing Corporation (CMHC). The City can utilize this funding to remove barriers, construct more homes, and improve housing affordability. The Parking Regulation Study (Study) is one of the seven initiatives undertaken by the City in this regard. This Study is funded by HAF and builds upon the parking component of the City's 2025 Mobility Choices Strategy (MCS). Its purpose is to better align the parking regulations for residential uses in the City's Land Use Bylaw with actual parking needs. In doing so, this Study aims to offer evidence-based recommendations to update existing parking regulations so that they are more responsive to the local demand and context. Removing the parking-related regulatory challenges in the Land Use Bylaw is anticipated to improve both housing affordability and housing options.

## DEFINITION: AFFORDABLE NON-MARKET HOUSING

The City of St. Albert Land Use Bylaw 18/2024 refers to the definition of affordable non-market housing in the Council Policy C-P&E-06 Affordable Housing. As per the Council Policy, *“Affordable Non-Market Housing” is defined as rental or ownership dwellings that are targeted toward modest income groups or household types with control over the unit rental or ownership costs. This includes dwellings defined under the following forms:*

- a. *“Affordable Non-Market Ownership or Attainable Housing” is defined as dwelling units that are affordable to households earning 65% - 80% of the Median Total Income for all families. Ownership housing costs should not exceed 32% of the household’s income, including mortgage payments, heat, taxes, and 50% of condominium fees where applicable. Ownership or resale value must be controlled for a minimum 10 year period within this definition*
- b. *“Affordable Non-market Rental Housing” is defined as dwelling units that are targeted toward low to moderate income households earning less than the Core Need Income Threshold in St. Albert for the household size. Affordable rents shall be maintained at a minimum of 10% below the Average Market Rent as reported by Canada Mortgage and Housing Corporation (CMHC) for a 15 year period from the date of occupancy under this initiative. Rental housing costs should not exceed 30% of the household’s income including the cost of heat, water, and sewer.*
- c. *“Eligible Affordable Housing Project” is defined as a project that conforms to the following criteria:*
  - i. *Helps St. Albert residents become self sufficient;*
  - ii. *Is accessible to persons with disabilities, is affordable and inclusive;*
  - iii. *Is constructed within targets of the Province of Alberta’s Modesty Assurance Guidelines for unit sizes and amenities;*
  - iv. *Demonstrates a partnership where the City of St. Albert is one of a number of sources of funding; and*

v. Meets the definition of Affordable Ownership, Attainable Housing, or Affordable Rental housing.”

## ST. ALBERT LAND USE BYLAW

The City's Land Use Bylaw includes the following parking requirements for the land uses 'Dwelling (apartment)', 'Dwelling unit above a non-residential use', 'Dwelling (studio unit)', and 'Dwelling (loft unit).'

Downtown District:

- 0.8 spaces per dwelling unit, or dwelling (loft unit);
- 0 spaces per dwelling (studio unit), for the first 10% of dwelling (studio units) within a building, and then 0.6 spaces per dwelling (studio unit) thereafter;
- 0.6 spaces per affordable non-market housing dwelling unit except for the following properties: (I) Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street); and
- 1 space per 7 dwelling units for visitor parking except for the following properties: (I) Plan 212 1125, Block 3, Lot 58 (22 St. Thomas Street).

All Other Districts:

- 1 space per dwelling unit, or dwelling (loft unit);
- 0 spaces per dwelling (studio unit), for the first 10% of dwelling (studio units) within a building, and then 0.6 spaces per dwelling (studio unit) thereafter;
- 0.6 spaces per affordable non-market housing dwelling unit;
- 1 space per 7 dwelling units for visitor parking.

Therefore, resident parking requirements for affordable non-market housing are 25% lower than market rate housing in the Downtown District and 40% lower in all other districts.

Parking requirements for other residential uses in Section 4.3 of the City's Land Use Bylaw are summarized below in **Table 1**.

Table 1. St. Albert Land Use Bylaw Parking Requirements for Different Residential Uses

Residential Land Use	Bylaw Parking Requirement
Congregate Housing (level two)	1 space per 2 SU
Dwelling (apartment) Dwelling unit above a non-residential use Dwelling (studio unit) Dwelling (loft unit) [excluding affordable non-market housing dwelling unit]	In the Downtown District: <ul style="list-style-type: none"><li>- 0.8 spaces per DU, or dwelling (loft unit);</li><li>- 0 spaces per dwelling (studio unit), for the first 10% of dwelling (studio units) within a building, and then 0.60 spaces per dwelling (studio unit) thereafter;</li><li>- 1 space per 7 DU for visitor parking, except for a property located at 22 St. Thomas Street where the requirement is 1 space per 10 DU</li></ul> <p>In all other Districts:</p> <ul style="list-style-type: none"><li>- 1 space per DU, or dwelling (loft unit);</li><li>- 0 spaces per dwelling (studio unit), for the first 10% of dwelling (studio units) within a building, and then 0.60 spaces per dwelling (studio unit) thereafter;</li></ul>

Residential Land Use	Bylaw Parking Requirement
	- 1 space per 7 DU for visitor parking
a) Dwelling (duplex) b) Dwelling (manufactured) c) Dwelling (semi-detached) d) Dwelling (single detached) e) Dwelling (townhouse - plex)	2 spaces per DU
Dwelling (townhouse - single)	2 spaces per DU for lots equal to or greater than 5.18 m in width; 1 space per DU for lots less than 5.18 m in width
Dwelling (townhouse - complex)	1.5 spaces per DU; and 1 space per 7 DU for visitor parking
Secondary suite (internal) Secondary suite (garage) Secondary suite (garden)	0 space required per suite; or 1 space required when there are two secondary suites on a lot in the Low-Density Residential District
Live/work unit	1 space per DU for the residential component; and 1 space per 50 sq.m of GFA for the commercial component
Farm help accommodation	As required by the Development Authority
a) Home-based business (level two) b) Home-based business (level three)	(a) The Development Authority shall determine the required parking for a home-based business, (level two or three), exclusive of any non-resident employees, having consideration for the proposed number of visitors/students/clients; plus  (b) In the Downtown District:  (i) 0 spaces per non-resident employee required during the maximum working shift; and  (c) In all other Districts:  (i) 1 space per non-resident employee required during the maximum working shift.
Group home	1 space per 3 SU; and 1 space per employee required during the maximum working shift
Transitional accommodation	1 space per 5 SU; and 1 space per employee required during the maximum working shift
Supportive living accommodation	1 space per DU; 1 space per 5 SU; 1 space per 7 DU or SU for visitor parking; 1 space per employee required during the maximum working shift

**Notes:**

SU = Sleeping Unit; DU = Dwelling Unit; sq.m = square metres; GFA = Gross Floor Area

# JURISDICTIONAL SCAN AND ACADEMIC LITERATURE REVIEW

## JURISDICTIONAL SCAN OF AFFORDABLE HOUSING PARKING REQUIREMENTS

Several jurisdictions across Canada have undertaken different regulatory approaches aimed at reducing barriers to affordable housing, accelerate home building, and construct affordable housing. WSP has conducted a jurisdictional scan to review such policy mechanisms and observed outcomes. Municipalities within the EMR and beyond were examined as part of this review. The purpose of the review is to inform potential updates to the City of St. Albert's Land Use Bylaw, with a particular focus on adjusting parking requirements for residential developments.

The findings of the jurisdictional scan are summarized below:

### **Edmonton, AB**

The City of Edmonton undertook a Comprehensive Parking Study in 2019. Based on data collected in summer (July) and winter (November) of 2018, Phase I of this study found that at maximum observed usage, only 39% of available parking spaces for commercial uses, 64% for residential uses, and 61% for mixed land uses were being utilized. On average, this resulted in more than 19,000 vacant parking spaces for commercial uses, more than 2,000 for residential uses, and more than 2,500 for mixed land uses. This finding highlighted that there was a significant oversupply of parking, indicating Edmonton's previous parking requirements resulted in large amounts of land being dedicated to underused parking infrastructure which limited opportunities for housing, businesses, and public space. In July 2020, the city implemented the "Open Option Parking" city-wide, becoming the first major Canadian city to eliminate on-site parking requirements from its Zoning Bylaw. This policy allows developers, businesses, and homeowners to determine the amount of on-site parking based on operational needs or lifestyle preferences.

The introduction of "Open Option Parking" is expected to be beneficial for Edmonton in the long term as it will provide land use flexibility. Businesses and property owners can tailor parking supply based on associated demand.

Parking infrastructure is expensive to build, ranging from \$7,000 - \$60,000 per space<sup>1</sup>. These costs are typically passed down to tenants and homeowners through higher rents and mortgages. Removing the minimum on-site parking requirements eliminates an economic barrier for new businesses and supports the development of more diverse and affordable housing options. Furthermore, the City of Edmonton had concluded that "Open Option Parking" would introduce a series of other benefits to the city including more efficient use of parking, support the development of a vibrant, walkable and compact city, encourage diverse transportation options, and build climate resilience.

Since Edmonton's decision to implement "Open Option Parking", other major Canadian cities including Toronto [2022], Vancouver [2024], and Saskatoon [2024] have followed by removing parking minimums. Montreal, Ottawa, and Calgary are also considering similar changes in their parking regulations. There is no comprehensive data/study regarding the impact of removing parking minimums on parking supply and housing affordability.

### **Beaumont, AB**

The City of Beaumont, located within the EMR, developed an Affordable Housing Strategy in 2021 to address housing affordability gaps and support residents across all income levels and age groups. The strategy identifies the following key directions:

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<sup>1</sup> [https://www.edmonton.ca/city\\_government/urban\\_planning\\_and\\_design/open-option-parking?utm\\_source=virtualaddress&utm\\_campaign=openoptionparking](https://www.edmonton.ca/city_government/urban_planning_and_design/open-option-parking?utm_source=virtualaddress&utm_campaign=openoptionparking)

- Supporting local investments in affordable housing** through municipal policies, tools, and processes.
- Promoting partnerships and capacity** among organizations involved in housing provision.
- Increasing community support** by fostering a better understanding of housing issues, needs, and concerns among stakeholders.
- Advocating to senior levels of government** for initiatives that address local housing needs.

While the strategy acknowledges the role of land use regulations in supporting housing goals, it does not propose reducing or removing minimum parking requirements. This is because such reductions had already been implemented through the city's 2019 Land Use Bylaw update. The Affordable Housing Strategy also identified a link between transportation challenges and housing issues in Beaumont. At present, there is no local transit service in the city and the only transit service is the commuter route between Beaumont and Edmonton. Lack of transit and other affordable transportation options makes it difficult to live in Beaumont without a personal vehicle, resulting in increased parking demand. While reducing parking requirements can lower housing development costs and improve affordability, it may also create practical challenges, especially in areas with limited transportation options. A lack of affordable transportation options is a factor that contributes to low levels of affordable housing being built in Beaumont. This highlights the need for transportation policies that go beyond reducing parking requirements. While lowering parking minimums can help reduce development costs and support affordability, it must be part of a broader approach that includes accessible and affordable transportation options to ensure that the residential units are accessible for those who need them.

It is to be noted that the city does not have separate reduced parking requirements for affordable housing in its Land Use Bylaw. However, as per the Land Use Bylaw, a minimum requirement of 1 parking space per dwelling unit is considered for all multifamily residential developments within the city, except in the Mature Neighbourhood and Main Street Districts where the minimum parking requirement of 1 space per dwelling unit is only required for units over 75 square metres (sq.m). However, the development authority or the subdivision authority may consider requests to vary parking requirements for a project; additional information such as a parking study may be required to support the decision.

### **Fort Saskatchewan, AB**

Fort Saskatchewan, located within the EMR, has not developed a formal affordable housing strategy. However, its Land Use Bylaw includes "Direct Control Districts", which provide a tool for more detailed regulation of land use, development, building placement, and site alteration in areas that require special consideration.

One example is the "94 Street Mixed Market Residential" Direct Control District, which applies to a portion of the city's Old Health Care Centre Site. This district is specifically intended to support the development of Seniors Housing, Mixed Market Affordable Housing, and supportive uses. A key aspect of this district is the use of modified parking standards. The minimum parking requirements for apartments in this district differ from those applied in other parts of the city, as shown in **Table 2**.

Table 2. Comparison of Minimum Parking Requirements for Apartments in Fort Saskatchewan

Type of Unit	General Minimum Parking Requirements	Downtown Minimum Parking Requirements	94 Street Mixed Market Residential Minimum Parking Requirements
Bachelor	1 space per DU	0.75 spaces per DU	0.8 spaces per DU

Type of Unit	General Minimum Parking Requirements	Downtown Minimum Parking Requirements	94 Street Mixed Market Residential Minimum Parking Requirements
			(20% lower than general requirements)
1-bedroom unit	1 space per DU	1 space per DU	0.8 spaces per DU (20% lower than general requirements)
2-bedroom unit	1.5 spaces per DU	1.5 spaces per DU	1 space per DU (33% lower than general requirements)
3-bedroom unit	2 spaces per DU	1.75 spaces per DU	1.5 spaces per DU (25% lower than general requirements)
Visitors	1 space per 6 DU	1 space per 7 DU	1 space per 8 DU (25% lower than general requirements)

**Notes:**

DU=Dwelling Unit

The lower parking minimums in the “94 Street Mixed Market Residential” Direct Control District help reduce development costs and support the development of economically diverse housing. This example shows how specific zoning strategies can be used to enable a wide range of housing options and support diverse residential development.

### Strathcona County, AB

Strathcona County, located within the EMR, has introduced several indicatives to support housing affordability. In 2022, the County published its “Affordable Housing Implementation Plan”, which outlines a range of strategies aimed at addressing gaps in housing affordability and diversity across the community.

One of the recommended strategies is the adoption of “reduced and more appropriate parking supply requirements”. To support this strategy, the County has carried out the following initiatives:

- Explore ways to reduce parking demand through improved multimodal connections, parking fees and expanded transit service, as outlined in the 2012 Integrated Transportation Master Plan.
- Apply reduced parking requirements in certain zoning districts such as the Sustainable Urban Villages to help lower development costs, increase the number of residential units, and improve housing affordability.
- Update the Municipal Development Plan in 2017 and encourage the use of reduced parking requirements within the Compact Development Policy Area and the Urban Centre Policy Area.
- Adopt an updated Area Redevelopment Plan for Centre in the Park in 2020, along with a corresponding Zoning District in the Land Use Bylaw. Both documents allow for reduced parking requirements in the area.

In addition to these completed initiatives, the County has identified further actions to continue supporting the strategy:

- **Immediate:** Continue to support Transportation Planning and Engineering Services through the Integrated Transportation Master Plan Update to explore further measures for reducing parking demand.

- **Medium term:** Review parking regulations within the Land Use Bylaw, considering approaches such as adjusting parking minimum requirements, allowing open option parking, or implementing parking maximums.
- **Long term:** Create new Area Redevelopment Plans within built-up urban areas. These plans can streamline the development process by reducing the need for individual applications and can also include customized, site-specific parking standards to better align with redevelopment goals and housing needs.

Strathcona County's use of reduced parking requirements demonstrates how land use regulations can support affordable housing objectives. Zones such as the Centre in the Park incorporate lower or tailored parking minimums which reduce development costs. **Table 3** provides a comparison of the general minimum residential parking requirements for apartments in the County's Land Use Bylaw with those in the Centre in the Park Zone, showing how parking policies have been adapted to align with the County's affordable housing strategy.

Table 3. Comparison of Minimum Parking Requirements for Apartments in Strathcona County

Type of Unit	General Minimum Parking Requirements	Centre in the Park Zone Minimum Parking Requirements
Studio	1 space per DU	0.75 spaces per DU (25% lower than general requirements)
1-bedroom unit	1 space per DU	0.75 spaces per DU (25% lower than general requirements)
2-bedroom unit	1.5 spaces per DU	1 space per DU (33% lower than general requirements)
3 or more-bedroom unit	2 spaces per DU	1.25 spaces per DU (37% lower than general requirements)
Visitors	1 space per 7 DU	1 space per 10 SU (after the first 10 SU) (30% lower than general requirements)

**Notes:**

DU = Dwelling Unit; SU = Sleeping Unit

### Leduc, AB

The City of Leduc is located within the EMR. The city's Land Use Bylaw 809-2013 states that for resident parking in multi-unit developments, 1 parking space is required per dwelling unit for 1-bedroom units and 2 parking spaces are required per dwelling unit for 2-or-more bedroom units. Additionally, 1 visitor parking space is required for every 5 units, which is equivalent to 0.2 parking spaces per unit. Based on information obtained from city staff, deviations from these requirements and appropriate reductions for affordable housing developments are considered on a case-by-case basis based on various factors such as location, transit accessibility, etc. However, in general, the city generally considers a minimum resident parking requirement of 1 space per dwelling unit for all residential developments, based on the assumption that families in a suburban municipality such as Leduc are expected to own at least 1 car per household. The city is planning to pursue a parking study in the near future which will inform if adjustments are required for minimum parking ratios for multi-unit developments, including affordable housing, in the Land Use Bylaw.

### Other Municipalities

Cities outside the EMR were also reviewed to gain a broader understanding of how parking regulations related to affordable housing are applied across Canada. A few such examples are summarized below:

- **Maple Ridge, BC:** The City of Maple Ridge Bylaw 4350-1990 includes different minimum parking space requirements for market and non-market multifamily housing in the Maple Ridge Town Centre, as shown in **Table 4**.

Table 4. Comparison of Minimum Parking Requirements in Maple Ridge Town Centre

Type of Unit	Market Housing	Non-Market Housing
Bachelor	0.9 spaces per DU	0.8 spaces per DU (11% lower than market housing)
1-bedroom unit	1 space per DU	0.9 spaces per DU (10% lower than market housing)
Each additional bedroom	0.1 space per DU	0.1 space per DU
Visitor parking (where on-street supply is available)	0.1 space per DU	0.05 spaces per DU (50% lower than market housing)
Visitor parking (where on-street supply is not available)	0.2 spaces per DU	0.1 space per DU (50% lower than market housing)

**Notes:**

DU = Dwelling Unit

- **Mission, BC:** The City of Mission Zoning Bylaw 5949-2020 includes separate minimum parking requirements for Market Rental Apartments and Affordable Rental Apartments. For the former, the minimum parking requirement is 0.75 spaces per dwelling unit, plus 0.2 spaces per dwelling unit for visitor parking, while for the latter, the minimum requirement is 0.5 spaces per dwelling unit, plus 0.2 spaces per dwelling unit for visitor parking. Therefore, the resident parking requirement for the Affordable Rental Apartments is reduced by 33%.
- **District of Saanich, BC:** The Corporation of the District of Saanich Zoning Bylaw 8200 includes tailored parking requirements for affordable housing for the Comprehensive Development Nigel Valley Zone. In this zone, the minimum parking requirement for Apartments (Market Rate) is 0.75 spaces per dwelling unit, plus 0.1 spaces per dwelling unit for visitor parking, while for Apartments (Affordable), the minimum requirement is 0.5 spaces per dwelling unit, plus 0.1 spaces per dwelling unit for visitor parking. Therefore, the resident parking requirement for the Apartments (Affordable) is reduced by 33%.
- **Richmond, BC:** The City of Richmond Zoning Bylaw 8500 includes separate parking requirements for Market Rental Units (Apartment Housing) and Affordable Housing Units. For the former, the minimum parking requirement is 0.67 spaces per dwelling unit, plus 0.11 spaces per dwelling unit for visitor parking, while for the latter, the minimum requirement is 0.56 spaces per dwelling unit, plus 0.11 spaces per dwelling unit for visitor parking. Therefore, the resident parking requirement for the Affordable Housing Units is reduced by 16%.
- **Mississauga, ON:** The Mississauga Zoning By-law No. 0225-2007 states that the required number of off-street parking spaces for affordable ownership housing units or affordable rental housing units located within the Inclusionary Zoning Overlay Area boundaries in the By-law shall be 70% of the required number of parking spaces (30% reduction) for the corresponding residential uses in all Precincts 2, 3, and 4.

Based on the jurisdictional scan, it can be concluded that St. Albert's parking reduction percentage for affordable non-market housing (residents) is consistent with peer municipalities in the

Downtown, but higher than peer municipalities in non-Downtown areas. Additionally, the minimum resident and visitor parking requirements for affordable non-market housing are within the range of requirements for peer municipalities. However, it is to be noted that minimum parking requirements for affordable housing are higher in the EMR jurisdictions (Beaumont, Fort Saskatchewan, Strathcona County, and Leduc) compared to some of the non-EMR jurisdictions and St. Albert's requirements are below the observed range in the EMR jurisdictions.

## JURISDICTIONAL SCAN OF PARKING REQUIREMENTS FOR DIFFERENT RESIDENTIAL USES

WSP reviewed the minimum parking requirements for different residential uses in Section 4.3 of the Land Use Bylaw and summarized in **Table 1** with those in the peer municipalities. Four EMR jurisdictions (Beaumont, Fort Saskatchewan, Strathcona County, and Leduc) and two non-EMR jurisdictions (Mission and District of Saanich) were selected for purposes of this jurisdictional scan.

It is to be noted that each municipality has its own historical, planning, policy, and transportation contexts which might be different from that of St. Albert. Therefore, the findings of the jurisdictional scan could be considered as one of the project inputs but may not dictate changes to policies in the City's Land Use Bylaw. Additionally, the definitions of the different land uses selected for the jurisdictional scan vary across different jurisdictions. Therefore, some professional judgement was used in selecting the land uses in the other jurisdictions and those with the closest fit were chosen for comparison purposes.

**Table 5** and **Table 6** summarize the minimum parking requirements for apartments and other residential uses in St. Albert respectively and compare them with the range of minimum parking requirements in the benchmarked municipalities. For apartments, separate parking requirements are provided in the City's Land Use Bylaw for the Downtown District and all other districts. Therefore, two separate comparisons were conducted, one for the Downtown and the other for the non-Downtown areas. However, for most of the other residential uses, only one cityside parking requirement is provided in the City's Land Use Bylaw. As such, only one comparison was conducted for these uses. The detailed comparisons are included in **Appendix A**.

Table 5. Jurisdictional Scan of Minimum Parking Requirements for Apartments

Location	Land Use	St. Albert Land Use Bylaw Parking Requirement	Range in Peer Municipalities
Downtown	Dwelling (apartment)	0.8 spaces per DU	<p><b>Beaumont</b><sup>1</sup>: 1 space per DU</p> <p><b>Fort Saskatchewan</b>:</p> <p>One-bedroom unit: 1 space per DU</p> <p>Two-bedroom unit: 1.5 spaces per DU</p> <p>Three- or more bedroom unit: 1.75 spaces per DU</p> <p><b>Strathcona County</b>:</p> <p>One-bedroom unit: 1 space per DU</p> <p>Two-bedroom unit: 1.5 spaces per DU</p> <p>Three- or more bedroom unit: 2 spaces per DU</p> <p><b>1 space per 2 SU</b></p> <p><b>1 space per 2 employees</b></p> <p><b>Leduc</b>:</p>

Location	Land Use	St. Albert Land Use Bylaw Parking Requirement	Range in Peer Municipalities
			<p>One-bedroom unit: 1 space per DU Two- or more bedroom unit: 2 spaces per DU</p> <p><b>Mission:</b> Market Strata: One-bedroom unit: 1 space per DU Two- or more bedroom unit: 1.5 spaces per DU</p> <p>Market Rental: 0.75 spaces per DU</p> <p><b>District of Saanich:</b> 0.7 spaces per DU (apartments with 3-12 DU), 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)</p>
	Dwelling unit above a non-residential use	0.8 spaces per DU	1 space per DU
	Dwelling (studio unit)	0 spaces per DU for the first 10% of DU within a building, and then 0.6 spaces per DU thereafter	<p><b>Beaumont<sup>1</sup>:</b> 1 space per DU</p> <p><b>Fort Saskatchewan:</b> 0.75 spaces per DU</p> <p><b>Strathcona County:</b> 1 space per DU</p> <p><b>Leduc:</b> 1 space per DU</p> <p><b>Mission:</b> 1 space per DU (Market Strata). 0.75 spaces per DU (Market Rental)</p> <p><b>District of Saanich:</b> 0.7 spaces per DU (apartments with 3-12 DU), 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)</p>
	Dwelling (loft unit)	0.8 spaces per DU	<p><b>Beaumont<sup>1</sup>:</b> 1 space per DU</p> <p><b>Fort Saskatchewan:</b> 1 space per DU</p> <p><b>Strathcona County:</b> 1 space per DU</p> <p><b>Leduc:</b> 1 space per DU</p> <p><b>Mission:</b> 1 space per DU (Market Strata). 0.75 spaces per DU (Market Rental)</p> <p><b>District of Saanich:</b> 0.7 spaces per DU (apartments with 3-12 DU), 0</p>

Location	Land Use	St. Albert Land Use Bylaw Parking Requirement	Range in Peer Municipalities
			minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)
	Visitor Parking	0.14 spaces per DU	0.14-0.3 spaces per DU
Non- Downtown Areas	Dwelling (apartment)	1 space per DU	<p><b>Beaumont<sup>1</sup>:</b> 1 space per DU</p> <p><b>Fort Saskatchewan:</b> One-bedroom unit: 1 space per DU Two-bedroom unit: 1.5 spaces per DU Three- or more bedroom unit: 2 spaces per DU</p> <p><b>Strathcona County:</b> One-bedroom unit: 1 space per DU Two-bedroom unit: 1.5 spaces per DU Three- or more bedroom unit: 2 spaces per DU 1 space per 2 SU 1 space per 2 employees</p> <p><b>Leduc:</b> One-bedroom unit: 1 space per DU Two- or more bedroom unit: 2 spaces per DU</p> <p><b>Mission:</b> Market Strata: One-bedroom unit: 1 space per DU Two- or more bedroom unit: 1.5 spaces per DU</p> <p>Market Rental: 0.75 spaces per DU</p> <p><b>District of Saanich:</b> 0.7 spaces per DU (apartments with 3-12 DU), 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)</p>
	Dwelling unit above a non-residential use	1 space per DU	1 space per DU
	Dwelling (studio unit)	0 spaces per DU for the first 10% of DU within a building, and then 0.6 spaces per DU thereafter	<p><b>Beaumont<sup>1</sup>:</b> 1 space per DU</p> <p><b>Fort Saskatchewan:</b> 1 space per DU</p> <p><b>Strathcona County:</b> 1 space per DU</p> <p><b>Leduc:</b> 1 space per DU</p>

Location	Land Use	St. Albert Land Use Bylaw Parking Requirement	Range in Peer Municipalities
			<p><b>Mission:</b> 1 space per DU (Market Strata). 0.75 spaces per DU (Market Rental)</p> <p><b>District of Saanich:</b> 0.7 spaces per DU (apartments with 3-12 DU), 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)</p>
	Dwelling (loft unit)	1 space per DU	<p><b>Beaumont</b><sup>1</sup>: 1 space per DU</p> <p><b>Fort Saskatchewan:</b> 1 space per DU</p> <p><b>Strathcona County:</b> 1 space per DU</p> <p><b>Leduc:</b> 1 space per DU</p> <p><b>Mission:</b> 1 space per DU (Market Strata). 0.75 spaces per DU (Market Rental)</p> <p><b>District of Saanich:</b> 0.7 spaces per DU (apartments with 3-12 DU), 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)</p>
	Visitor Parking	0.14 spaces per DU	0.14-0.3 spaces per DU

**Notes:**

DU = Dwelling Unit; SU = Sleeping Unit

<sup>1</sup>This requirement is applicable for all land use districts in Beaumont with the exception of the Mature Neighbourhood and Main Street Districts, where the requirement is only applicable for dwelling units over 75 square metres.

Based on the comparison included in **Table 5**, it can be concluded that only the minimum parking requirements for the following uses are not within the range of requirements for peer municipalities:

- Dwelling unit above a non-residential use: The City's minimum parking requirement of 0.8 spaces per dwelling unit in the Downtown is lower than the minimum parking requirement of 1 space per dwelling unit among peer municipalities. However, the City's minimum parking requirement of 1 space per dwelling unit in the non-Downtown areas is consistent with the peer municipalities. It is to be noted that among the municipalities reviewed, Leduc and District of Saanich are the only ones with a comparable land use, of which Leduc's requirement is based on the type of housing and is up to the discretion of the Development Authority. Therefore, the only parking ratio that could be used for comparison purposes is the one for the District of Saanich; as such, the comparison may be considered inappropriate as it is based on a single data point only.
- Dwelling (studio unit): Excluding the zero minimum parking requirements in the District of Saanich for apartments with more than 12 dwelling units, the City of St. Albert's minimum parking requirements for 'Dwelling (studio unit)' are lower than those of peer municipalities for both Downtown and non-Downtown areas.

For all other uses in **Table 5**, the City's minimum parking requirements are within the range of requirements for peer municipalities.

Table 6. Jurisdictional Scan of Minimum Parking Requirements for Other Residential Uses

Land Use	St. Albert Land Use Bylaw Parking Requirement	Range in Peer Municipalities <sup>1</sup>
Congregate Housing (level two)	0.5 spaces per SU	Comparable land uses were not found in the Bylaws for peer municipalities.
Dwelling (duplex)	2 spaces per DU	1-2 spaces per DU
Dwelling (manufactured)	2 spaces per DU	1-2.2 spaces per DU
Dwelling (semi-detached)	2 spaces per DU	1-2 spaces per DU
Dwelling (single detached)	2 spaces per DU	1-2 spaces per DU
Dwelling (townhouse - plex)	2 spaces per DU	1-2.2 spaces per DU
Dwelling (townhouse - single)	2 spaces per DU for lots equal to or greater than 5.18 m in width; 1 space per DU for lots less than 5.18 m in width	1-2 spaces per DU
Dwelling (townhouse - complex)	1.64 spaces per DU including 1.5 spaces per DU, plus 0.14 spaces per DU for visitor parking	<b>Beaumont:</b> 1 space per DU <b>Fort Saskatchewan:</b> 1 space per bachelor DU; 1 space per one-bedroom DU; 1.5 spaces per two-bedroom DU; 2 spaces per three-bedroom DU; plus 0.17 spaces per DU for visitors <b>Strathcona County:</b> 2 spaces per DU <b>Leduc:</b> 1 space per one-bedroom DU; 2 spaces per two or more-bedroom DU; and a minimum of 1 space shall be assigned to each unit. In addition to the above, 0.2 spaces per DU shall be clearly marked for visitors. <b>Mission:</b> 2.2 spaces per DU including 2 spaces per DU, plus 0.2 spaces per DU for visitor parking <b>District of Saanich:</b> 1 space per DU

Land Use	St. Albert Land Use Bylaw Parking Requirement	Range in Peer Municipalities <sup>1</sup>
Secondary suite (internal)	0 space required per suite; or 1 space required when there are two secondary suites on a lot in the Low-Density Residential District	<b>Fort Saskatchewan:</b> 1 space per suite <b>Strathcona County:</b> 1 space per suite <b>Leduc:</b> 1 space per bedroom <b>Mission:</b> 1 space <b>District of Saanich:</b> 1 space
Secondary suite (garage)	0 space required per suite; or 1 space required when there are two secondary suites on a lot in the Low-Density Residential District	<b>Fort Saskatchewan:</b> 1 space per suite <b>Leduc:</b> 1 space per bedroom <b>Mission:</b> 1 space
Secondary suite (garden)	0 space required per suite; or 1 space required when there are two secondary suites on a lot in the Low-Density Residential District	<b>Fort Saskatchewan:</b> 1 space per suite <b>Strathcona County:</b> 1 space per suite <b>Leduc:</b> 1 space per bedroom <b>Mission:</b> 1 space <b>District of Saanich:</b> 1 space
Live/work unit	1 space per DU for the residential component; and 1 space per 50 sq.m of GFA for the commercial component	Comparable land uses were not found in the Bylaws for peer municipalities.
Farm help accommodation	As required by the Development Authority	1 space per SU
Home-based business (level two) Home-based business (level three)	(a) The Development Authority shall determine the required parking for a home-based business, (level two or three), exclusive of any non-resident employees, having consideration for the proposed number of visitors/students/clients; plus (b) In the Downtown District: (i) 0 spaces per non-resident employee required during the maximum working shift; and (c) In all other Districts:	<b>Beaumont:</b> 1 space per business <b>Strathcona County:</b> 1 space per home business visitor; plus 1 space per non-resident employee; plus 1 space per home business vehicle <b>Mission:</b> 1 space per every non-resident employee, plus 1 space per additional commercial Motor Vehicle

Land Use	St. Albert Land Use Bylaw Parking Requirement	Range in Peer Municipalities <sup>1</sup>
	(i) 1 space per non-resident employee required during the maximum working shift.	required for the Home Occupation
Group home	0.33 spaces per SU; and 1 space per employee during the maximum working shift	<b>Leduc:</b> 0.45 spaces per bed including 0.25 spaces per bed plus 0.2 visitor spaces per bed <b>Mission:</b> 0.33 spaces per bed <b>District of Saanich:</b> 0.33 spaces per bed
Transitional accommodation	0.2 spaces per SU; and 1 space per employee during the maximum working shift	0.5 spaces per SU
Supportive living accommodation	1 space per DU, 1 space per 5 SU, 1 space per 7 DU or SU for visitor parking, and 1 space per employee during the maximum shift	<b>Beaumont:</b> 1 space per 50 sq.m of lot coverage <b>Fort Saskatchewan:</b> 0.6 spaces per DU for staff and visitor parking <b>Leduc:</b> 0.8 spaces per DU including 0.6 spaces per DU, plus 0.2 visitor spaces per DU <b>Mission:</b> 0.75 spaces per DU <b>District of Saanich:</b> 0.5 spaces per DU

**Notes:**

SU = Sleeping Unit; DU = Dwelling Unit; sq.m = square metres; GFA = Gross Floor Area

<sup>1</sup>For the land uses 'Dwelling (duplex)', 'Dwelling (manufactured)', 'Dwelling (semi-detached)', 'Dwelling (single detached)', 'Dwelling (townhouse – plex)', 'Dwelling (townhouse – single)', and 'Dwelling (townhouse – complex)', the corresponding parking requirement for Beaumont used for comparison purposes is the one for Dwelling Unit(s), which is 1 space per unit. However, it is to be noted that this requirement is applicable for all land use districts in the City with the exception of the Mature Neighbourhood and Main Street Districts, where the requirement is only applicable for dwelling units over 75 sq.m.

Based on the comparison included in **Table 6**, it can be concluded that only the minimum parking requirements for the following uses are not within the range of requirements for peer municipalities:

- Secondary suite (internal): The City has zero minimum parking requirements for this use, unless there are two secondary suites on a lot in the Low-Density Residential District where 1 space is required. On the other hand, for peer municipalities, the requirement varies between 1 space overall to 1 space per suite/bedroom.
- Secondary suite (garage): The City has zero minimum parking requirements for this use, unless there are two secondary suites on a lot in the Low-Density Residential District where

1 space is required. On the other hand, for peer municipalities, the requirement varies between 1 space overall to 1 space per suite/bedroom.

- Secondary suite (garden): The City has zero minimum parking requirements for this use, unless there are two secondary suites on a lot in the Low-Density Residential District where 1 space is required. On the other hand, for peer municipalities, the requirement varies between 1 space overall to 1 space per suite/bedroom.
- Group home: The City's minimum parking requirement is 1 space per 3 sleeping units (i.e. 0.33 spaces per sleeping unit) plus 1 space per employee during the maximum working shift. However, the range in peer municipalities varies between 0.33 spaces per bed to 0.45 spaces per bed. Even if an assumption of one bed per sleeping unit is considered while comparing the parking requirement for this land use in St. Albert with that in peer municipalities, an exact comparison cannot be made since the latter do not include any separate parking requirements for employees.
- Transitional accommodation: The City's minimum parking requirement of 1 space per 5 sleeping units (i.e. 0.2 spaces per sleeping unit) plus 1 space per employee during the maximum working shift is lower than the minimum parking requirement of 1 space per 2 sleeping units among peer municipalities. It is to be noted that among the municipalities reviewed, City of Mission is the only one with a comparable land use; therefore, the comparison here may be considered inappropriate as it is based on a single data point only.
- Supportive living accommodation: The City's minimum parking requirement of 1 space per dwelling unit plus 1 space per 7 dwelling units for visitors plus 1 space per employee during the maximum shift is higher than the highest minimum parking requirement of 0.8 spaces per dwelling unit (i.e. 0.6 spaces per dwelling unit plus 1 space per 5 dwelling units for visitor parking) among peer municipalities.

For all other uses in **Table 6**, the City's minimum parking requirements are within the range of requirements for peer municipalities.

A comparative analysis of the minimum parking requirements for different land uses in the City's Land Use Bylaw with those in other peer municipalities is further summarized in **Table 7**.

Table 7. Comparative Analysis of Minimum Parking Requirements

Land Use	Comparison of Minimum Parking Requirements
Dwelling (apartment): Downtown	✓
Dwelling (apartment): Non-Downtown areas	✓
Dwelling unit above a non-residential use: Downtown	⬇
Dwelling unit above a non-residential use: Non-Downtown areas	✓
Dwelling (studio unit): Downtown <sup>1</sup>	⬇
Dwelling (studio unit): Non-Downtown areas <sup>1</sup>	⬇
Dwelling (loft unit): Downtown	✓
Dwelling (loft unit): Non-Downtown areas	✓
Dwelling (apartment) Visitor Parking: Downtown	✓
Dwelling (apartment) Visitor Parking: Non-Downtown areas	✓
Congregate Housing (level two)	-
Dwelling (duplex)	✓
Dwelling (manufactured)	✓
Dwelling (semi-detached)	✓
Dwelling (single detached)	✓
Dwelling (townhouse - plex)	✓
Dwelling (townhouse - single)	✓
Dwelling (townhouse - complex)	✓
Secondary suite (internal) <sup>2</sup>	⬇
Secondary suite (garage) <sup>2</sup>	⬇
Secondary suite (garden) <sup>2</sup>	⬇
Live/work unit	-
Farm help accommodation	-
Home-based business (level two) Home-based business (level three)	-
Group home	-
Transitional accommodation	⬇
Supportive living accommodation	↑

**Notes:**

✓ Denotes that the parking requirement for the land use in the City of St. Albert Land Use Bylaw is within the range of requirements for peer municipalities.

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↑ Denotes that the parking requirement for the land use in the City of St. Albert Land Use Bylaw is higher than the range of requirements for peer municipalities.

↓ Denotes that the parking requirement for the land use in the City of St. Albert Land Use Bylaw is lower than the range of requirements for peer municipalities.

- Denotes that a comparison was not possible between the parking requirement for the land use in the City of St. Albert Land Use Bylaw with that in peer municipalities, or comparable land uses were not found in the Bylaws for peer municipalities.

<sup>1</sup>The minimum parking requirements for dwelling (studio units) in St. Albert (considering the requirement as 0.6 spaces per dwelling unit) are lower than those for all peer municipalities with the exception of the District of Saanich, when there are more than 12 dwelling units.

<sup>2</sup>The City of St. Albert Land Use Bylaw does not include a minimum parking requirement for this land use unless there are two secondary suites on a lot in the Low-Density Residential District where 1 space is required. In case of the later, the minimum parking requirement is within the range of requirements for peer municipalities.

## ACADEMIC LITERATURE REVIEW

WSP reviewed academic literature to obtain information on parking issues related to affordable housing developments. The findings from the academic literature review are summarized below:

- The 'Impact of minimum parking requirements for multi-family residential buildings on housing affordability and sustainability' (March 2024) by Urban Analytics Institute found that reducing minimum parking requirements by 40% compared to the status quo resulted in a reduction in hard construction costs by up to 9%. It also estimated the annual maintenance cost for parking to be \$575 per space, which is a significant amount for tenants and owners. A review of multifamily residential buildings in Toronto performed in this study found that condominiums cost 5-7% more if they included a dedicated parking space. Additionally, rents for rental dwellings with dedicated parking spaces were observed to be higher than those without parking. Therefore, the study concludes that reduced parking provisions can lead to significant reductions in construction, maintenance, and rehabilitation costs thereby enhancing housing affordability. It recommends that municipalities should re-evaluate parking policies in the context of multifamily residential developments, potentially reducing or eliminating minimum parking requirements for these uses. However, the study cautions that reduced parking supply in multifamily residential developments might result in spillovers to external spaces, resulting in increased demand for on-street parking or at public parking lots.
- The 'Parking Requirement Impacts on Housing Affordability' (July 2025) by Todd Litman at the Victoria Transport Policy Institute states that parking requirements are a major cause of housing unaffordability. Parking requirements particularly impact low-income households which have low vehicle ownership rates. They also increase vehicle ownership, sprawl and traffic problems, which further increase transportation costs and environmental problems. The study finds that some jurisdictions are eliminating minimum parking requirements so that property owners can determine how much parking is suitable based on market demands. However, if the complete elimination of minimum parking requirements is not possible, the study suggests the application of more accurate and flexible parking standards. Such actions would reduce the cost of affordable housing by 10-20% and increase affordable housing development in neighbourhoods with good multimodal connections.
- The 'Parking Policy Reform: Implications for Social Equity and Housing Affordability' by the Urban Land Institute (ULI) states the following implications of parking requirements on social equity and housing affordability:

- Parking is not an equitable community benefit as parking costs are most often passed on to the end users and, thereby, they contribute negatively to housing affordability.
- High parking requirements can prevent equitable mobility as they can shift affordable housing developments to less accessible sites where the land prices are lower, but also where there is a lack of good multimodal transportation connections.
- Charging separately for parking can reduce housing costs as the inclusion of a dedicated parking space significantly increases a unit's rent.
- ‘The Spatial Dilemma of Sustainable Transportation and Just Affordable Housing Part II, Low-income Housing Tax Credits’ (September 2022) by the Institute of Transportation Studies, University of California states that residents of affordable housing developments are less likely to own cars and are, therefore, anticipated to have lower parking usage in their buildings. The study references the following two surveys:
  - A survey conducted on overnight parking utilization for affordable housing developments in the City of San Diego which found that the residents used parking at under half the rate of all rental units.
  - A survey conducted in the San Francisco Bay Area found that 31 percent of the over 9,000 spaces in 68 surveyed affordable developments sat empty.

## PARKING UTILIZATION STUDY

To better align the parking regulations for multifamily residential uses in the City's Land Use Bylaw with actual parking needs, WSP performed parking surveys at various multifamily residential sites within St. Albert. The results from the surveys helped WSP make informed decisions about updates to the minimum parking requirements for the ‘dwelling (apartment)’ use based on local demand and context.

### STUDY SITES

Ten multifamily residential sites were selected for this Study based on discussion with City staff. The sites are spread out across the City and have different types of ownership. On-street parking is available along the adjacent street segments for nine out of the ten sites. Locations of the ten sites are illustrated in **Figure 1**. Details about each site are provided in **Table 8**. Walk, transit, and bike scores were reviewed for each site to obtain an understanding of the multimodal transportation infrastructure in the vicinity of the site.

Table 8. Study Sites

#	Name	Address	Construction Completion Year	Tenure	No. of Market Rate Units	No. of Affordable Units	Total No. of Units <sup>1</sup>	On-Site Parking Supply <sup>2</sup>	Adjacent On-Street Parking	Walk Score <sup>3</sup>	Transit Score <sup>3</sup>	Bike Score <sup>3</sup>
1	Acadia Terrace	37 Akins Drive	1980	Mix	102	0	102	178	Yes	51	36	36
2	Altura Waterfront	47 Sturgeon Road	1972	Mix	35	0	35	53	Yes	82	55	52
3	Big Lake Pointe	10 & 12 Nevada Place	2013	Rental	40	78	118	184	Yes	22	27	46
4	Gateway Square	4 Grange Drive	1997	Rental	77	0	77	153	No	73	48	41
5	Giroux Estates	1 & 2 Vandelor Road	2016	Rental	198	0	198	302	Yes	16	28	42
6	Perron Place	3 Perron Street	1991	Mix	61	0	61	115	Yes <sup>4</sup>	93	54	52
7	Solis Giroux	10 Vandelor Road	2020	Rental	210	0	210	339	Yes	14	27	41
8	Water's Edge	75, 77, 79, & 81 Element Drive North	2013 - 2017 <sup>5</sup>	Rental	253	0	253	414	Yes	28	33	28
9	Alpine Estates <sup>6</sup>	60 Alpine Place	1982	Owned	56	0	56	101	Yes	47	34	35
10	Erin Ridge Gate	25, 45, & 65 Element Drive	2019	Mix	144	57	201	321	Yes	37	34	28

**Notes:**

<sup>1</sup>Information regarding the number of dwelling units was primarily obtained from the respective property manager at each site. However, for sites where the information could not be obtained from property managers, the information was obtained from the developments' site plans, or from City staff. As per the information, none of the sites include any studio units.

<sup>2</sup>Information regarding on-site parking supply was primarily obtained from the respective property managers at each site. However, for sites where the information could not be obtained from property managers, the on-site parking supply was obtained from the developments' site plans, or a combination of aerial imagery and site visit notes.

<sup>3</sup>Scores obtained from <https://www.walkscore.com/>

<sup>4</sup>The on-street parking along Perron Street is restricted to 2 hours only between 9 AM and 6 PM from Monday to Saturday.

<sup>5</sup>Construction for the buildings at 75 and 77 Element Drive North were completed in 2013 and 2014 respectively; however, construction for the other two buildings at 79 & 81 Element Drive North were completed in 2017.

<sup>6</sup>The parking analysis was performed for Block 60/70 only. Blocks 30 and 40 were not included.

Figure 1. Study Site Locations



## REVIEW OF LAND USE BYLAW PARKING REQUIREMENTS

For each site, the minimum on-site parking supply required per the City's Land Use Bylaw was calculated using the parking ratios stated earlier in this report. The Bylaw parking requirements are summarized in **Table 9**.

Table 9. Bylaw Parking Requirements for Study Sites

#	Name	District	No. of Market Rate Units	No. of Affordable Units	Min. Parking Ratio <sup>1</sup>	Min. Parking Requirement Per Bylaw	On-Site Parking Supply
1	Acadia Terrace	Non-Downtown District	102	0	Resident Parking: 1 space per DU Visitor Parking: 1 space per 7 DU	117	178
2	Altura Waterfront	Non-Downtown District	35	0	Resident Parking: 1 space per DU Visitor Parking: 1 space per 7 DU	40	53
3	Big Lake Pointe	Non-Downtown District	40	78	Resident Parking: 1 space per DU for market rate units and 0.60 spaces per DU for affordable units Visitor Parking: 1 space per 7 DU	104	184
4	Gateway Square	Non-Downtown District	77	0	Resident Parking: 1 space per DU Visitor Parking: 1 space per 7 DU	88	153
5	Giroux Estates	Non-Downtown District	198	0	Resident Parking: 1 space per DU Visitor Parking: 1 space per 7 DU	227	302
6	Perron Place	Downtown District	61	0	Resident Parking: 0.80 spaces per DU Visitor Parking: 1 space per 7 DU	58	115
7	Solis Giroux	Non-Downtown District	210	0	Resident Parking: 1 space per DU	240	339

#	Name	District	No. of Market Rate Units	No. of Affordable Units	Min. Parking Ratio <sup>1</sup>	Min. Parking Requirement Per Bylaw	On-Site Parking Supply
					Visitor Parking: 1 space per 7 DU		
8	Water's Edge	Non-Downtown District	253	0	Resident Parking: 1 space per DU Visitor Parking: 1 space per 7 DU	290	414
9	Alpine Estates <sup>6</sup>	Non-Downtown District	56	0	Resident Parking: 1 space per DU Visitor Parking: 1 space per 7 DU	64	101
10	Erin Ridge Gate	Non-Downtown District	144	57	Resident Parking: 1 space per DU for market rate units and 0.60 spaces per DU for affordable units Visitor Parking: 1 space per 7 DU	208	321

**Notes:**

DU = Dwelling Unit

<sup>1</sup>Minimum parking ratios have been obtained from the City of St. Albert Land Use Bylaw 18/2024.

## PARKING UTILIZATION DATA COLLECTION

Parking utilization data was collected by WSP at each of the ten study sites in June 2025 prior to closure of schools for summer vacation on June 26. The intention was to summarize usage and patterns during typical conditions. For the sites with adjacent on-street parking, on-street parking utilization data was also captured to account for potential spillovers, as residents and visitors may choose to park on-street instead of their designated on-site spaces. Including the on-street parking utilization in the Study provided WSP with a better understanding of the potential actual parking demand at each site and the degree to which the on-street supply may be supplementing the on-site parking for certain sites. The analysis was mostly limited to the on-street parking along the site frontages. This inherently assumes that parking spillover to on-street parking does not extend beyond the site frontages and onto nearby roadways. However, it is reasonable to assume that if there is available capacity along the street frontages, then residents did not intentionally choose to park further away.

Both on-site and on-street parking data were collected over four days (June 18, 21, 24, and 25) on an hourly basis during the evening peak period, from 6 PM to 9 PM. At each site, the data was collected on one weekday (either June 18, 24, or 25) and one weekend (June 21).

It is to be noted that due to equipment malfunctioning issues, the weekend parking data could not be obtained at two sites – Water's Edge (Site 8) and Erin Ridge Gate (Site 10). Therefore, the weekday parking data was obtained for all ten sites, while the weekend parking data was obtained for eight sites only. Additionally, for similar reasons, on-street parking data was not recorded during certain hours near some of the study sites.

## PARKING UTILIZATION ANALYSIS

### On-Site Parking

Based on the parking surveys, the observed weekday and weekend peak parking utilizations for each site are summarized in **Table 10**. Hourly observed utilizations for the study sites are included in **Appendix B**.

WSP obtained information about vacancy rates at these sites during the data collection period. The information was obtained either from the respective property managers or from City staff. Since the vacancy rates were low for the sites, no adjustments were made based on vacancy rates.

Table 10. Observed On-Site Peak Parking Utilizations for Study Sites

#	Name	Units (#)	Parking Supply	Parking Utilization			Max. Utilization (%)	Max. Utilization /DU
				Weekday	Weekend	Max.		
1	Acadia Terrace	102	178	73	65	73	41%	0.72
2	Altura Waterfront	35	53	26	29	29	55%	0.83
3	Big Lake Pointe	118	184	99	91	99	54%	0.84
4	Gateway Square	77	153	49	51	51	33%	0.66
5	Giroux Estates	198	302	152	166	166	55%	0.84

#	Name	Units (#)	Parking Supply	Parking Utilization			Max. Utilization (%)	Max. Utilization /DU
				Weekday	Weekend	Max.		
6	Perron Place	61	115	65	58	65	57%	1.07
7	Solis Giroux	210	339	187	191	191	56%	0.91
8	Water's Edge <sup>1</sup>	253	414	235	-	235	57%	0.93
9	Alpine Estates	56	101	41	41	41	41%	0.73
10	Erin Ridge Gate <sup>1</sup>	201	321	165	-	165	51%	0.82

**Notes:**

DU = Dwelling Unit

<sup>1</sup>Weekend on-site parking data was not recorded for this site due to equipment malfunctioning issues.

As shown in **Table 10**, the maximum utilizations were between 50%-60% for seven out of ten sites, with lower utilizations recorded for Sites 1, 4, and 9. Since the parking surveys indicated lower than expected utilizations, adjustments were made to these utilizations to better reflect typical conditions and to prevent potential underestimation of parking demand. The adjustments were based on information obtained from the ULI Shared Parking, 3<sup>rd</sup> Edition (hereafter referred to as ULI Manual). As per the ULI Manual, resident parking demand for a 'Residential suburban' use is expected to reach 100% utilization at midnight on both weekdays and weekends. On weekdays, utilization levels are projected at 60% at 6 PM, 70% at 7 PM, 80% at 8 PM, and 85% at 9 PM, while on the weekends, the corresponding figures are 77%, 80%, 83%, and 86% respectively.

In most cases, the survey results showed a gradual increase in parking utilization from 6 PM - 9 PM. Given that observed utilizations for 8 PM - 9 PM were generally the highest, adjustments were applied only to this period to estimate utilizations representative of peak (midnight) conditions, which were subsequently used for further analysis. As such, adjustments were made by dividing the observed utilizations for 8 PM - 9 PM by the respective ULI hourly percentages. As previously stated, utilization levels are projected at 80% and 85% at 8 PM and 9 PM respectively on the weekdays, while on the weekends, the corresponding figures are 83%, and 86% respectively. It is to be noted that the lower percentages were used for adjustments as a conservative approach. Therefore, for the weekday data, an adjustment factor of 80% was used, while a factor of 83% was used for the weekend data. Since the parking utilization data was not collected separately for resident and visitor parking at the study sites, as a conservative approach, the aforementioned ULI percentages for resident parking were applied to the combined parking utilization (resident and visitor parking) across all sites. The calculated peak utilizations (potential midnight peak utilizations) for each site are summarized in **Table 11**.

Table 11. Calculated Peak Parking Utilizations for Study Sites

#	Name	Units (#)	Parking Supply	Calculated Parking Utilization			Calculated Max. Utilization (%)	Calculated Max. Utilization/ DU
				Weekday	Weekend <sup>1</sup>	Max.		
1	Acadia Terrace	102	178	88	77	88	49%	0.86

2	Alturé Waterfront	35	53	33	35	35	66%	1.00
3	Big Lake Pointe	118	184	124	110	124	67%	1.05
4	Gateway Square	77	153	61	61	61	40%	0.80
5	Giroux Estates	198	302	190	200	200	66%	1.01
6	Perron Place	61	115	81	70	81	70%	1.33
7	Solis Giroux	210	339	234	230	234	69%	1.11
8	Water's Edge	253	414	294	-	294	71%	1.16
9	Alpine Estates	56	101	51	49	51	50%	0.91
10	Erin Ridge Gate	201	321	206	-	206	64%	1.03

**Notes:**

DU = Dwelling Unit

<sup>1</sup>Weekend parking utilizations are not available for Sites 8 and 10 due to equipment malfunctioning issues.

As shown in **Table 11**, calculated peak utilizations at each site range between 60%-75% for seven out of the ten sites with lower utilizations recorded for Sites 1, 4, and 9.

### On-Street Parking

As shown in **Table 8**, all sites other than Site 4 have free, unrestricted on-street parking along adjacent roadway segments. The on-street parking along Perron Street (adjacent to Site 6) is time-restricted, with a 2-hour time limit between 9 AM and 6 PM from Monday to Saturday.

The different street segments along which on-parking was analyzed for this Study are included in **Table 12**.

Table 12. Study Street Segments

#	Name	Adjacent On-Street Parking
1	Acadia Terrace	Akins Drive between Scotiabank driveway and Akinsdale Gardens
2	Alturé Waterfront	Angled parking along Sturgeon Road opposite the site
3	Big Lake Pointe	Nevada Place, north of Giroux Road
4	Gateway Square	-
5	Giroux Estates	1. Vandelor Road 2. Villemagne Road, east of the intersection with Versailles Avenue
6	Perron Place	1. St. Thomas Street, east of Perron Street 2. Perron Street between St. Thomas Street and Sir Winston Churchill Avenue

#	Name	Adjacent On-Street Parking
7	Solis Giroux	1. Vandelor Road 2. Villemagne Road, east of the intersection with Versailles Avenue
8	Water's Edge	Element Drive N, between Neil Ross Road and just south of Water's Edge south driveway, along the project frontage
9	Alpine Estates	Alpine Place, between Alpine Estates west driveway and cul-de-sac
10	Erin Ridge Gate	Element Drive N, between just south of Water's Edge south driveway and Erin Ridge Centre, along the project frontage

As previously stated, weekday and weekend parking utilization data were collected along the on-street segments included in **Table 12** between 6 PM – 9 PM. The results are summarized in **Table 13**. On-street parking supply was estimated with an assumption of 7.5 m per parking space along with considerations for the General Prohibitions for Parking/Stopping included in the City of St. Albert Traffic Bylaw.

Observed hourly utilizations for on-street parking along street segments adjacent to the study sites are included in **Appendix B**.

Table 13. Observed Peak Parking Utilizations at Adjacent Street Segments for Study Sites

#	Name	On-Site Parking Fees	Adjacent Street Segment Parking Supply	Adjacent Street Segment Parking Utilization			Max. Utilization (%)
				Weekday	Weekend	Max.	
1	Acadia Terrace <sup>1</sup>	Yes	46	14	15	15	33%
2	Altura Waterfront	No	17	10	4	10	59%
3	Big Lake Pointe <sup>1</sup>	Yes	26	26	19	26	100%
4	Gateway Square	No	-	-	-	-	-
5	Giroux Estates <sup>2</sup>	Yes	56	38	33	38	68%
6	Perron Place <sup>3</sup>	Yes	15	8	2	8	53%
7	Solis Giroux <sup>2</sup>	Yes	56	38	33	38	68%
8	Water's Edge <sup>4</sup>	Yes	23	12	-	12	52%
9	Alpine Estates	No	10	4	7	7	70%
10	Erin Ridge Gate <sup>4</sup>	Information could not be obtained	14	9	-	9	64%

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**Notes:**

<sup>1</sup>Weekday on-street parking data was only recorded for two hours at this site.

<sup>2</sup>Weekend on-street parking data was only recorded for two hours at this site.

<sup>3</sup>Weekend on-street parking data was only recorded for one hour along Perron Street, though it was recorded for three hours along St. Thomas Street.

<sup>4</sup>Weekend on-street parking data was not recorded for this site.

As shown in **Table 13**, the maximum utilization ranged between 50%-70% for seven out of nine sites where on-street parking is allowed. For Site 1 (Acadia Terrace), the maximum utilization was low (33%), while 100% utilization was observed at Site 3 (Big Lake Pointe). However, as shown in **Appendix B**, utilizations for the on-street parking adjacent to Site 3 were only high on weekdays. On weekends, utilizations for the on-street parking adjacent to Site 3 were much lower, between 69%-73%.

Most of the on-street parking adjacent to the study sites are expected to be used by visitors, while residents are primarily expected to park on-site. As per the ULI Manual, 100% parking utilization for 'Residential guest' parking is expected to occur between 7 PM – 10 PM on both weekdays and weekends, while 60% parking utilization is expected at 6 PM on both days. Therefore, the observed on-street parking utilizations were not adjusted since potential peak utilization is expected to occur during the study period of 6 PM – 9 PM.

As shown in **Table 13**, based on information obtained from the property managers at the different residential sites, WSP understands that six out of the ten sites charge for parking, with fees ranging between \$25/month to \$100/month. Information regarding parking fees could not be obtained for Site 10. Parking fees are not separately charged for Sites 2, 4, and 9. Despite the parking fees at six of the sites, the adjacent on-street maximum parking utilizations are less than 70% for five of those sites.

Big Lake Pointe is the only site where parking fees are charged and the adjacent on-street parking utilizations are high, ranging between 92%-100% on the weekday and 69%-73% on the weekend. However, it is to be noted that the same public access road serving this site, i.e. Nevada Place, also provides access to two other adjacent rental complexes located at 20, 22 Nevada Place and 30-34 Nevada Place. These two complexes have 96 units and 173 units respectively and both charge for parking (\$50/month for surface parking and \$100/month for underground parking). Therefore, it is also possible that the high parking utilizations observed along Nevada Place are a result of spillover parking from all three sites and may not be attributed solely to Big Lake Pointe.

As such, it cannot be conclusively determined whether parking fees at this one site are the sole contributing factor to spillover parking from the sites onto the adjacent streets.

Based on information obtained from City staff, Site 4 (Gateway Square) and Site 8 (Water's Edge) may also have some parking spillover to the nearby strip mall and Costco Wholesale parking lots, respectively. However, since parking utilization data was not collected for these commercial lots, the extent of the spillovers cannot be quantified or confirmed. Therefore, these potential spillovers were not considered for this analysis.

### **Comparison with Land Use Bylaw Requirements**

A comparative analysis was conducted for each site to evaluate how the calculated peak utilization aligns with the parking supply and Bylaw requirements. The analysis is summarized in **Table 14**. As shown in **Table 14**, the parking supply is higher than the Bylaw parking requirement for all sites. Since the current version of the Land Use Bylaw was implemented in 2024 and all the buildings were constructed prior to 2024 (see construction completion year in **Table 8**), the higher parking supply is likely a result of the building being constructed under an older version of the Bylaw which had different parking requirements compared to the current version.

As shown in **Table 14**, the calculated peak parking utilization is lower than the Bylaw requirement for eight out of ten sites. Only two sites (6 and 8) have higher calculated peak parking utilizations than the Bylaw requirement. Site 6 exceeds the Bylaw requirement by 0.39 spaces per dwelling unit, and Site 8 exceeds it by only 0.02 spaces per dwelling unit, which is not likely to be significant.

Table 14. Comparison of City's Bylaw Requirements with Existing Parking Supply and Calculated Peak Parking Utilization at Study Sites

#	Name	Bylaw Requirement (Spaces/DU) <sup>1,2</sup>	Parking Supply (Spaces/DU)	Calculated Peak Parking Utilization (Spaces/DU)
1	Acadia Terrace	1.14	1.75	0.86
2	Altura Waterfront	1.14	1.51	1.00
3	Big Lake Pointe	1.14 for market rate units and 0.74 for affordable units	1.56	1.05
4	Gateway Square	1.14	1.99	0.80
5	Giroux Estates	1.14	1.53	1.01
6	Perron Place	0.94	1.89	1.33
7	Solis Giroux	1.14	1.61	1.11
8	Water's Edge	1.14	1.64	1.16
9	Alpine Estates	1.14	1.80	0.91
10	Erin Ridge Gate	1.14 for market rate units and 0.74 for affordable units	1.60	1.03

**Notes:**

DU = Dwelling Unit

<sup>1</sup>Minimum parking requirements have been obtained from the City of St. Albert Land Use Bylaw 18/2024.

<sup>2</sup>This includes the combined parking requirements for residents and visitors.

## MULTIMODAL TRANSPORTATION NETWORK

WSP reviewed the City's existing and future multimodal transportation infrastructure to determine how much the parking requirements can be adjusted based on the availability of alternative non-auto travel modes.

### TRANSIT

The City of St. Albert is served by St. Albert Transit (StAT) which provides a range of services including fixed route local and commuter transit, as well as OnDemand and accessible options. The transit network is organized around a primary north-south corridor along St. Albert Trail, which functions as the backbone of the local service. Feeder loops extend outward from this corridor to enhance area coverage across the City.

Overall, StAT transit operates 24 fixed route bus services which include 17 local routes and 7 commuter routes. The existing local transit network (A-series) is illustrated in **Figure 2**. Commuter

routes (200-series) link St. Albert to major destinations in the City of Edmonton, including Canada Place, MacEwan University, University of Alberta, and West Edmonton Mall. All commuter routes connect to Edmonton's current or near-term LRT network. A map of the commuter route network is provided in **Figure 3**. Notably, some conventional routes also offer Express or Direct variants, which reduce travel time by limiting stops along high demand corridors.

StAT operates bus services Monday through Saturday; however, service hours are reduced on Saturdays, and fewer routes are available. During weekday morning and evening peak periods, local routes run every 20 minutes, except for Routes A21 and A22, which operate every 30 minutes. Midday service on local routes generally operates at 60-minute headways. Commuter routes run every 20 minutes during the weekday morning peak and evening peak. Midday commuter service operates every 60 minutes.

On Sundays, fixed-route service is replaced by the Book-A-Bus OnDemand system, which operates only within City limits. The only exceptions are one local route (A14) and one commuter route (201), which continue to operate on Sundays.

Figure 2. StAT Local Routes

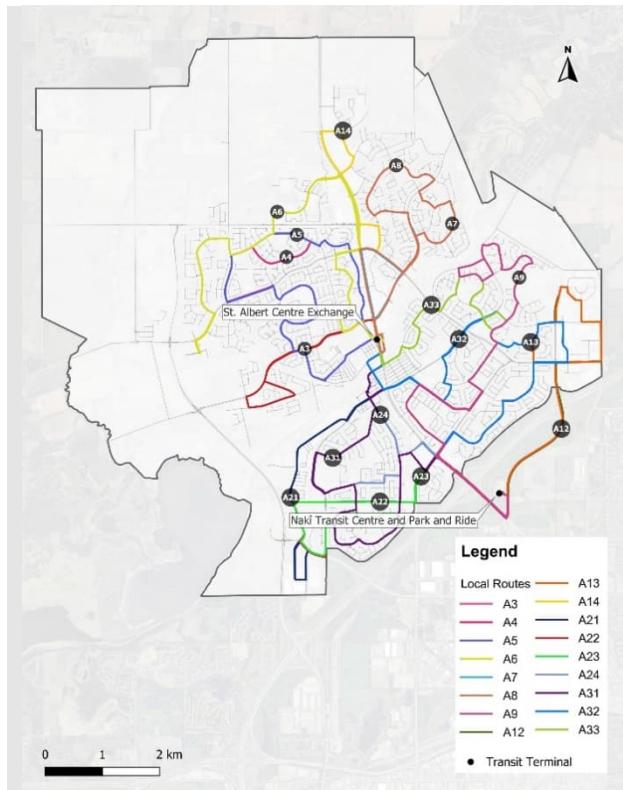
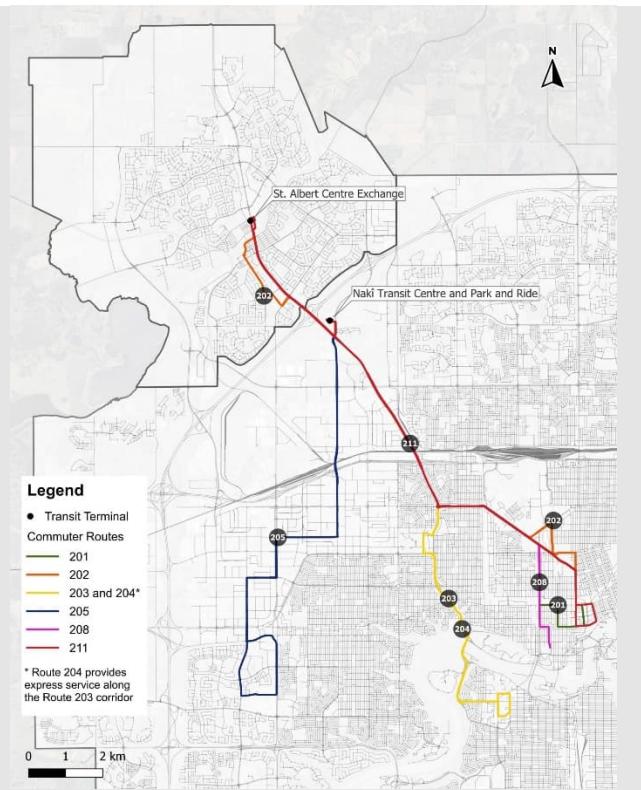


Figure 3. StAT Commuter Routes

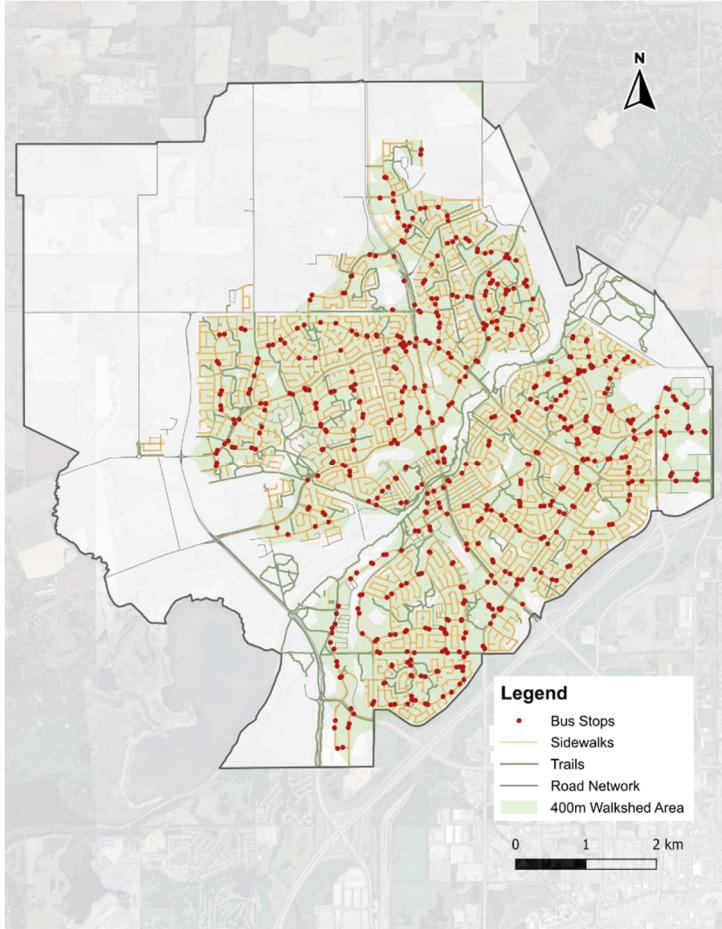


## StAT Service Coverage

**Figure 4** presents the City's transit network with a 400-metre walking radius mapped around each bus stop, representing a typical five-minute walk which is commonly used to benchmark convenient access to transit. This buffer outlines the service catchment area, highlighting where residents are most likely to access the fixed transit service.

Based on this measure, approximately 44% of the City's land area and 87% of its population are located within a five-minute walking distance of the transit network. While population coverage is relatively high, land coverage remains limited due to large undeveloped areas in the northern and western parts of the City. As St. Albert continues to expand and new neighborhoods are developed, extending transit service will be essential to ensure these areas are well connected and integrated into the broader network.

Figure 4. 400m Walking Distance Around Bus Stops



### Planned Transit Improvements

Long term strategic plans for the City of St. Albert and the now defunct Edmonton Metropolitan Region Board had identified the need for an LRT line through St. Albert that connects to City of Edmonton's LRT system. In December of 2014, the St. Albert City Council had approved the preferred LRT corridor which follows the St. Albert Trail as shown in **Figure 5**. Five stations are recommended for the St. Albert area including Naki Transit Centre, Herbert Station, Downtown St. Albert Station, Boudreau Station, and North St. Albert Station / Park and Ride. These transit improvements are not within the timeframe of the MCS Transit Study, i.e. a 10-year horizon. The improvements are likely to be implemented beyond that time period, i.e. after year 2035; however, no specific time period has been identified yet for implementation..

Figure 5. Approved LRT Corridor for St. Albert



**Source:** St. Albert LRT Planning Study Phase 2 – Alignment Report, 2015

## ACTIVE TRANSPORTATION

The City of St. Albert's Transportation Master Plan, last updated in 2015, identified Active Transportation as a key focus area. The goal was to create a transportation network which provides residents with the ability to walk, cycle, or use other active modes, particularly for shorter trips. This vision includes the development of new and improved trails, addressing gaps in the sidewalk network where feasible, and exploring future opportunities for on-street bicycle infrastructure.

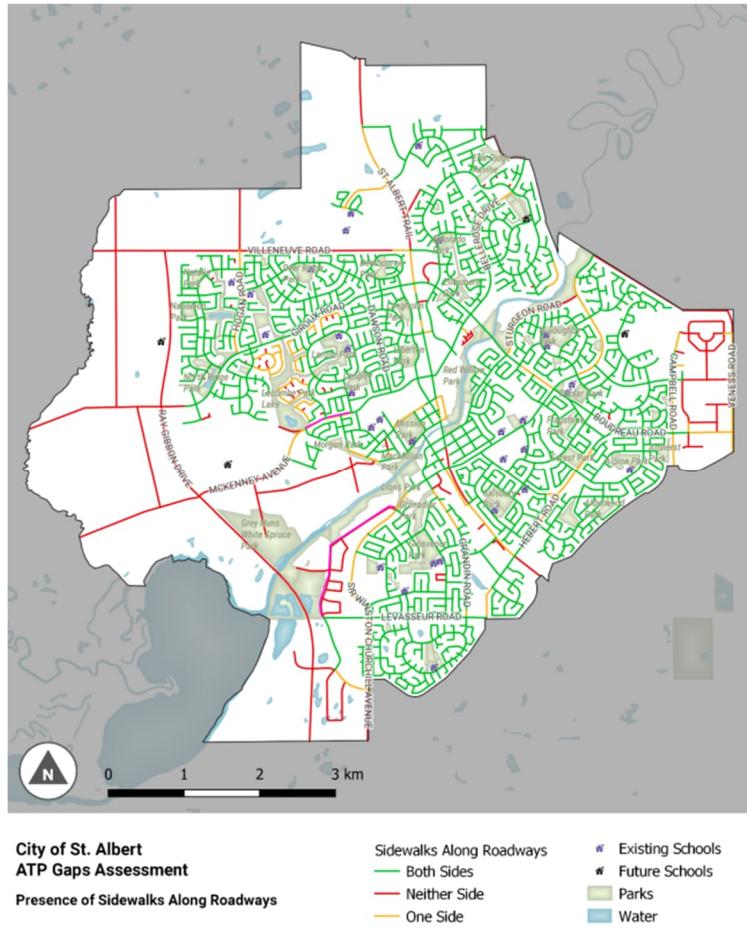
The Active Transportation Plan Development Strategy and Gap Assessment completed in 2019 presents a breakdown of sidewalk coverage along roadways in St. Albert, as shown in **Table 15**. Overall, the City's sidewalk connectivity was found to be of relatively high quality. A map illustrating sidewalks along City roads is shown in **Figure 6**.

Table 15. Sidewalks Along Roadways in St. Albert

Sidewalks along Roadways	Percentage of Roadways
Both Sides of Road	77%
One Side of Road	9%
Neither Side of Road	14%

**Source:** Active Transportation Plan Development Strategy and Gaps Assessment, 2019

Figure 6. Presence of Sidewalks Along Roadways in St. Albert

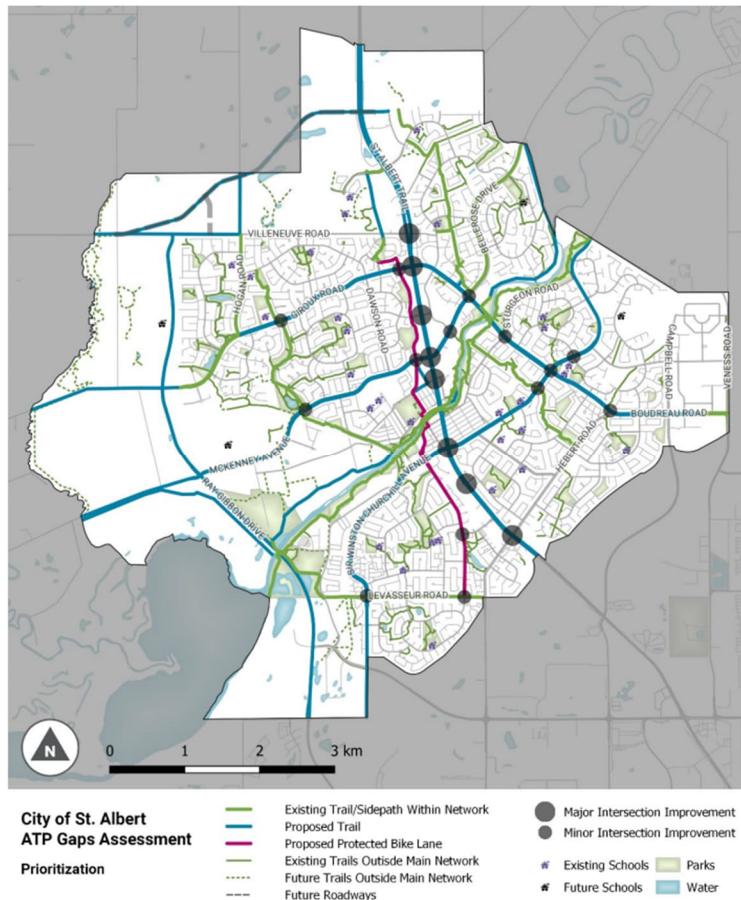


**Source:** Active Transportation Plan Development Strategy and Gaps Assessment, 2019

The existing bicycle network in St. Albert primarily consists of off-street shared-use trails that run alongside roadways, through parks and along the river valley. While bicycles are permitted on all streets and sidewalks, it is important to note that sidewalks are not designed to accommodate the operating characteristics and speeds of cyclists.

The Active Transportation Plan Development Strategy and Gaps Assessment prepared by Associated Engineering and Toole Design in January 2019 determined aggregated gaps in the active transportation network. However, recommendations were provided to address the gaps and improve the active transportation network, as shown in **Figure 7**. These recommendations will be reviewed and updated as part of the City's 2025 Mobility Choices Strategy.

Figure 7. City of St. Albert Recommended Active Transportation Priorities



**Source:** Active Transportation Plan Development Strategy and Gaps Assessment, 2019

## RECOMMENDATIONS

### PARKING REQUIREMENTS FOR AFFORDABLE NON-MARKET MULTIFAMILY HOUSING

St. Albert's minimum parking requirement of 0.60 spaces per dwelling unit for residents in affordable housing developments is 25% lower than that for market rate housing in the Downtown District and 40% lower in all other districts. Unlike some of the peer municipalities included in the jurisdictional scan such as Fort Saskatchewan and Strathcona County which include reduced parking requirements in specific zoning districts, St. Albert's requirements are implementable citywide. The reductions vary between 20%-33% in Fort Saskatchewan and 25%-37% in Strathcona County depending on the type of units. Due to lack of adequate multimodal transportation infrastructure, some other jurisdictions in the EMR such as Beaumont consider a minimum requirement of 1 parking space per dwelling unit for all multifamily residential developments within the city, whereas Leduc considers parking reductions for multifamily developments on a case-by-case basis with a minimum requirement of 1 parking space per dwelling unit for residents. Edmonton has eliminated minimum parking requirements for all land uses. For peer municipalities outside the EMR, the reductions vary widely, from 10%-11% in Maple Ridge to 33% in Mission and District of Saanich. Therefore, based on the jurisdictional scan, St. Albert's parking reduction percentage for affordable non-market housing (residents) is consistent with peer municipalities (excluding Edmonton which has eliminated minimum parking requirements) in the Downtown, but higher than peer municipalities in non-Downtown areas.

Among the peer municipalities studied in the jurisdictional scan, some such as Fort Saskatchewan, Strathcona County, Maple Ridge, and Mississauga have reduced visitor parking requirements for affordable housing developments, whereas others such as Mission, Richmond, and District of Saanich maintain the same requirements as market rate units. As such, the visitor parking requirements for affordable housing in the peer jurisdictions are summarized in **Table 16**.

Table 16. Jurisdictional Scan of Affordable Housing Visitor Parking Requirements

Jurisdiction	Affordable Housing Visitor Parking Requirement
Edmonton, AB	No minimum parking requirements.
Beaumont, AB	No separate visitor parking requirement.
Fort Saskatchewan, AB	0.125 spaces per dwelling unit (or 1 space per 8 dwelling units) in the “94 Street Mixed Market Residential” Direct Control District
Strathcona County, AB	0.1 space per sleeping unit (or 1 space per 10 sleeping units) in the Centre in the Park Zone
Leduc, AB	0.2 spaces per dwelling unit (or 1 space per 5 dwelling units)
Maple Ridge, BC	0.05 spaces per dwelling unit (or 1 space per 20 dwelling units) in the Town Centre where on-street supply is available and 0.1 spaces per dwelling unit (or 1 space per 10 dwelling units) in the Town Centre where on-street supply is not available
Mission, BC	0.2 spaces per dwelling unit (1 space per 5 dwelling units)
District of Saanich, BC	0.1 space per dwelling unit (1 space per 10 dwelling units)
Richmond, BC	0.11 spaces per dwelling unit (1 space per 9 dwelling units)
Mississauga, ON	0.14 spaces per dwelling unit (1 space per 7 dwelling units)

The City’s visitor parking requirement for all multifamily residential developments (1 space per 7 dwelling units or 0.14 spaces per dwelling unit) falls within the range of requirements for peer municipalities, as shown in **Table 16**. However, to improve housing affordability and reduce development costs, WSP recommends that the City reduce the visitor parking requirements for affordable housing to 0.1 space per dwelling unit (or 1 space per 10 dwelling units) to align with the lower end of the range identified in the jurisdictional scan (excluding Maple Ridge Town Centre requirements when on-street parking supply is available).

As previously stated, St. Albert has an established multimodal transportation system that provides diverse travel options. Therefore, the reduced parking requirements for affordable housing developments can be supported by the availability of non-auto modes which reduce reliance on private vehicles thereby lowering parking demand.

If the minimum resident parking requirement for market rate apartments is reduced to 0.9 spaces per dwelling unit in non-Downtown districts (as proposed later in this Study), the parking reduction for affordable housing developments will be reduced from 40% to 33% which is consistent with the peer municipalities.

From the Parking Utilization Study, it is difficult to draw any reliable conclusions regarding affordable housing parking ratios since only two of the sites studied included some affordable units and the remaining only included market rate units. As stated earlier, based on the jurisdictional scan, St. Albert’s parking reduction percentage for affordable non-market housing (residents) is consistent with peer municipalities (excluding Edmonton which has eliminated minimum parking requirements) in the Downtown, but higher than peer municipalities in non-Downtown areas. However, the reduction percentage in non-Downtown areas will be within the range if the proposed

minimum parking requirements for market rate apartments are implemented. Additionally, the minimum resident (existing) and visitor (both existing and proposed) parking requirements for affordable non-market housing are within the range of requirements for peer municipalities. The academic literature review emphasizes reduced parking requirements by either eliminating minimum parking requirements or by considering application of more accurate and flexible parking standards to reduce housing costs and increase affordable housing development in neighbourhoods with good multimodal connections. While elimination of minimum parking requirements is not recommended, the availability of transit, active transportation, and on-street parking options in the City justifies the existing reduced parking requirements for affordable non-market housing. Therefore, based on these considerations, no changes are recommended to the minimum resident parking requirement for affordable non-market housing in the City's Land Use Bylaw. However, WSP recommends that the visitor parking requirement be reduced to 1 space per 10 dwelling units. It is to be noted that this recommendation is applicable citywide (both Downtown and non-Downtown areas).

## PARKING REQUIREMENTS FOR MARKET RATE APARTMENTS

Based on the jurisdictional scan, St. Albert's minimum parking requirements for apartments are consistent with those of peer municipalities except for studio units where the rates are lower for both Downtown and non-Downtown areas. As per information obtained from City staff, at present, none of the multifamily residential properties in St. Albert include any studio units. Therefore, no conclusion can be made based on the parking demand for studio units based on the parking utilization surveys. However, since the City is trying to eliminate parking related regulatory challenges in its Land Use Bylaw for all residential uses and the parking requirement for studio units is lower than that of peer municipalities, no changes are proposed to the parking requirement at this point of time.

For other market rate apartments, the only site analyzed in the Downtown was Site 6 which had a calculated peak parking utilization of 1.33 spaces per dwelling unit, which is higher than the Bylaw minimum requirement of 0.94 spaces per dwelling unit. The comparison of the parking survey results with the Bylaw requirement for Downtown apartments is not conclusive, as it is based on a single data point. However, since the jurisdictional scan shows that the Downtown parking requirement for apartments is within the range of requirements for peer municipalities and the Downtown has a good multimodal transportation network, no changes are proposed to the resident parking requirement for market rate apartments in the Downtown at this point of time.

For market rate apartments located in the non-Downtown districts, the mean and median of the calculated peak parking utilizations (including resident and visitor parking) included in **Table 14** were 0.99 and 1.01 parking spaces per dwelling unit respectively. The current minimum parking requirements as per the St Albert Land Use Bylaw are 1 space per dwelling unit for residents and 0.14 spaces per dwelling unit for visitors, i.e. a combined parking requirement of 1.14 spaces per dwelling unit. If the visitor parking requirement is maintained as 0.14 spaces per dwelling unit, the resident parking requirement should be reduced to 0.86 spaces per dwelling unit to achieve a combined parking requirement of 1 space per dwelling unit (which falls between the mean and median calculated peak utilizations from the surveys). However, to avoid rounding complications, WSP recommends a reduced resident parking requirement to 0.90 spaces per dwelling unit. No changes are recommended to the visitor parking requirement. This change can be considered reasonable, especially given the availability of transit and active transportation, and on-street parking options in the City to support them.

In the City's Land Use Bylaw, market rate apartments are grouped with three other residential uses: 'Dwelling unit above a non-residential use', 'Dwelling (studio unit)', and 'Dwelling (loft unit)'. The parking requirements are similar for these uses with the exception of 'Dwelling (studio unit)' which has its own separate requirement. WSP recommends that the change in the resident parking requirement for market rate apartments in the non-Downtown districts also be applied to

the two uses: 'Dwelling unit above a non-residential use' and 'Dwelling (loft unit).' Therefore, the resident parking requirements for these two uses will be 0.90 spaces per dwelling unit and 0.90 spaces per dwelling (loft unit) respectively. However, the land use 'Dwelling (studio unit)' already has its own parking requirements, which are lower than those of peer municipalities as observed in the jurisdictional scan. As such, no change in minimum parking requirements is recommended for this use.

## PARKING REQUIREMENTS FOR OTHER RESIDENTIAL USES

As previously stated, based on the jurisdictional scan, the following residential uses were observed to have parking requirements outside the range of requirements for peer municipalities.

- Secondary suite (internal)
- Secondary suite (garage)
- Secondary suite (garden)
- Transitional accommodation
- Supportive living accommodation

As per discussion with City staff, with the exception of the Low-Density Residential District where 1 parking space is required for two secondary suites on a lot, minimum parking requirements for secondary suites were eliminated in a recent Land Use Bylaw update to encourage the development of more secondary suites within the City. Secondary suites provide numerous benefits including the diversification of existing housing stock, increasing the supply of affordable housing, increasing density in existing neighbourhoods, and reducing urban sprawl. Therefore, despite the peer municipalities having a minimum parking requirement of 1 space overall to 1 space per suite/bedroom for secondary suites, it is recommended that no changes be made to the St. Albert Land Use Bylaw parking requirement.

Among the peer municipalities, City of Mission is the only jurisdiction with a comparable land use for transitional accommodation; therefore, St. Albert's parking requirement for this land use could be compared with a single data point only. As such, St. Albert's parking requirement is lower than that for Mission. Additionally, the City currently does not include any transitional accommodation facilities. Based on discussion with City staff, it is recommended that no changes be made to the St. Albert Land Use Bylaw parking requirement for this land use.

For the land use 'Supportive living accommodation', St. Albert's Land Use Bylaw parking requirements are slightly higher than the range of requirements for peer municipalities. As shown in **Table 1**, the current parking requirements for this land use are:

- 1 space per dwelling unit or 1 space per 5 sleeping units for residents,
- 1 space per 7 dwelling units for visitors, and
- 1 space per employee during maximum shift.

The Bylaw defines 'Supportive living accommodation' as "a development, in a multiple dwelling or sleeping unit form, that provides residents with access to on-site professional care and daily living support, and is recognized, authorized, licensed, or certified by a public authority." Most of the residents living in supportive living accommodations are not expected to drive. Therefore, the current minimum resident parking requirement of 1 space per dwelling unit (equal to the current resident parking requirement for market rate apartments in non-Downtown areas) is likely too high. Based on discussion with City staff, WSP recommends that the minimum resident parking requirement for 'Supportive living accommodation' be reduced to 1 space per 3 dwelling units. However, no changes are recommended to the resident parking requirement per sleeping unit, or to the visitor and employee parking requirements.

As shown in **Table 6**, the minimum parking requirement of 2 spaces per dwelling unit for Dwelling (townhouse – plex) in the City's Land Use Bylaw falls within the range observed in peer municipalities (1-2.2 spaces per dwelling unit). However, based on the City's prior experience with developments for this land use and in consideration of housing affordability objectives, WSP recommends that the minimum parking requirement for this use be reduced to 1 space per dwelling unit, aligning with the lower end of the range identified in the jurisdictional scan.

## PARKING REQUIREMENTS FOR MIDTOWN DISTRICT

The City's Land Use Bylaw states the following purpose for the Midtown (MID) District.

*"The purpose of the MID District is to develop a vibrant community that includes a mixture of commercial and medium- to high-density residential land uses in a comprehensively planned neighbourhood. The MID District shall be developed as bare land or conventional condominium. The community will feature high-quality design, a broad mix of housing forms, employment opportunities, pedestrian accessibility, and a variety of public spaces. The neighbourhood will be developed into three character areas, residential areas A and B, located north of the AltaLink right-of-way, and Mixed-Use Area C - including residential and commercial uses, located south of the AltaLink right-of-way. The transition between these character areas is expected to be seamless, and connected through various pedestrian walkways and public and private roadways."*

Separate parking requirements are included for the MID District in the Land Use Bylaw. The parking requirements for different residential uses in this district are mostly consistent with those for non-Downtown areas in Section 4.3 of the Bylaw with a few exceptions. WSP recommends the following changes to the parking requirements for residential uses in this district.

- **Market Rate Housing:** Reduce the resident parking requirement from 1 space per dwelling unit to 0.9 spaces per dwelling unit
- **Dwelling (Loft Unit):** Reduce the resident parking requirement from 1 space per dwelling (loft unit) to 0.9 spaces per dwelling (loft unit)
- **Dwelling Unit above a Non-Residential Use:** Reduce the resident parking requirement from 1 space per dwelling unit to 0.9 spaces per dwelling unit
- **Affordable Non-Market Housing:** Reduce the visitor parking requirement from 1 space per 7 dwelling units (0.14 spaces per dwelling unit) to 1 space per 10 dwelling units (0.1 space per dwelling unit)

Since the current resident parking requirement for the land use 'Supportive living accommodation' in the MID District is low (1 space per 6 dwelling units), no change is recommended for this resident parking requirement.

## FURTHER CONSIDERATIONS

### Residential Parking Permit Program

Moderate growth is anticipated in St. Albert in the near future, especially in the Downtown District, with some new residential projects planned. Adjustments to parking requirements for market rate apartments may lead to limited on-street parking spillovers from the new developments. However, neither the anticipated growth in St. Albert nor the changes in parking requirements are expected to result in significant spillover that would necessitate major changes to the Residential Parking Permit program. Currently, the program applies only to a few neighbourhoods in the City. However, as the City grows, these areas, along with other residential neighbourhoods, should be monitored for signs of spillover. If sustained pressure on on-street parking is observed in any residential neighbourhood currently not included in the Residential Parking Permit program, then those areas

should be considered for inclusion, along with any necessary policy changes to the program. The Residential Parking Permit program is being reviewed in detail in the MCS Parking Study and appropriate policy changes are being considered (as required) based on other concerns not analyzed in this report.

### **Cash-in-lieu of Parking Program**

A cash-in-lieu (CIL) of parking program will allow developers to pay a fee to the City instead of constructing a portion or all of the parking required per the Land Use Bylaw. Funds received by the City from the CIL program may be used for constructing municipal parking facilities, implementing various transportation demand management (TDM) measures, or for multimodal transportation infrastructure improvements that reduce the reliance on private vehicles. The City may consider adopting a CIL program in future when land for parking is limited or is better suited for alternative uses, such as housing, retail, public spaces, etc. The program may be effective in the Downtown once significant growth occurs in the future. By providing this option, the City can balance feasibility with mobility, sustainability, and economic development objectives.

At present, the City does not need to consider a CIL program as existing parking supply in residential developments are sufficient to meet the current needs. It is our understanding that the parking demand has not reached a level that would justify establishing and administering a CIL program. Rather, the introduction of such a program may add administrative complexity without delivering significant benefits.

### **Shared Parking**

Shared parking is a suitable strategy in locations where multiple land uses share the same parking spaces because their peak demands occur at different times. It can reduce the number of required parking spaces resulting in lower construction costs and land consumption. At present, the City's Land Use Bylaw only includes shared parking policies for certain areas in its Integrated Care Community District. However, the Municipal Development Plan does encourage shared parking arrangements between multiple developments, especially in the Downtown, Trail Corridor Areas, and Mixed-Use Nodes.

As seen in the Parking Utilization Study, the various existing multifamily residential sites in the City currently do not experience a parking shortage. Additionally, as per our understanding, the City does not have any significant land constraints at present. Since residential sites in the City are self-sufficient with respect to parking, shared parking may not need to be explored at this point in time.

However, as the City continues to grow, with more residential developments being added in the Downtown and with the introduction of proposed reduced parking requirements for market rate apartments, shared parking may be a viable solution for certain developments where land is limited. Shared parking would be most effective in areas with nearby complementary uses and would not typically apply to residential-only neighbourhoods. Should shared parking be broadly adopted in the future, the City may consider incorporating specific policies and percentage reductions for shared parking in mixed-use developments in its Land Use Bylaw.

### **Parking Demand Monitoring**

In recent years, there has been a global shift from privately-owned automobiles to alternative modes of transportation (including transit, shared mobility, and micromobility). Many municipalities have initiated or have completed a review of their parking standards to address current travel trends and align parking policies with other city-building policies, including encouraging multimodal travel. The studies have resulted in lower and varied parking requirements based on access to transit and other modes of non-automobile travel. Some municipalities have also started eliminating minimum parking requirements and/or introducing parking maximums, especially in urban areas with adequate transit and walkability, where multimodal travel is an attractive option for at least some trips, and households may not need to own a car. By reducing or eliminating

minimum parking requirements, developments are incentivized to provide parking to meet market demand, or to “right-size” parking.

The City of St. Albert is still a predominantly suburban car-centric community (approximately 82.5% respondents in the City’s 2024 Census Report mentioned personal vehicle to be their primary mode of transport). The City is also expected to experience steady growth, especially with several new residential developments planned in its Downtown District. However, at the same time, the City is planning to expand its multimodal transportation network, which may lead to shifts in travel behaviour and parking demand in the coming years. While this report recommends only minor adjustments to the minimum parking requirements for apartments based on best practices, jurisdictional scan, and current demand, it is important that the City continues to periodically monitor travel and parking patterns, and revise parking standards or update policies and programs as necessary to align with evolving demand and context.

## CONCLUSION

The City of St. Albert is using the \$11.8 million received through the HAF grant program to remove barriers, construct more homes, and improve housing affordability. This Parking Regulation Study is one of the seven initiatives undertaken by the City in this regard. Removing the parking-related regulatory challenges in the City’s Land Use Bylaw is anticipated to improve both housing affordability and housing options.

The Study performed a jurisdictional scan and reviewed academic literature to understand potential benefits and challenges as well as implementation strategies for reforming residential parking requirements in St. Albert. The following conclusions can be made based on the jurisdictional scan:

- The City’s parking reduction percentages for affordable non-market housing are consistent with peer municipalities in the Downtown, but higher than peer municipalities in non-Downtown areas. Additionally, the minimum resident and visitor parking requirements for affordable non-market housing are within the range of requirements for peer municipalities. However, it is to be noted that minimum parking requirements for affordable housing are higher in the EMR jurisdictions (Beaumont, Fort Saskatchewan, Strathcona County, and Leduc) compared to some of the non-EMR jurisdictions and St. Albert’s requirements are below the observed range in the EMR jurisdictions.
- The City’s parking requirements for the following uses are lower than the range of requirements for peer municipalities:
  - Dwelling unit above a non-residential use [Downtown only]
  - Dwelling (studio unit) [both Downtown and non-Downtown areas]
  - Secondary suites
  - Transitional accommodation
- The City’s parking requirements for the following use is higher than the range of requirements for peer municipalities:
  - Supportive living accommodation

The academic literature review indicated that parking costs are most often passed on to the end users and thereby contribute negatively to housing affordability. High parking requirements can prevent equitable mobility as they can shift affordable housing developments to less accessible sites where the land prices are lower, but also where there is a lack of good multimodal transportation connections. Reduced parking provisions can result in significant reduction in construction, maintenance, and rehabilitation costs. While some jurisdictions are eliminating minimum parking requirements, others may consider application of more accurate and flexible parking standards to reduce housing costs and increase affordable housing development in

neighbourhoods with good multimodal connections. However, such parking reductions should be undertaken with caution as reduced parking supply may result in spillovers to external spaces, resulting in increased demand for on-street parking or at public parking lots.

A parking utilization study was performed to make informed decisions about updates to the minimum parking requirements for the ‘dwelling (apartment)’ use based on local demand and context. For this study, parking demand surveys were conducted at ten multifamily residential sites in St. Albert. From the findings of the survey, it was observed that the parking supply is higher than the Bylaw parking requirement for all sites, while the calculated peak parking utilization is lower than the Bylaw requirement for eight out of ten sites.

Based on the findings of the jurisdictional scan, academic literature review, and the parking utilization study, the Study recommends the minimum parking requirement for market rate apartments to be changed from 1 space per dwelling unit to 0.9 spaces per dwelling unit in the non-Downtown districts. The same change is also recommended for the land uses ‘Dwelling (loft unit)’ and ‘Dwelling unit above a non-residential use.’ No changes are recommended for the resident parking requirement for market rate apartments in the Downtown District or the visitor parking requirement citywide. However, it is recommended that citywide, the visitor parking requirement for non-market affordable housing be reduced to 1 space per 10 dwelling units (0.1 space per dwelling unit). No changes are recommended for the current affordable housing resident parking requirement.

Among the other residential uses, the resident parking requirement for the land use ‘Supportive living accommodation’ is recommended to be reduced from 1 space per dwelling unit to 1 space per 3 dwelling units (0.33 spaces per dwelling unit). However, no changes are recommended for the resident parking requirement per sleeping unit or the visitor and employee parking requirements for this land use. Additionally, it is recommended that the minimum parking requirement for the land use ‘Dwelling (townhouse – plex)’ be reduced to 1 space per dwelling unit. Further, in the City’s Midtown District, it is recommended that the resident parking requirement for market rate housing, loft units, and dwelling units above non-residential uses be reduced to 0.9 spaces per dwelling unit or dwelling (loft unit) and the visitor parking requirement for affordable non-market housing be reduced to 1 space per 10 dwelling units (0.1 space per dwelling unit).

This Study does not recommend any changes to the Residential Parking Permit program at present, nor does it propose to expand the program to include new residential neighbourhoods. However, the Residential Parking Permit program is being reviewed in detail in the MCS Parking Study and appropriate policy changes are being considered (as required) based on other concerns not analyzed in this report. Further, it can be concluded that the parking demand has not reached a level that would justify establishing and administering a Cash-in-lieu program. Additionally, shared parking is not considered essential at this stage, as the residential developments remain largely self-sufficient in meeting their parking needs. However, it is important that the City continues to periodically monitor travel and parking patterns, and revise parking standards or update policies and programs as necessary to align with evolving demand and context.

# APPENDIX

## A JURISDICTIONAL SCAN OF MINIMUM PARKING REQUIREMENTS

**Appendix A-1: Jurisdictional Scan of Minimum Parking Requirements for Apartments**

Location	Land Use	St. Albert <sup>1</sup>	Beaumont <sup>2</sup>	Fort Saskatchewan <sup>3</sup>	Strathcona County <sup>4</sup>	Leduc <sup>5</sup>	Mission <sup>6</sup>	District of Saanich <sup>7</sup>
Downtown	Dwelling (apartment)	0.8 spaces per DU	1 space per DU <sup>8</sup>	One-bedroom unit: 1 space per DU Two-bedroom unit: 1.5 spaces per DU Three- or more bedroom unit: 1.75 spaces per DU	One-bedroom unit: 1 space per DU Two- or more bedroom unit: 2 spaces per DU Three- or more bedroom: 2 spaces per DU 1 space per 2 SU 1 space per 2 employees	One-bedroom unit: 1 space per DU Two- or more bedroom unit: 2 spaces per DU A minimum of 1 space shall be assigned to each unit.	Market Strata - One-bedroom unit: 1 space per DU Two- or more- bedroom unit: 1.5 spaces per DU Market Rental - 0.75 spaces per DU	0.7 spaces per DU (for apartments with 3-12 DU) 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)
	Dwelling unit above a non-residential use	0.8 spaces per DU	-	-	-	The number of parking spaces shall refer to the appropriate housing type, at the discretion of the Development Authority.	-	1 space per DU
	Dwelling (studio unit)	0 spaces per DU for the first 10% of DU within a building, and then 0.6 spaces per DU thereafter	1 space per DU <sup>8</sup>	0.75 spaces per DU	1 space per DU	1 space per DU	Market Strata: 1 space per DU Market Rental: 0.75 spaces per DU	0.7 spaces per DU (for apartments with 3-12 DU) 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)
	Dwelling (loft unit)	0.8 spaces per DU	1 space per DU <sup>8</sup>	1 space per DU	1 space per DU	1 space per DU	Market Strata: 1 space per DU Market Rental: 0.75 spaces per DU	0.7 spaces per DU (for apartments with 3-12 DU) 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)
	Visitor Parking	1 space per 7 DU	-	1 space per 7 DU	1 space per 7 DU	1 space per 5 DU	0.2 spaces per DU	0.3 spaces per DU
Non-Downtown Areas	Dwelling (apartment)	1 space per DU	1 space per DU <sup>8</sup>	One-bedroom unit: 1 space per DU Two-bedroom unit: 1.5 spaces per DU Three- or more bedroom unit: 2 spaces per DU	One-bedroom unit: 1 space per DU Two- or more bedroom unit: 2 spaces per DU Three- or more bedroom: 2 spaces per DU 1 space per 2 SU 1 space per 2 employees	One-bedroom unit: 1 space per DU Two- or more- bedroom unit: 1.5 spaces per DU A minimum of 1 space shall be assigned to each unit.	Market Strata - One-bedroom unit: 1 space per DU Two- or more- bedroom unit: 1.5 spaces per DU Market Rental - 0.75 spaces per DU	0.7 spaces per DU (for apartments with 3-12 DU) 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)
	Dwelling unit above a non-residential use	1 space per DU	-	-	-	The number of parking spaces shall refer to the appropriate housing type, at the discretion of the Development Authority.	-	1 space per DU
	Dwelling (studio unit)	0 spaces per DU for the first 10% of DU within a building, and then 0.6 spaces per DU thereafter	1 space per DU <sup>8</sup>	1 space per DU	1 space per DU	1 space per DU	Market Strata: 1 space per DU Market Rental: 0.75 spaces per DU	0.7 spaces per DU (for apartments with 3-12 DU) 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)
	Dwelling (loft unit)	1 space per DU	1 space per DU <sup>8</sup>	1 space per DU	1 space per DU	1 space per DU	Market Strata: 1 space per DU Market Rental: 0.75 spaces per DU	0.7 spaces per DU (for apartments with 3-12 DU) 0 minimum and 1.5 spaces per DU maximum (for apartments with more than 12 DU)
	Visitor Parking	1 space per 7 DU	-	1 space per 6 DU	1 space per 7 DU	1 space per 5 DU	0.2 spaces per DU	0.3 spaces per DU

Notes:

DU = Dwelling Units; SU = Sleeping Units

<sup>1</sup> Parking requirements obtained from the City of St. Albert Bylaw 18/2024.

<sup>2</sup> Parking requirements obtained from the Beaumont Land Use Bylaw 944-19.

<sup>3</sup> Parking requirements obtained from the City of Fort Saskatchewan Land Use Bylaw C23-20.

<sup>4</sup> Parking requirements obtained from the Strathcona County Land Use Bylaw 24-2024.

<sup>5</sup> Parking requirements obtained from the City of Leduc Land Use Bylaw 809-2013.

<sup>6</sup> Parking requirements obtained from the City of Mission Zoning Bylaw 5949-2020.

<sup>7</sup> Parking requirements obtained from The Corporation of the District of Saanich Zoning Bylaw 8200.

<sup>8</sup> This requirement is applicable for all land use districts in Beaumont with the exception of the Mature Neighbourhood and Main Street Districts, where the requirement is only applicable for dwelling units over 75 square metres.

**Appendix A-2: Jurisdictional Scan of Minimum Parking Requirements for Other Residential Uses**

Land Use	St. Albert <sup>1</sup>	Beaumont <sup>2</sup>	Fort Saskatchewan <sup>3</sup>	Strathcona County <sup>4</sup>	Leduc <sup>5</sup>	Mission <sup>6</sup>	District of Saanich <sup>7</sup>
Congregate Housing (level two)	1 space per 2 SU	-	-	-	-	-	-
Dwelling (duplex)	2 spaces per DU	1 space per DU <sup>8</sup>	2 spaces per DU	2 spaces per DU	2 spaces per DU and 1 space per DU may be in tandem	1.5 spaces per DU	1 space per DU
Dwelling (manufactured)	2 spaces per DU	1 space per DU <sup>8</sup>	-	2 spaces per DU	-	2 spaces per DU; plus 0.2 spaces per DU for visitor parking	-
Dwelling (semi-detached)	2 spaces per DU	1 space per DU <sup>8</sup>	2 spaces per DU	2 spaces per DU	2 spaces per DU and 1 space per DU may be in tandem	1.5 spaces per DU	1 space per DU
Dwelling (single detached)	2 spaces per DU	1 space per DU <sup>8</sup>	2 spaces per DU	2 spaces per DU	2 spaces per DU and 1 space per DU may be in tandem	1.5 spaces per DU	1 space per DU
Dwelling (townhouse - plex)	2 spaces per DU	1 space per DU <sup>8</sup>	2 spaces per DU	2 spaces per DU	2 spaces per DU and 1 space per DU may be in tandem 2 spaces per DU, plus 0.2 spaces per DU for visitor parking; a maximum of 25 percent of all DUs in a Townhouse development may have Parking (Tandem) and a maximum of 50 percent of all DUs in a Townhouse building may have Parking (Tandem).	-	1 space per DU
Dwelling (townhouse - single)	2 spaces per DU for lots equal to or greater than 5.18 m in width 1 space per DU for lots less than 5.18 m in width	1 space per DU <sup>8</sup>	2 spaces per DU	2 spaces per DU	2 spaces per DU and 1 space per DU may be in tandem	-	1 space per DU
Dwelling (townhouse - complex)	1.5 spaces per DU; and 0.14 space per DU for visitor parking	1 space per DU <sup>8</sup>	1 space per bachelor DU; 1 space per one-bedroom DU; 1.5 spaces per two-bedroom DU; 2 spaces per three-bedroom DU; plus 1 for every six DUs for visitors	2 spaces per DU	1 space per one-bedroom DU; 2 spaces per two or more-bedroom DU; and a minimum of 1 space shall be assigned to each unit. In addition to the above, 1 space for every 5 DU shall be clearly marked visitor parking.	2 spaces per DU, plus 0.2 spaces per DU for visitor parking; a maximum of 25 percent of all DUs in a Townhouse development may have Parking (Tandem) and a maximum of 50 percent of all DUs in a Townhouse building may have Parking (Tandem).	1 space per DU
Secondary suite (internal)	0 space required per suite; or 1 space required when there are two secondary suites on a lot in the Low-Density Residential District	-	In addition to the parking requirements for the principal DU, 1 space per suite and can be tandem	1 space per suite	1 space per bedroom, in addition to the 2 required for the principal dwelling, and 1 space per dwelling may be in tandem	1 space - must not impede access to the parking for the primary residential use.	1 space
Secondary suite (garage)	0 space required per suite; or 1 space required when there are two secondary suites on a lot in the Low-Density Residential District	-	In addition to the parking requirements for the principal DU, 1 space per suite and can be tandem	-	1 space per bedroom, in addition to the 2 required for the principal dwelling, and 1 space per dwelling may be in tandem	1 space - must not impede access to the parking for the primary residential use.	-
Secondary suite (garden)	0 space required per suite; or 1 space required when there are two secondary suites on a lot in the Low-Density Residential District	-	In addition to the parking requirements for the principal DU, 1 space per suite and can be tandem	1 space per suite	1 space per bedroom, in addition to the 2 required for the principal dwelling, and 1 space per dwelling may be in tandem	1 space - must not impede access to the parking for the primary residential use.	1 space
Live/work unit	1 space per DU for the residential component; and 1 space per 50 sq.m of GFA for the commercial component	-	-	-	-	-	-
Farm help accommodation	As required by the Development Authority	-	-	1 space per SU	-	-	-

**Appendix A-2: Jurisdictional Scan of Minimum Parking Requirements for Other Residential Uses**

Land Use	St. Albert <sup>1</sup>	Beaumont <sup>2</sup>	Fort Saskatchewan <sup>3</sup>	Strathcona County <sup>4</sup>	Leduc <sup>5</sup>	Mission <sup>6</sup>	District of Saanich <sup>7</sup>
Home-based business (level two) Home-based business (level three)	(a) The Development Authority shall determine the required parking for a home-based business, (level two or three), exclusive of any non-resident employees, having consideration for the proposed number of visitors/students/clients; plus (b) In the Downtown District: (i) Zero spaces per non-resident employee required during the maximum working shift; and (c) In all other Districts: (i) One space per non-resident employee required during the maximum working shift.	1 space per business	-	1 space per home business visitor; plus 1 space per non-resident employee; plus 1 space per home business vehicle	-	1 space per every non-resident employee, plus 1 space per additional commercial Motor Vehicle required for the Home Occupation	-
Group home	1 space per 3 SU; and 1 space per employee required during the maximum working shift	-	-	-	1 space per 4 beds plus 1 visitor space per 5 beds	1 space per every 3 beds	1 space per 3 beds
Transitional accommodation	1 space per 5 SU; and 1 space per employee required during the maximum working shift	-	-	-	-	1 space per 2 SU	-
Supportive living accommodation	1 space per DU; 1 space per 5 SU; 1 space per 7 DU or SU for visitor parking; and 1 space per employee required during the maximum working shift	2 spaces per 100 sq.m of lot coverage	0.6 spaces per DU for staff and visitor parking	-	0.6 spaces per DU plus 1 visitor space per 5 DU	0.75 spaces per DU	0.5 spaces per DU

Notes:

SU = Sleeping Units; DU = Dwelling Units; sq.m = square metres; GFA = Gross Floor Area

<sup>1</sup> Parking requirements obtained from the City of St. Albert Bylaw 18/2024.

<sup>2</sup> Parking requirements obtained from the Beaumont Land Use Bylaw 944-19.

<sup>3</sup> Parking requirements obtained from the City of Fort Saskatchewan Land Use Bylaw C23-20.

<sup>4</sup> Parking requirements obtained from the Strathcona County Land Use Bylaw 24-2024.

<sup>5</sup> Parking requirements obtained from the City of Leduc Land Use Bylaw 809-2013.

<sup>6</sup> Parking requirements obtained from the City of Mission Zoning Bylaw 5949-2020.

<sup>7</sup> Parking requirements obtained from The Corporation of the District of Saanich Zoning Bylaw 8200.

<sup>8</sup> This requirement is applicable for all land use districts in Beaumont with the exception of the Mature Neighbourhood and Main Street Districts, where the requirement is only applicable for dwelling units over 75 square metres.

# APPENDIX

B

OBSERVED PARKING  
UTILIZATIONS

Appendix B-1: Observed On-Site Parking Utilizations for Study Sites

#	Name	Capacity	Weekday						Weekend					
			6 PM - 7 PM		7 PM - 8 PM		8 PM - 9 PM		6 PM - 7 PM		7 PM - 8 PM		8 PM - 9 PM	
			Utilization	Utilization (%)										
1	Acadia Terrace	178	67	38%	73	41%	70	39%	58	33%	65	37%	64	36%
2	Altura Waterfront	53	21	40%	23	43%	26	49%	22	42%	26	49%	29	55%
3	Big Lake Pointe	184	87	47%	95	52%	99	54%	84	46%	83	45%	91	49%
4	Gateway Square	153	41	27%	49	32%	49	32%	46	30%	47	31%	51	33%
5	Giroux Estates	302	136	45%	143	47%	152	50%	152	50%	155	51%	166	55%
6	Perron Place	115	52	45%	59	51%	65	57%	51	44%	55	48%	58	50%
7	Solis Giroux	339	164	48%	181	53%	187	55%	168	50%	177	52%	191	56%
8	Water's Edge <sup>1</sup>	414	209	50%	224	54%	235	57%	-	-	-	-	-	-
9	Alpine Estates <sup>2</sup>	101	38	38%	40	40%	41	41%	40	40%	39	39%	41	41%
10	Erin Ridge Gate <sup>1</sup>	321	138	43%	150	47%	165	51%	-	-	-	-	-	-

Notes:

Peak utilizations have been highlighted.

<sup>1</sup> Weekend on-site parking data was not recorded for this site due to equipment malfunctioning issues.

<sup>2</sup> The parking analysis was performed for Block 60/70 only. Blocks 30 and 40 were not included.

Appendix B-2: Observed Parking Utilizations at Adjacent Street Segments for Study Sites

#	Name	Capacity	Weekday						Weekend					
			6 PM - 7 PM		7 PM - 8 PM		8 PM - 9 PM		6 PM - 7 PM		7 PM - 8 PM		8 PM - 9 PM	
			Utilization	Utilization (%)										
1	Acadia Terrace <sup>1</sup>	46	-	-	11	24%	14	30%	14	30%	12	26%	15	33%
2	Altture Waterfront	17	8	47%	8	47%	10	59%	4	24%	3	18%	3	18%
3	Big Lake Pointe <sup>1</sup>	26	-	-	26	100%	24	92%	18	69%	18	69%	19	73%
4	Gateway Square <sup>2</sup>	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Giroux Estates <sup>3</sup>	56	31	55%	35	63%	38	68%	30	54%	-	-	33	59%
6	Perron Place <sup>4</sup>	15	6	40%	8	53%	4	27%	2	13%	2	13%	1	7%
7	Solis Giroux <sup>3</sup>	56	31	55%	35	63%	38	68%	30	54%	-	-	33	59%
8	Water's Edge <sup>5</sup>	23	10	43%	10	43%	12	52%	-	-	-	-	-	-
9	Alpine Estates	10	4	40%	4	40%	4	40%	6	60%	7	70%	7	70%
10	Erin Ridge Gate <sup>5</sup>	14	8	57%	8	57%	9	64%	-	-	-	-	-	-

Notes:

Peak utilizations have been highlighted.

<sup>1</sup> Weekday on-street parking data was not recorded between 6 PM – 7 PM for this site.

<sup>2</sup> Site 4 - Gateway Square does not have free on-street parking along adjacent roadway segments.

<sup>3</sup> Weekend on-street parking data was not recorded between 7 PM – 8 PM for this site.

<sup>4</sup> Weekend on-street parking data was not recorded between 7 PM – 9 PM along Perron Street, though it was recorded along St. Thomas Street.

<sup>5</sup> Weekend on-street parking data was not recorded for this site.