IN THE MATTER OF THE CITY OF ST. ALBERT (SUBDIVISION & DEVELOPMENT APPEAL BOARD) FILE NO. LEG00998

AND IN THE MATTER OF DEVELOPMENT PERMIT NO. DP073108, BEING AN APPLICATION FROM FINESSE HOMES, ON BEHALF OF THE MUSLIM ASSOCIATION OF ST. ALBERT

SUBMISSIONS OF THE MUSLIM ASSOCIATION OF ST. ALBERT

Written Submissions: March 31, 2026

Oral Hearing: April 1, 2026

INTRODUCTION

1. These submissions are provided on behalf of the applicant, the Muslim Association of St. Albert (the "**Applicant**"), in support of the proposed construction of a mosque (the "**New Mosque**") to be developed at 65 Carleton Drive, St. Albert (the "**Property**").

BACKGROUND

2. The Property is located within the BP2 – Business Park 2 District under the City of St. Albert Land Use Bylaw No. 18/2024 (the "**Land Use Bylaw**").[1] The Property is also subject to the Campbell Business Park North Area Structure Plan (the "**Area Structure Plan**") and the Campbell Business Park North: Design Guidelines (the "**Design Guidelines**").[2]

3. On or about June 2025, the Applicant submitted an application for a development permit to the Development Authority for the construction of the New Mosque on the Property (the "**Development Application**").

4. During the review of the Development Application, the Applicant revised certain aspects of the proposed development in response to comments from the Development Authority and other City departments, including changes to site layout, setbacks, access configuration, landscaping, and parking. As part of this process, the Applicant submitted a Transportation Impact Assessment dated October 1, 2025 (the "**Original TIA**"), prepared by MR Engineering Ltd., which assessed traffic, parking, and transportation impacts with particular emphasis on Friday prayer peak periods.[3] Following comments from the City, the Applicant submitted a revised Transportation Impact Assessment dated December 2, 2025 (the "**Revised TIA**" and together with the Original TIA, the "**TIAs**"), which refined and updated the analysis, including trip generation, trip distribution, and parking management.[4]

5. On or about February 19, 2026, the Development Authority approved Development Permit No. DP073108 (the "**Development Permit**") for the New Mosque without variances, subject to compliance with certain conditions.[5]

6. On or about March 10, 2026, Sarasota Homes Ltd. and Gary Acheson (collectively, the "**Appellant**") filed a notice of appeal with the Subdivision and Development Appeal Board (the "**Board**") appealing the issuance of the Development Permit.

PRESENTATION

7. In addition to oral submissions by counsel, the Applicant expects to call three witnesses in support of its presentation.

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[1] St. Albert Land Use Bylaw No. 18/2024, BP2 – Business Park 2 District [Pages 14 - 17].
[2] Campbell Business Park North Area Structure Plan [Pages 18 – 31]; Campbell Business Park North: Design Guidelines [Pages 32 - 36].
[3] Original Transportation Impact Assessment [Pages 37 - 88].
[4] Revised Transportation Impact Assessment [Pages 89 - 154].
[5] Development Permit Approval [Pages 155 - 158].

SUBMISSIONS OF THE APPLICANT

Need for a Mosque in St. Albert

8. The only mosque in St. Albert was established by the Applicant in 2019 in the Campbell Business Park at 315 Carleton Drive, Unit 20 (the "**Existing Mosque**"), located approximately 650 metres from the proposed New Mosque. The Existing Mosque was created to ensure that Muslims in St. Albert had a place to gather for prayer, spiritual practice, and community connection. While it met an immediate and essential need, the mosque is a small unit within a multi-tenant building and was never intended to accommodate a growing congregation. It also offers very limited on-site parking. Over time, attendance has exceeded its capacity, resulting in operational constraints and highlighting the inadequacy of the unit.

9. A dedicated and appropriately sized place of worship is vital for the well-being and inclusion of the Muslim community in St. Albert. The proposed New Mosque directly addresses these needs by providing a purpose-built facility with appropriate space for worship, education, youth programming, and broader community engagement. The importance and community value of this project have been expressly recognized in multiple letters of support submitted in connection with the Development Application, including letters from the Mayor of the City of St. Albert, local Members of the Legislative Assembly, and a Member of Parliament.[6] These letters emphasize the longstanding role of the Muslim Association of St. Albert in fostering inclusivity, interfaith dialogue, youth development, and community well-being, and endorse the New Mosque as a positive contribution to the City as a whole.

10. St. Albert already accommodates a significant number of purpose-built Christian places of worship throughout the City, including Braeside Presbyterian Church, Holy Family Catholic Church, Kingdom Church, Red Willow Community Church, St. Albert Alliance Church, St. Albert Evangelical Lutheran Church, St. Albert Catholic Parish, St. Albert United Church, Sturgeon Valley Baptist Church, and many others.[7] These institutions demonstrate that places of worship have historically been supported through the City's planning framework and are compatible with established development patterns. In contrast, the Muslim community currently has no purpose-built place of worship in St. Albert and has relied on a temporary, undersized unit to serve its congregation.

11. Approving the Development Permit for the first and only purpose-built mosque in St. Albert ensures that the Muslim community, like all other communities in the City, has access to a suitable place of worship that meets both current and future needs while remaining consistent with sound land-use planning principles. Such an outcome would also affirm to the Muslim community that their presence in St. Albert is valued and that their need for an appropriate, purpose-built place of worship is fully supported within the City. Recognizing this positive impact is important when considering the broader public interest

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[6] Mosque Letters of Support [Pages 159 - 163].
[7] Google. Google Maps: Search for churches in St. Albert, AB. Accessed March 31, 2026: <https://www.google.com/maps/search/churches+in+St.+Albert,+AB>.

and the role of the planning framework in ensuring equitable access to community facilities for all residents.

Discretionary Use Framework

12. The New Mosque, being a religious assembly, is classified as a discretionary use in the BP2 District.[8]

13. Under the Land Use Bylaw, a discretionary use is not automatically entitled to approval. Although such a use may be listed as allowable in the district, the Development Authority retains the discretion to approve or refuse the application based on whether the development is appropriate for its proposed location, having regard to relevant planning principles and considerations.[9] Even where a proposal complies with the Land Use Bylaw, it may still be refused if it is unsuitable for the location. Conversely, a discretionary use that does not fully comply with the Land Use Bylaw may be approved with variances, provided those variances are appropriate and within the Development Authority's jurisdiction to grant.[10]

14. In this case, after reviewing the Original TIA, the Revised TIA, and the applicable planning framework, the Development Authority determined that the New Mosque was an appropriate discretionary use within the BP2 District.[11]

15. As noted in Laux, when an appeal concerns a discretionary use, the Board is entitled to re-exercise the Development Authority's discretionary powers and may substitute its own conclusions, provided it does so on the basis of sound planning principles. Laux also makes clear, however, that while approval of a discretionary use is a matter of discretion, an appeal board cannot reject the application of such discretion in the absence of a legitimate planning reason.[12] Accordingly, for the Board to overturn the Development Authority's approval in this case, it must be satisfied, on planning grounds, that the New Mosque cannot reasonably proceed at this location despite the technical analysis, mitigation measures, and permit conditions already in place.

Overview of Appeal Concerns

16. The central concerns raised by the Appellant and supporting submissions relate to: (a) alleged incompatibility between the New Mosque and the industrial or business character of the Campbell Business Park North; (b) alleged insufficiency of on-site parking; (c) potential for overflow parking onto surrounding public streets and private business lots; (d) anticipated traffic congestion during peak prayer times; and (e) perceived impacts on

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[8] Section 5.12(3) of the Land Use Bylaw [Pages 14 and 17].
[9] Section 2.13(4) of the Land Use Bylaw [Page 10].
[10] Section 2.13(5) of the Land Use Bylaw [Page 10].
[11] See Development Officer Report.
[12] Frederick A Laux & Gwendolyn Palmer-Stewart, Planning Law and Practice in Alberta, 2d ed (Edmonton: Juriliber Limited, 2019) at §10.7(1)(b) ["**Laux**"] [Pages 164 - 166].

adjacent businesses, emergency access, and overall public safety.[13]

17. Each of these issues was expressly identified, analyzed, and addressed in both the Original TIA and the Revised TIA. The City's Transportation Planning Engineer subsequently reviewed these reports before the Development Permit was issued. In addition, the Development Permit includes binding operational and site design conditions specifically crafted to mitigate the very impacts raised in the appeal materials.

Compatibility with Campbell Business Park North

18. The Appellant asserts that a mosque is "inappropriate" for the purposes for which Campbell Business Park North was developed. This assertion is not supported by the City's statutory planning framework. Discretionary uses cannot be deemed unsuitable merely because some individuals oppose them.

19. In response to the appeal, multiple letters were submitted by nearby business owners and property managers operating within Campbell Business Park.[14] These letters confirm that the Existing Mosque has operated in an organized, respectful, and community-conscious manner, that traffic and parking impacts have been limited to a short midday period on Fridays, and that such impacts have been well managed without disruption to surrounding businesses. Several of these businesses further note that increased activity associated with the Existing Mosque has had a neutral or positive effect on their operations. Collectively, this correspondence demonstrates that the New Mosque is not universally opposed by neighbouring businesses and is regarded by those correspondents as compatible with the surrounding business park environment.

20. Under the Land Use Bylaw, religious assembly is not a permitted use in any district in St. Albert; it is only considered as a discretionary use, requiring site-specific planning review in all cases. Religious assembly is expressly listed as a discretionary use within the BP2 District. This was an intentional policy choice, granting the Development Authority the discretion to approve such uses where appropriate.

21. The BP2 District is intended to create a cohesive, visually appealing area characterized by high-quality design, minimal outdoor storage, extensive landscaping, and land uses that avoid pollution and that collectively benefit property owners, neighbouring businesses, and the broader community.[15] The Area Structure Plan and Design Guidelines reinforce these objectives by promoting visually appealing development, preserving the area's character, and ensuring compatibility with nearby residential neighbourhoods.[16] Importantly, the Area Structure Plan does not restrict the business park to industrial activity; it anticipates a mix of business, service, and complementary uses that can share infrastructure effectively when properly designed. The New Mosque has been planned as a permanent, high-quality development with appropriate site design, building finishes, landscaping, and screening,

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[13] See Notice of Appeal and Affected Party Submissions.
[14] Additional Mosque Letters of Support [Pages 167 - 173].
[15] Section 5.12(2) of the Land Use Bylaw [Page 14].
[16] Sections 1.1 and 1.2 of the Area Structure Plan [Page 21]; Design Guidelines [Page 33].

and will function as a low-impact institutional use with predictable, primarily indoor activity.

22. From a transportation and access standpoint, Campbell Business Park North is particularly well suited to a large place of worship. It is bounded by major roadways, including Campbell Road, Poundmaker Road, and Veness Road, providing appropriate access without directing traffic through residential streets. On-street parking is routinely used by surrounding businesses, demonstrating that shared curbside parking is an established and accepted practice in the area.

23. Locating the New Mosque within Campbell Business Park North also provides an appropriate buffer from low-density and medium-density residential neighbourhoods while maintaining proximity to the community it serves. This separation reflects sound land-use planning principles and aligns with the Land Use Bylaw's approach to siting institutional-type uses in districts designed to accommodate them. The establishment of a permanent mosque and community centre also represents a meaningful contribution to St. Albert's social infrastructure.

24. While some of the concerns raised in the appeal materials appear to reflect broader apprehensions about the nature of the use, the planning framework directs the Board to assess compatibility based on objective, land-use-related considerations rather than generalized sentiments or opposition. Within this planning framework, the New Mosque is well suited to this location.

Parking and Traffic Analysis

Parking Demand

25. The concern that the New Mosque will generate concentrated attendance during peak periods, particularly on Fridays and during special events, is not new or overlooked. These operational characteristics formed a central component of both the Original TIA and the Revised TIA.

26. The TIAs examined: (a) anticipated attendance levels; (b) peak arrival and departure windows; (c) parking turnover rates; and (d) interaction with the existing business park road network.

27. This analysis was reviewed by the City's Transportation Planning Engineer, who concluded that the parking supply and surrounding road network are acceptable based on the attendance projections and peak-period times provided. This conclusion is expressly reflected in condition three of the Development Permit.

Parking Regulation Framework

28. Several appeal letters assert that 140 on-site stalls are inherently insufficient or that the parking ratio is inconsistent with anticipated occupancy. This framing misconstrues the applicable parking framework.

29. The parking supply was not arbitrarily selected. It was calculated in accordance with Section 4.6 of the Land Use Bylaw and then subjected to professional engineering review.

30. For a religious assembly use located outside the Downtown District, Section 4.6 requires a minimum of one stall per 50.00 m² of gross floor area or one parking stall per eight seats, whichever is greater, with any fractional result rounded up. When this standard is applied to the approved building area and the maximum number of prayer mats, the resulting parking requirement is fully satisfied by the provision of 140 on-site stalls. This calculation aligns with the Land Use Bylaw's intent to base parking supply on the physical capacity and design of the development. As a result, the proposed parking supply is not only compliant but appropriately scaled to the form and functional demands of the project.

31. Importantly, the Board's role on appeal is not to substitute its own parking standards or preferences for those established under the Land Use Bylaw.

Traffic Congestion and Road Network Capacity

32. Concerns regarding traffic congestion during Friday prayers or special events were directly addressed through the TIAs. Key considerations included: (a) staggered arrival and dispersal patterns; (b) availability of multiple access and egress points; and (c) duration and timing of peak demand.

33. Following their review, the City's Transportation Planning Engineer concluded that the existing road network is sufficient to accommodate the projected traffic volumes, a conclusion expressly relied upon by the Development Authority in approving the Development Permit.

Emergency Access, Safety, and Vehicle Circulation

34. Concerns regarding emergency and service vehicle access, snow clearing, and oversized vehicle movements are comprehensively addressed through multiple permit conditions, including: (a) requirements that all parking spaces and drive aisles be clearly demarcated, hard-surfaced, and accessible by permanent vehicle access to the satisfaction of engineering services; and (b) continued municipal authority to require additional review for any future change in use or intensity.

35. Speculative concerns about possible misuse of private parking lots do not constitute land-use planning impacts attributable to the proposed development, particularly where on-site parking supply and surrounding street parking availability have been reviewed and deemed adequate by the City's professional engineers.

CONCLUSION

36. The BP2 District and the Campbell Business Park North represent a planned, appropriate, and policy-supported location for the New Mosque.

37. The proposed development is consistent with the Area Structure Plan, compatible with the planned character of the Campbell Business Park North, and aligned with the Land Use

Bylaw.

38. The concerns raised in the appeal materials were identified, analyzed, reviewed, and appropriately mitigated through professional studies and enforceable permit conditions.

REMEDY SOUGHT

39. The Applicant respectfully requests that the Board approve the Development Permit with the existing conditions imposed by the Development Authority. Only in the alternative, if the Board determines that additional conditions are necessary, does the Applicant request that the Development Permit be approved subject to such further conditions as the Board considers appropriate.

City of St. Albert

Land Use Bylaw

October 15, 2024

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

2.13 PERMITTED AND DISCRETIONARY USES

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

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

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

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

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

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

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

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

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

2.14 NOTIFICATION

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

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

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

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

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

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

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

4.6 NON-RESIDENTIAL ON-SITE PARKING REQUIREMENTS

On-site parking shall be provided as follows:

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

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

5.12 BP2 - BUSINESS PARK 2 DISTRICT

(1) APPLICATION

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

(2) PURPOSE

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

(3) PERMITTED AND DISCRETIONARY USES

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

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

(4) **LOT AREA**

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

(5) **BUILDING HEIGHT**

(a) Maximum building height is 18.00 m.

(6) **BUILDING SETBACKS**

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

(i) Front yard *setback*

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

(ii) Side yard *setback*

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

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

(iii) Rear yard *setback*

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

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

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

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

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

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

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

(8) **PARKING AND LOADING AREAS**

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

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

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

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

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

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

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

(9) **OUTDOOR STORAGE**

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

(7) Electric power;

(8) Heat;

(9) Waste management; or

(10) Residential and commercial street lighting;

and includes the thing that is provided for public consumption, benefit, convenience, or use.

PUBLIC UTILITY BUILDING means a *development* in which the owner or operator of a *public utility* maintains or houses any operation in connection with the distribution of a *public utility*, but does not include any *development* for the production of electric power or gas.

RADIO ANTENNA means a device used for commercial fleet dispatch and ham (or hobby) *radio antennas,* and its support structures, designed to receive and transmit radio waves for limited commercial uses and non-commercial uses, including commercial *fleet services* or amateur radio operators.

REAL PROPERTY REPORT means a document showing building location and other *site* data prepared by a Registered Alberta Land Surveyor, according to the standards of the Alberta Land Surveyors Association.

RECREATION (INDOOR) means a *development* used for sports or recreation within an enclosed *building*. Typical *development* includes a health and fitness club, swimming pool, bowling alley, amusement arcade, athletic field, rink, or court, not including *conference and banquet facility* or *establishment (gaming)*.

RECREATION (OUTDOOR) means a *development* used for outdoor sports or recreation. Typical *development* includes a picnic area, playground, pedestrian and bicycle trail, boating facility, swimming pool, spray *park*, golf course, and athletic field, rink, or court.

RECREATION EQUIPMENT means a utility trailer, boat, boat trailer, all-terrain *vehicle,* or snowmobile, but not a *recreation vehicle*.

RECREATION VEHICLE means a *vehicle*, with seating and sleeping capacity to provide temporary living accommodation, either carried on or pulled by another *vehicle*, or transported under its own power.

RECESSED ARCADE means a pedestrian area created by an overhanging part of a *building* that is supported by columns.

RECYCLING DEPOT means a *development* for collecting, sorting, and temporarily storing recyclable materials including bottles, cans, paper, boxes, and small household goods, not including *automotive wrecker*.

RELIGIOUS ASSEMBLY means a *development* used for worship and related religious, philanthropic, or social activities, and includes *accessory* rectories, manses, meeting rooms, and food preparation and service facilities. Typical uses include churches, chapels, mosques, temples, synagogues, parish halls, convents, or monasteries.

RELOCATABLE BUILDING means a *building* that is designed to be relocated from *site* to *site*, but is not used for residential purposes.

Campbell Business Park North Area Structure Plan

Bylaw 9/2003

March 3, 2003

THE CITY OF St. Albert

CAMPBELL BUSINESS PARK NORTH AREA STRUCTURE PLAN

AMENDMENT NUMBER	BYLAW NUMBER	1ST READING	2ND READING	3RD READING
	11/80	Mar 24	Apr 8	Jul 7
	18/91 (repealed by 9/2003)	Jun 3	Jun 17	Jun 17
	9/2003	Feb 3	Mar 3	Mar 3
1				
2				
3				
4				
5				

CITY OF ST. ALBERT

BYLAW 9/2003

Being a Bylaw to adopt the Campbell Business Park North Area Structure Plan

WHEREAS the Municipal Government Act provides that a Council may by Bylaw establish a framework for subsequent subdivision and development of land; and

WHEREAS Council deems it desirable to establish an Area Structure Plan for the Campbell Industrial Park (North);

NOW THEREFORE the Municipal Council of the City of St. Albert, pursuant to the provisions of the Municipal Government Act, S.A. 1994, c. M-26.1, as amended, hereby ENACTS AS FOLLOWS:

1) That the Campbell Business Park North Area Structure Plan attached hereto as Schedule "A" be adopted.

2) That Bylaw 18/91 be repealed.

READ a first time this 3rd day of February 2003.

READ a second time this 3rd day of March 2003.

READ a third time this 3rd day of March 2003.

SIGNED AND PASSED this 4 day of March 2003.

MAYOR

CHIEF LEGISLATIVE OFFICER

SCHEDULE “A”
TO BYLAW NO.9/2003

CAMPBELL BUSINESS PARK NORTH AREA STRUCTURE PLAN

CHAPTER 1 -- INTRODUCTION

1.1 Area Structure Plan Document Purpose

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

1.2 Campbell Business Park North Development Concept

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

CHAPTER 2 – THE DEVELOPMENT AREA

2.1 Location and Area

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

2.2 Policy Context

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

2.3 Existing Features

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

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

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

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

2.4 Land Ownership

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

CHAPTER 3 – THE DEVELOPMENT PLAN

3.1 Business Park Development (Figure 2)

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

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

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

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

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

3.2 Municipal Reserve

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

3.3 Environmental Assessment

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

3.4 Sequence of Development

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

CHAPTER 4 – TRANSPORTATION

4.1 Existing Circulation Pattern

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

4.2 Proposed Circulation Pattern (Figure 3)

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

4.3 Public Transportation

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

4.4 Trail Connections

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

CHAPTER 5 – SERVICING AND UTILITIES

5.1 Water (Figure 4)

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

5.2 Sanitary Servicing (Figure 5)

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

5.3 Storm Drainage (Figure 6)

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

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

5.4 Other Utilities

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

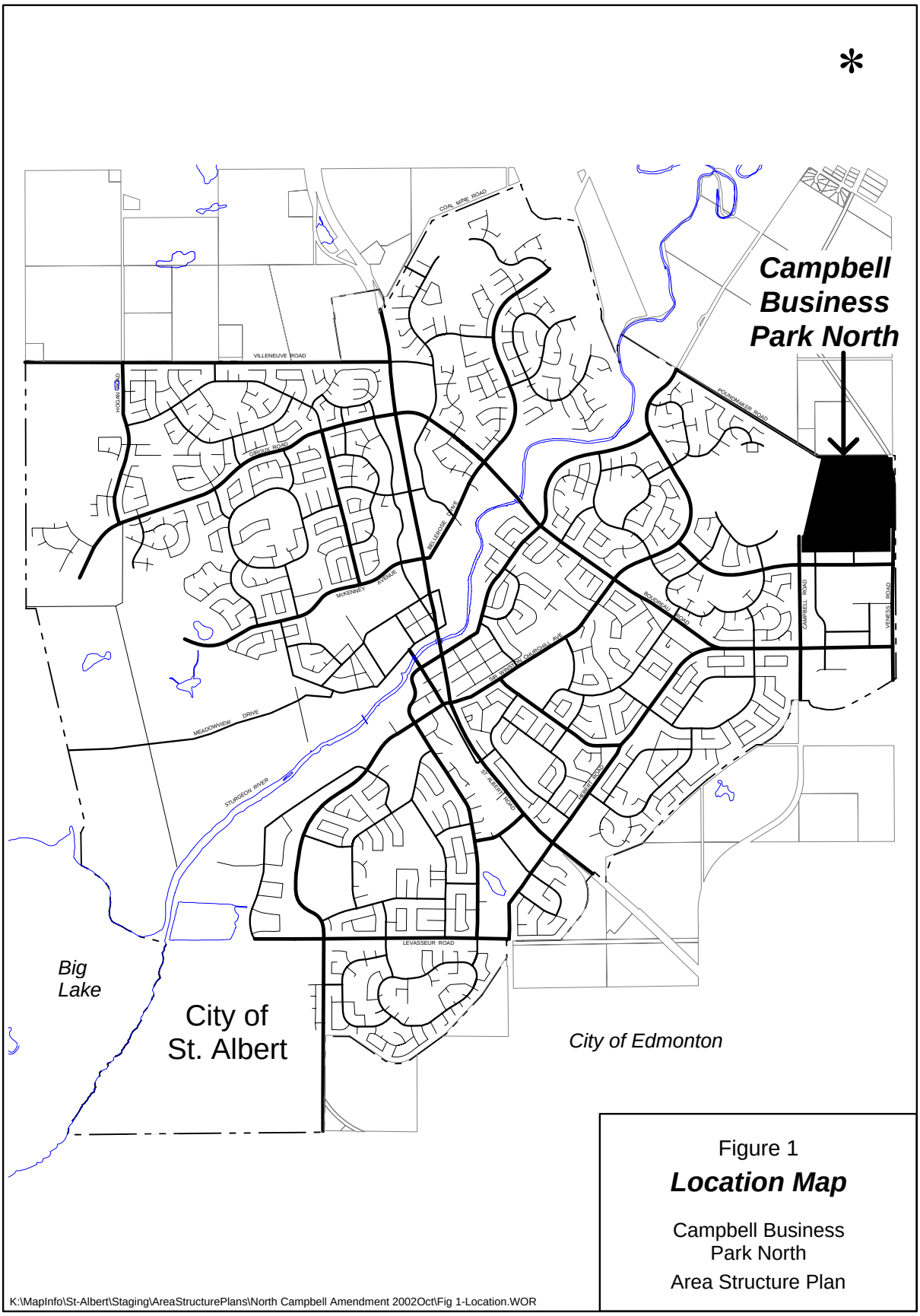

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Figure 1

Location Map

Campbell Business Park North

Area Structure Plan

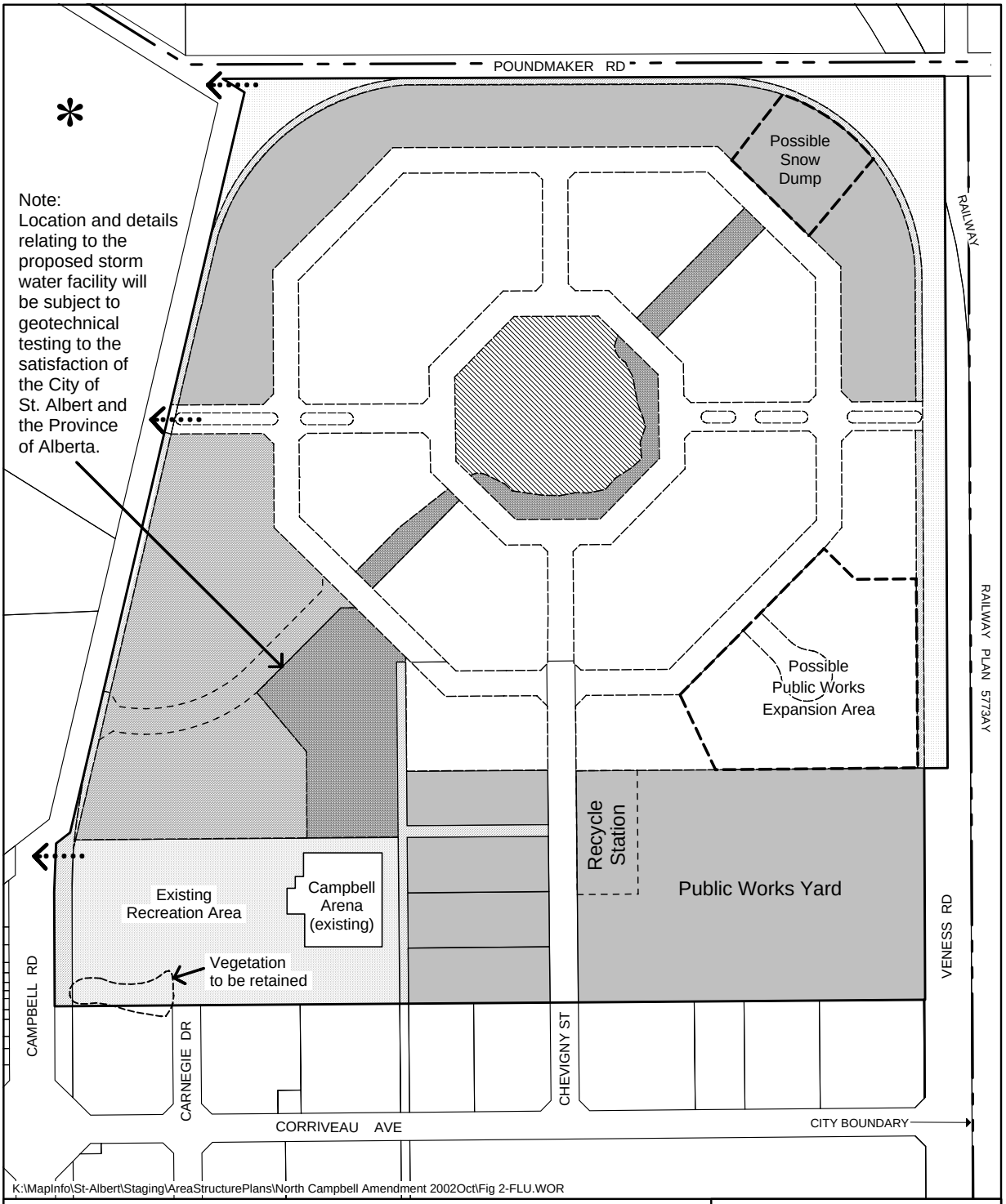
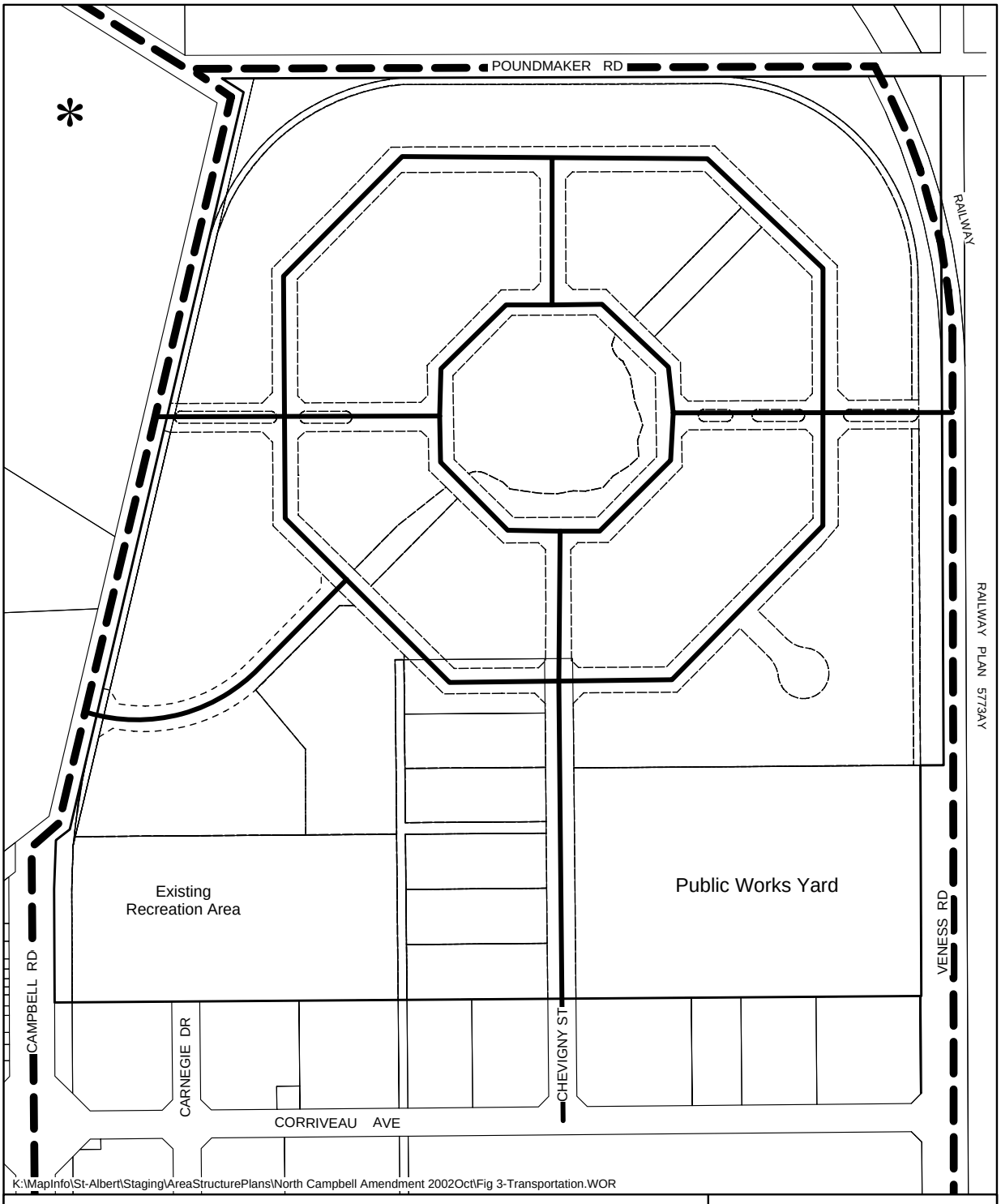


Figure 2

Future Land Use

Campbell Business Park North

Area Structure Plan



Arterial Road
Industrial Collector
ASP Area

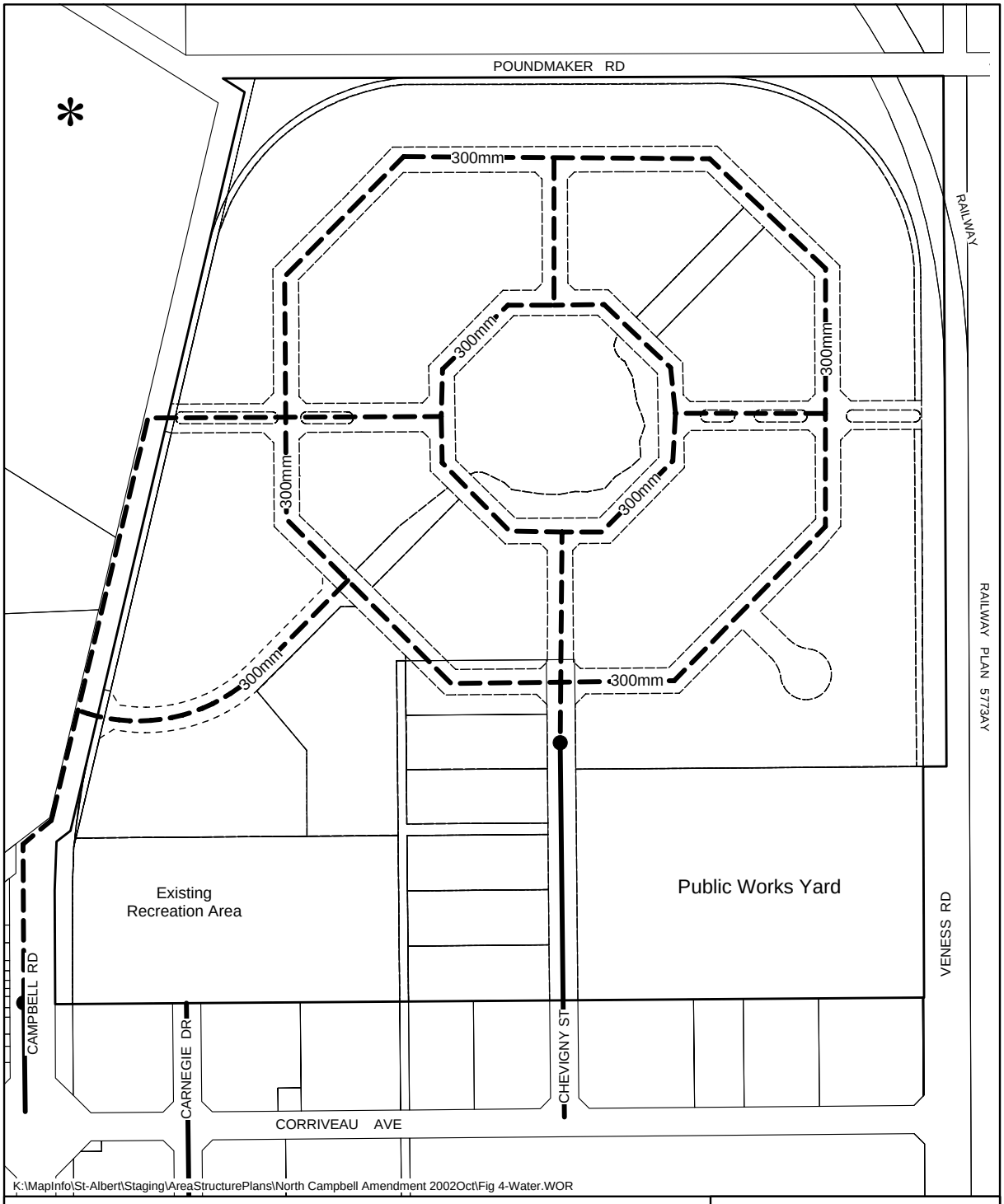
Note:
Circulation pattern does not constitute subdivision design and is subject to change.

Figure 3

Transportation

Campbell Business Park North

Area Structure Plan



Existing Water Servicing
Proposed Water Servicing
ASP Area

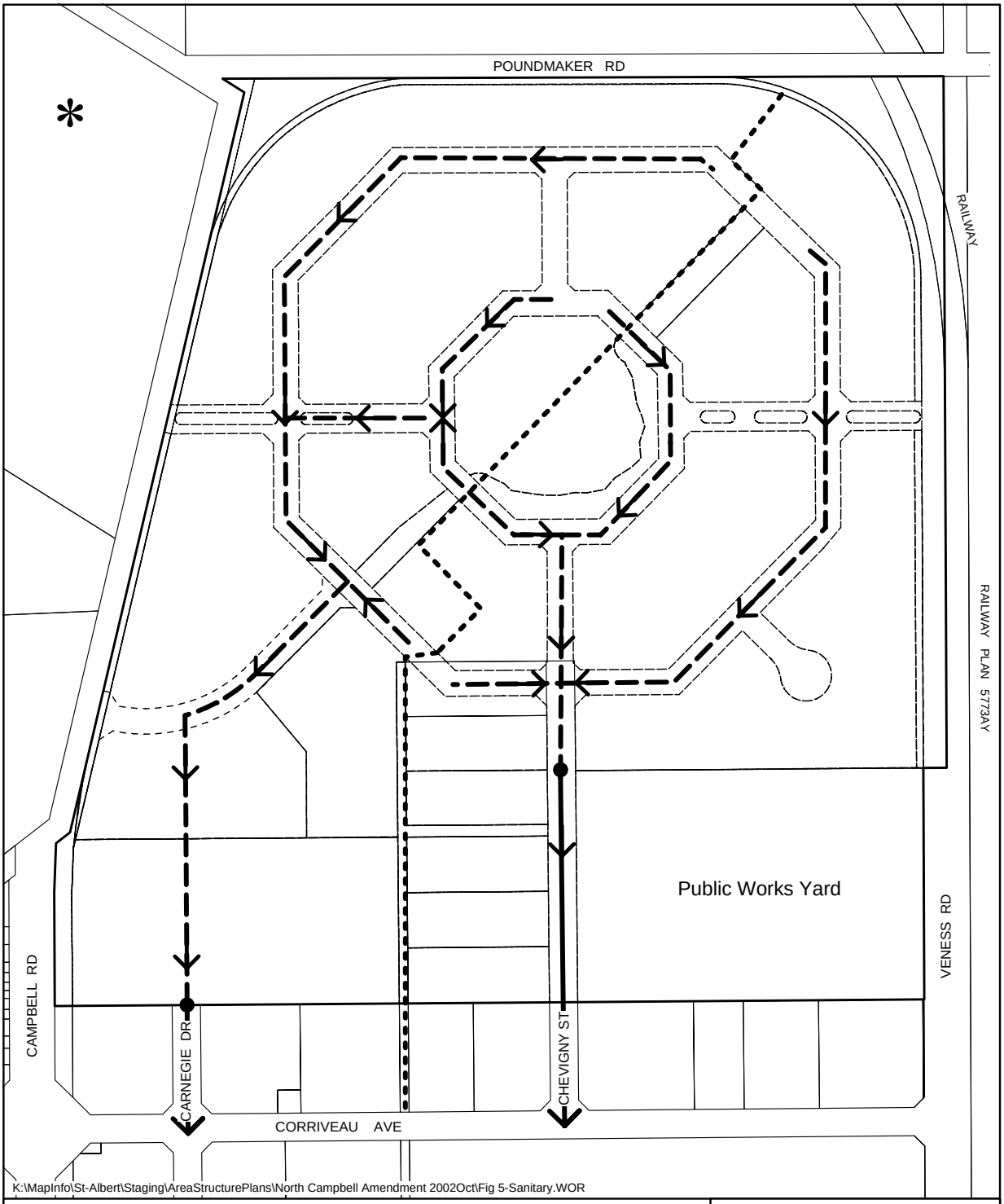
Note:
Circulation pattern does not constitute subdivision design and is subject to change.

Figure 4

Water Servicing

Campbell Business Park North

Area Structure Plan



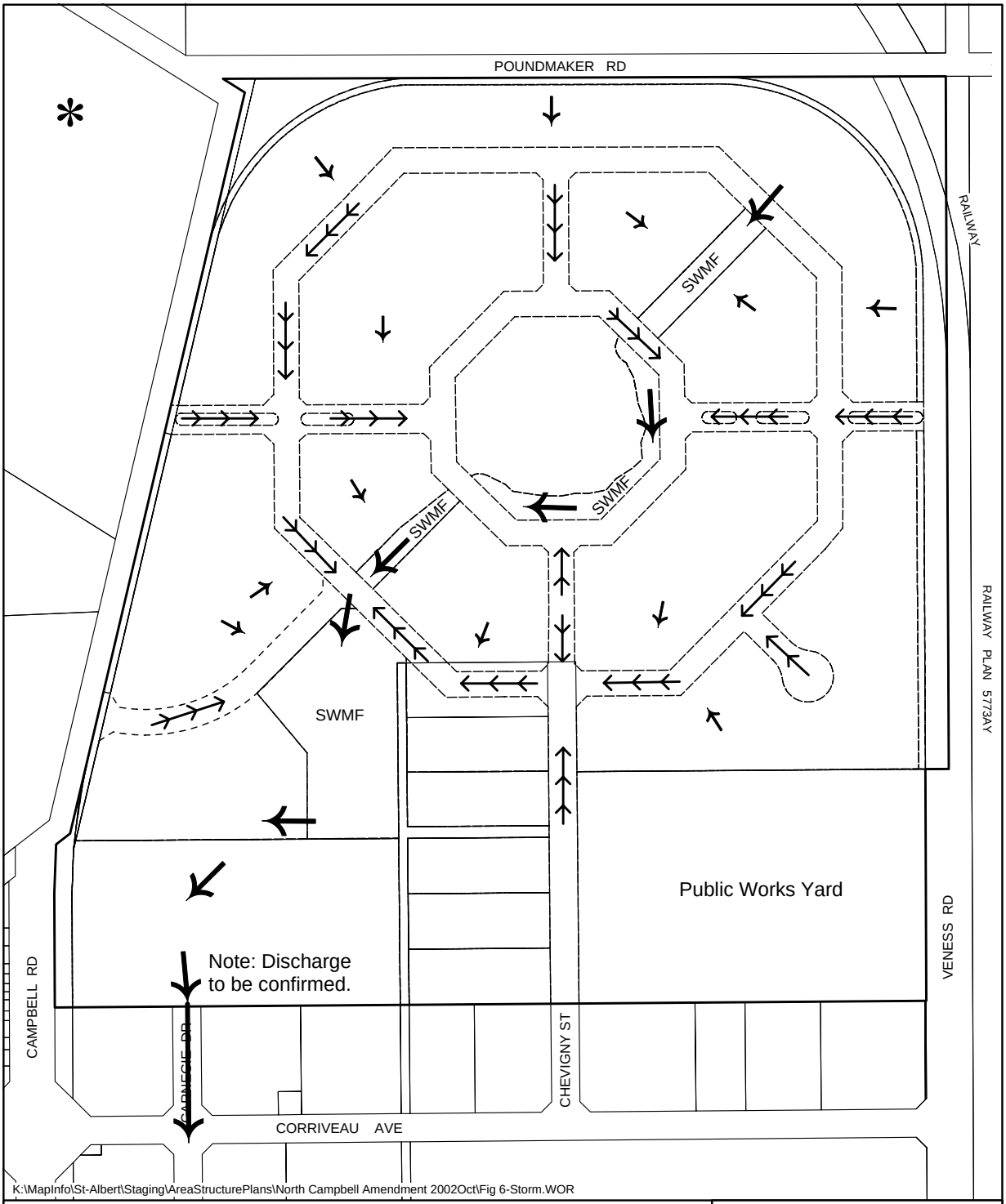
Existing 300mm Sanitary Servicing
Proposed 200mm Sanitary Servicing
Direction of Flow
Basin Boundary
ASP Area

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

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

Figure 5
Sanitary Servicing

Campbell Business Park North
Area Structure Plan



Existing Storm Sewer
Discharge Direction
Direction of Service Flow
SWMF Storm Water Management Facility
ASP Area

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

Figure 6

Stormwater Management

Campbell Business Park North Area Structure Plan

Campbell Business Park North:

Design Guidelines

City of St. Albert Planning & Development

JUNE 14, 2011

CAMPBELL BUSINESS PARK NORTH:
Design Guidelines

Purpose of the Design Guidelines:

- Promote Campbell Business Park North as a high quality employment centre within a well-designed, well-maintained campus environment.
- Maintain high aesthetic standards in the Campbell Business Park North area.
- Preserve the visual character of the Business Park by assuring that improvements are properly related to their sites, and to surrounding developments.
- Encourage originality, flexibility and innovation in site planning and development, including architecture, landscaping and graphic design.
- Encourage the compatible and complementary development of Campbell Business Park North as a unit.
- Encourage development in Campbell Business Park North to be compatible with and complementary to nearby residential areas.

Relationship to the City of St. Albert Land Use Bylaw:

The Design Guidelines contained herein are designed to meet or exceed applicable City bylaws. Since bylaws change periodically, it cannot be guaranteed that all requirements have been met. Conformance with these standards should facilitate a prompt review for compliance with City codes, standards, and requirements.

The underlying district of Campbell Business Park North is the Business Park (BP) Land Use District. Permitted and Discretionary Land Uses allowed within Campbell Business Park North are as described in the BP District.

Design Standards:

In addition to the requirements of Section 9.18 of the Land Use Bylaw, all developments need to comply with the following requirements:

Building Materials: Materials shall be appropriate for the use and for the type of structure in which they are used. Owner/Tenants are encouraged to use materials common to the local area. Exterior materials that may be used are concrete, exposed aggregate concrete, stucco, glass, brick, natural stone, wood, and metal. Metal siding is discouraged.

High quality exterior finishes are encouraged.

Building Finish: All exterior surfaces shall have a finished treatment.

Building Colours: The use of two or more colours is strongly encouraged to enhance the building exterior and to create design accents. Building and architectural details (including flashing and downspouts) shall have a colour that complements or accents the main building.

Buildings are encouraged to use multiple colours on exterior finishes. Vertical columns and landscaping can be used to break up large, uniform wall surfaces.

Blank Walls and Exterior Amenities: Large expanses of uninterrupted wall planes are discouraged where visible from a street or from the Campbell Business Park North ASP boundaries. The use of fascias, canopies and other multi-dimensional exterior features is encouraged in order to break up large, uniform wall surfaces. Such features should be in proportion to the wall heights and building mass.

A parapet on the roof effectively screens roof-mounted equipment.

Building Types: No pole buildings shall be permitted. All buildings shall be permanent-type construction. Trailers, mobile offices, and other temporary structures shall not be allowed except for use during construction.

Visual impacts of parking areas adjacent to streets can be minimized by landscaped berms

Screening Required: All exposed utilities, towers, conveyors, antennas, vents, and any other roof-mounted objects shall be screened from view and be designed to minimize noise.

Visual Impact of Parking Minimized: Parking lots should not be a visually dominant site feature when viewed from adjacent streets. Large expanses of parking lot surface are to be avoided in favour of smaller parking areas. Where parking lots are visible from streets, parked vehicles should be partially screened with perimeter landscaping or landscaped earthen berms that do not interfere with the sight distance from driveways or road intersections. Where large parking lots are unavoidable, landscaping shall be used to provide a visual break in the parking surface.

Large parking areas are 'softened' by landscaped islands.

Signage: Signage not affixed to buildings shall be monument-style (low profile) and integrated into the landscape design. These signs are free-standing in nature, but are not pole-mounted and shall not exceed four feet in height. Where appropriate, the same design style and materials used for the main structure should also be employed in the base or other elements of the monument-style sign.

Free-standing signs shall be monument style (low profile), and shall not exceed 1.5 m in height.

Temporary Signs: Temporary signs and banners are prohibited within the Business Park.

Walls and Fences: All walls and fences shall be buffered with landscaping and/or landscaped earthen berms. Walls and/or fences shall be constructed of durable, low maintenance materials. Chain link fencing is prohibited.

Fencing materials shall be buffered with landscaping or earthen berms and shall be constructed of durable materials.

Loading and Service Areas: Particular attention shall be given to the siting of loading and service areas to minimize visual and acoustical impacts. Loading areas, where visible from public streets or from the boundaries of the ASP, shall be screened with landscaping and/or solid fencing.

Public Facilities and Utilities: All utilities shall be installed underground, with the exception of transformers which may be pad-mounted. Pad-mounted facilities shall be screened from off-site view using shrubs.

Outdoor Storage: Up to 50% of the site area may be used for outdoor storage. Areas used for outdoor storage shall not be located between the building and the public right-of-way and shall be screened from all public rights-of-way via solid fencing, earthen berms or evergreen landscaping.

MR ENGINEERING LTD.

SAFETY FIRST PRIORITY

Transportation Impact Assessment (TIA)
For

Mosque at 65 Carleton Drive, St. Albert

Submitted to

Muslim Association of St. Albert

October 1, 2025

Revision-1

Prepared by:

MR Engineering Ltd.
#112, 1803-97 Street SW,
Edmonton, AB, T6X0W8
Ph: 780-807-0016, Fax: 1-888-805-2652
info@mrengineering.ca III www.mrengineering.ca

Transportation Impact Assessment
For

Mosque at 65 Carleton Drive, St. Albert

APEGA Corporate Permit

Engineer's Stamp

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1 INTRODUCTION

1.1 Background

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

1.2 Study Objectives

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

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

1.3 Study Methodology

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

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

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

1.4 Study Intersections and Assessment Horizons

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

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

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

2 EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

2.1 Site Location and Context

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

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

2.2 Roadway Network

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

Exhibit 2-1: Site Location

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

2.3 Alternative Transportation Network

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

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

2.4 Existing Traffic Volume

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

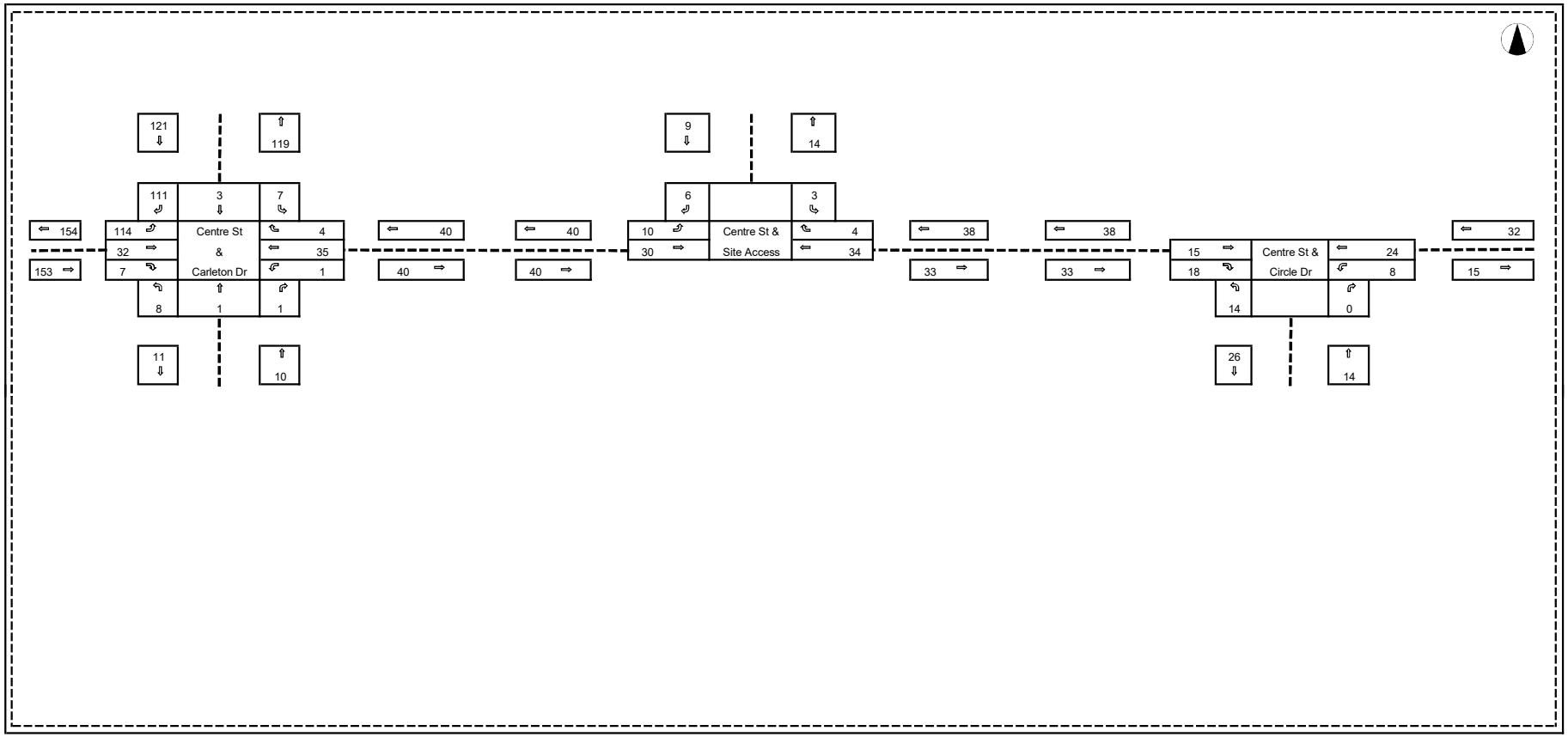

Exhibit 2-2: 2025 (Existing) Traffic Volumes – Friday Prayer Peak Hour

2.5 Background Traffic Volume

The 2026 and 2031 background traffic volume was estimated by applying a 1.5% growth rate on 2025 traffic volume. The growth rate was based on St. Albert population growth rate between 2018 and 2024. In addition to the application of general growth rate, the potential trip generation from future Building B planned to be located on the southern portion of the site was also included in 2031 background traffic. The trip estimate for potential future development was based on Strip Retail Plaza (Land Use Code 822) land use from ITE Trip Generation Manual. Trip distribution and assignment was assumed to be the same as that of the mosque generated trip presented in Chapter 3.

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

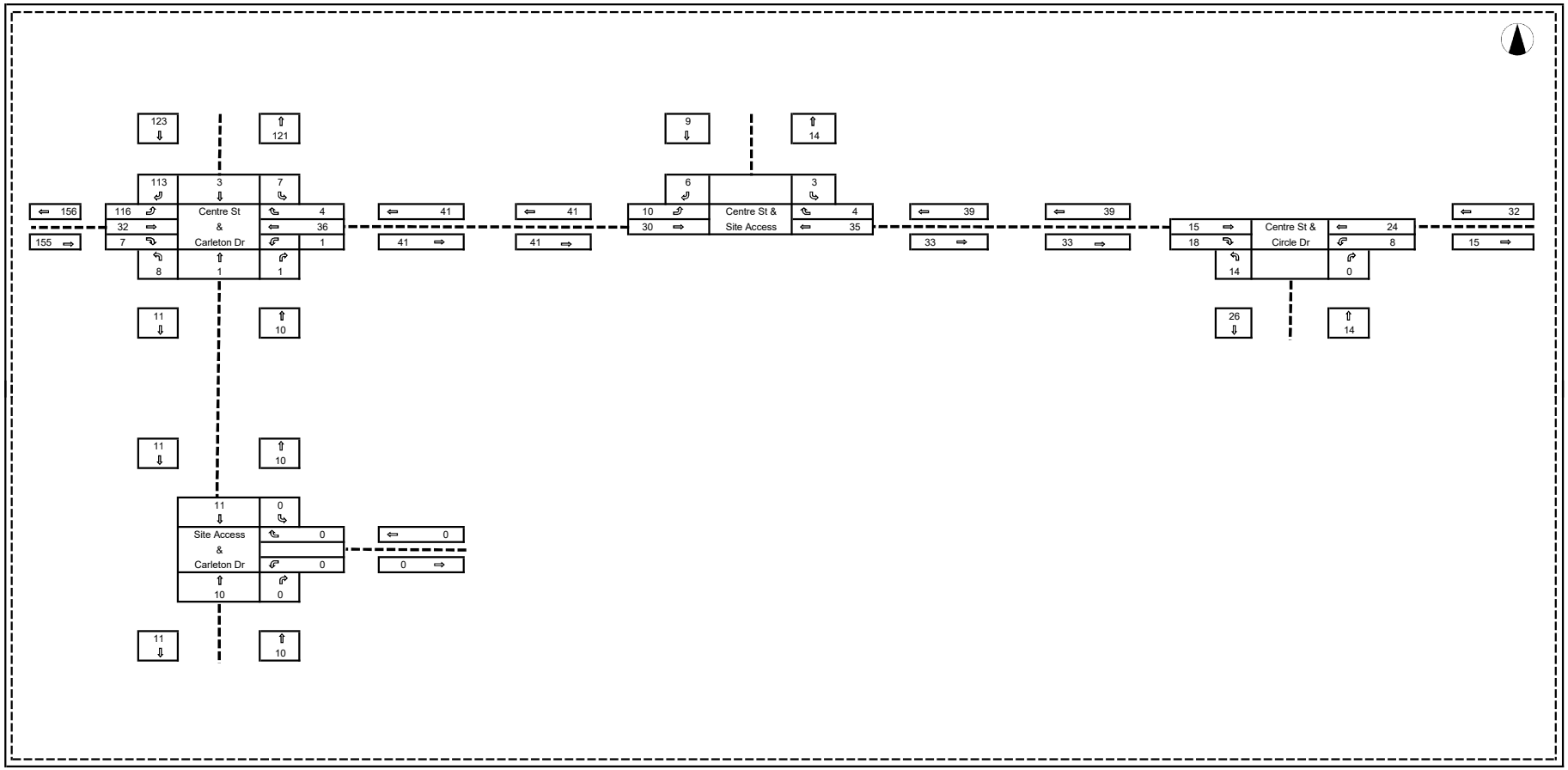

Exhibit 2-3: 2026 Background Traffic Volumes – Friday Prayer Peak Hour

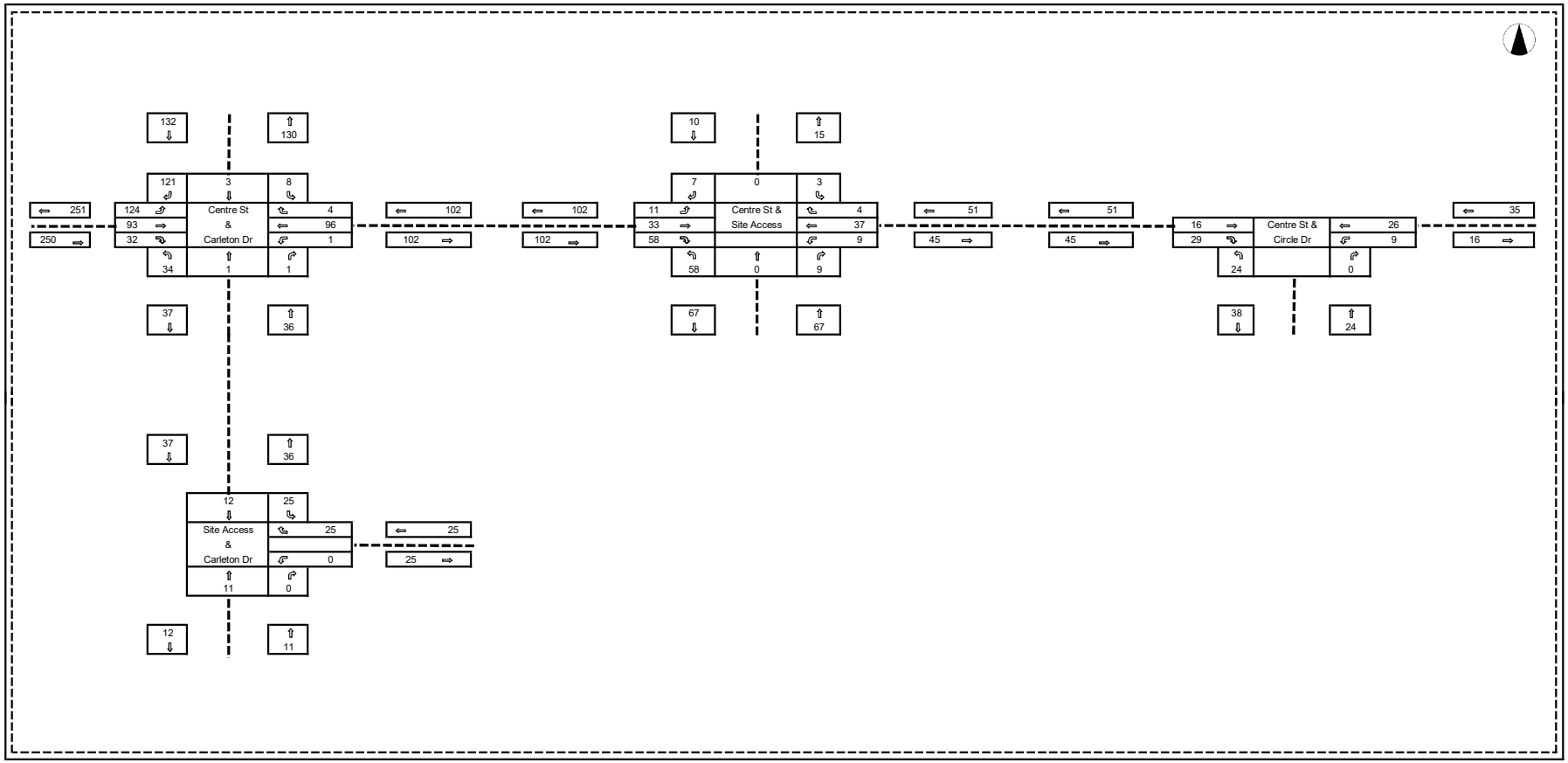

Exhibit 2-4: 2031 Background Traffic Volumes – Friday Prayer Peak Hour

2.6 Proposed Development Characteristics

The proposed development consists of the construction of a two-storey mosque located on the northern portion of the site. The gross floor area (GFA) of the main floor is approximately 8,875 ft², which will primarily accommodate the principal prayer hall (congregation area). The second floor, with a GFA of approximately 3,925 ft², will largely be open to the space below to form part of the main prayer hall, while also providing an additional prayer area. Overall, the mosque is designed to accommodate a maximum occupancy of 500 persons.

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

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

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

Vehicular access to the site will be provided as follows:

- A primary access from Centre Street, approximately 11.0 m wide, aligned with the existing private access on the north side of Centre Street; and
- A secondary access from Carleton Drive, approximately 7.6 m wide.

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

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

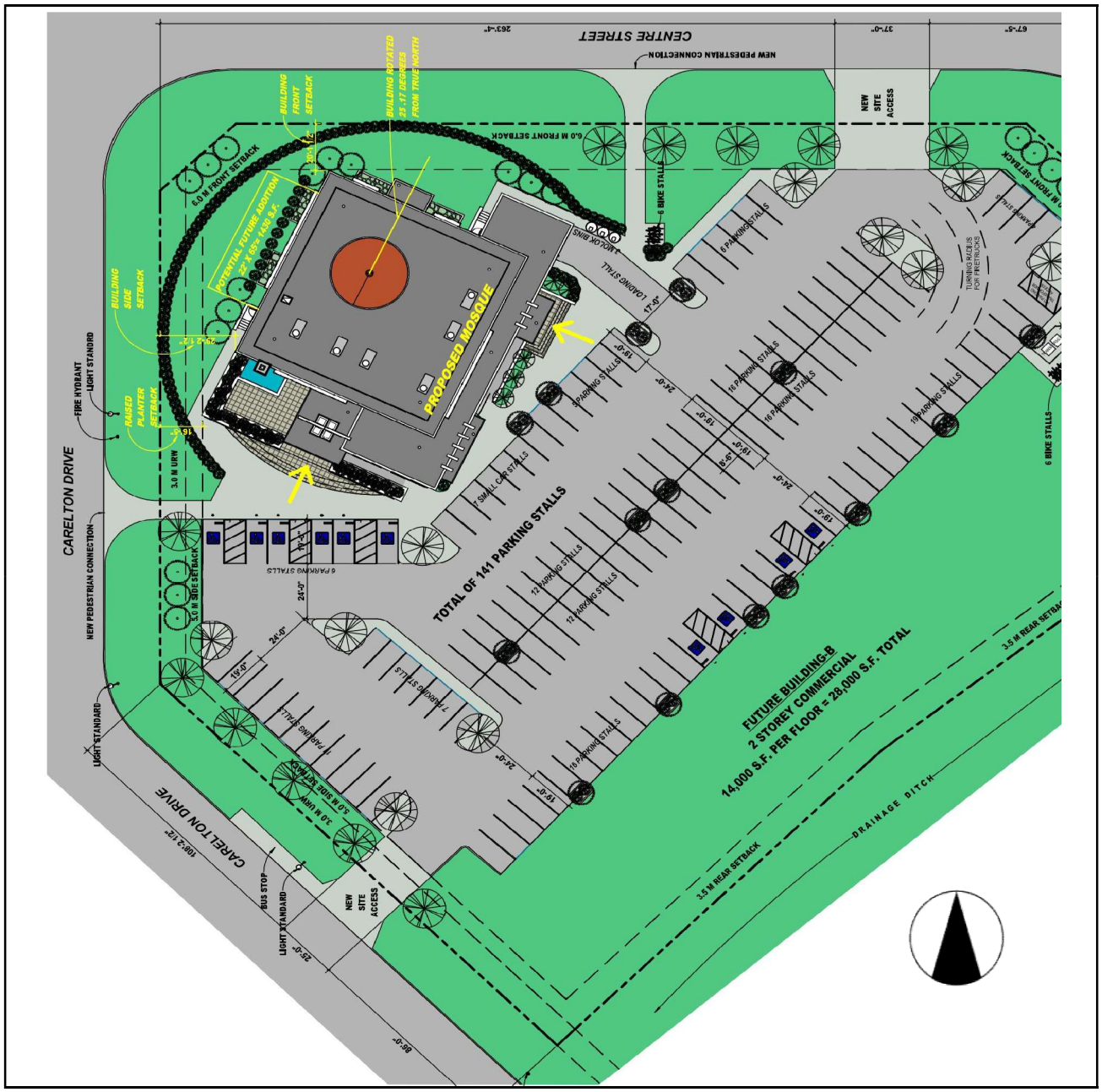

Exhibit 2-5: Proposed Development Concept (Site Plan)

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3 SITE TRAFFIC CHARACTERISTICS

3.1 Trip Generation

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

Table 3-1 summarizes the development generated trip estimate.

Table 3-1: Site Generated Trip Estimate

Mosque Gross Floor Area (in 1,000 ft^2)	Friday Prayer Peak Hour	
	In	Out
12.80	130	172
Total	**302**	

As presented in Table 3-1, the proposed mosque is expected to generate about 130 inbound trips and 172 outbound trips resulting in 302 total trips during Friday prayer peak hour.

3.2 Trip Distribution and Assignment

Trip distribution was based on a review of land uses in City of St. Albert and surrounding areas. It is assumed that about 90% of the site trips will travel west on Centre Street to take Campbell Road and about 10% of the site trips will travel east on Circle Drive to take Veness Road. Trip assignment was based on availability of site access points and convenience to access the site. **Exhibit 3-1** illustrates the resulting Friday prayer peak hour site generated traffic volumes.

3.3 Total Traffic Estimates

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

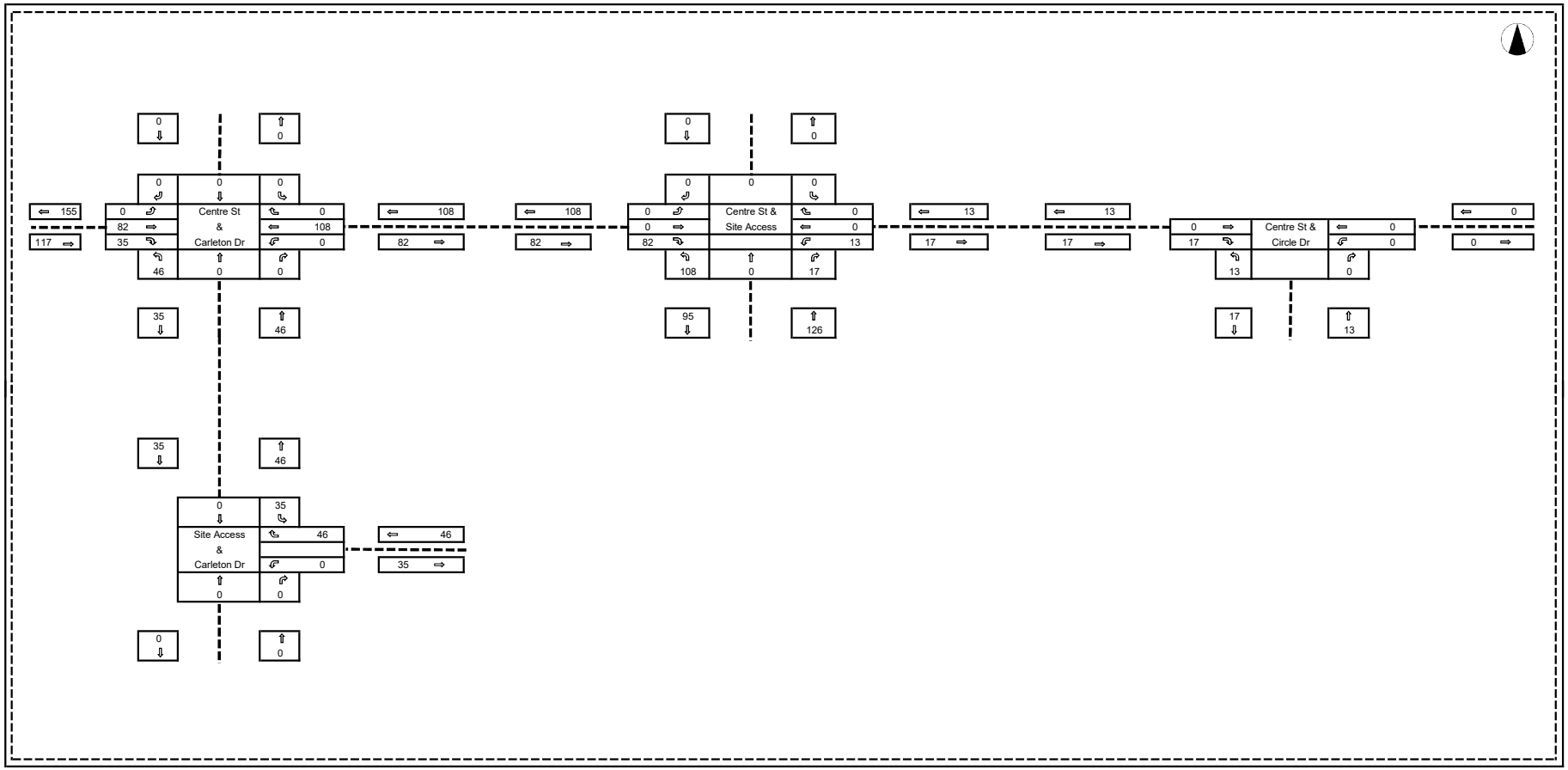


Exhibit 3-1: Site Generated Traffic Volumes – Friday Prayer Peak Hour

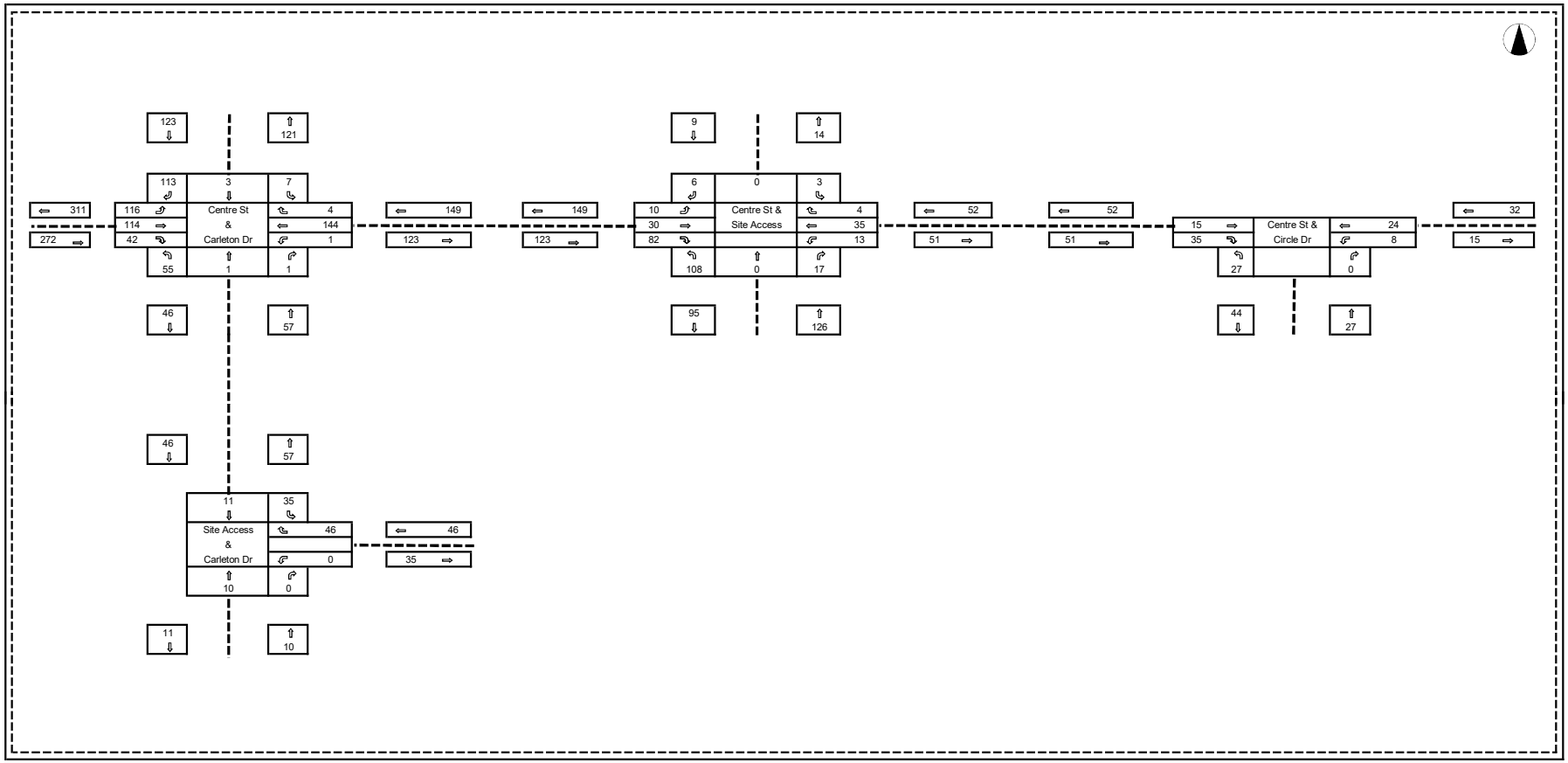


Exhibit 3-2: 2026 Total Traffic Volumes – Friday Prayer Peak Hour

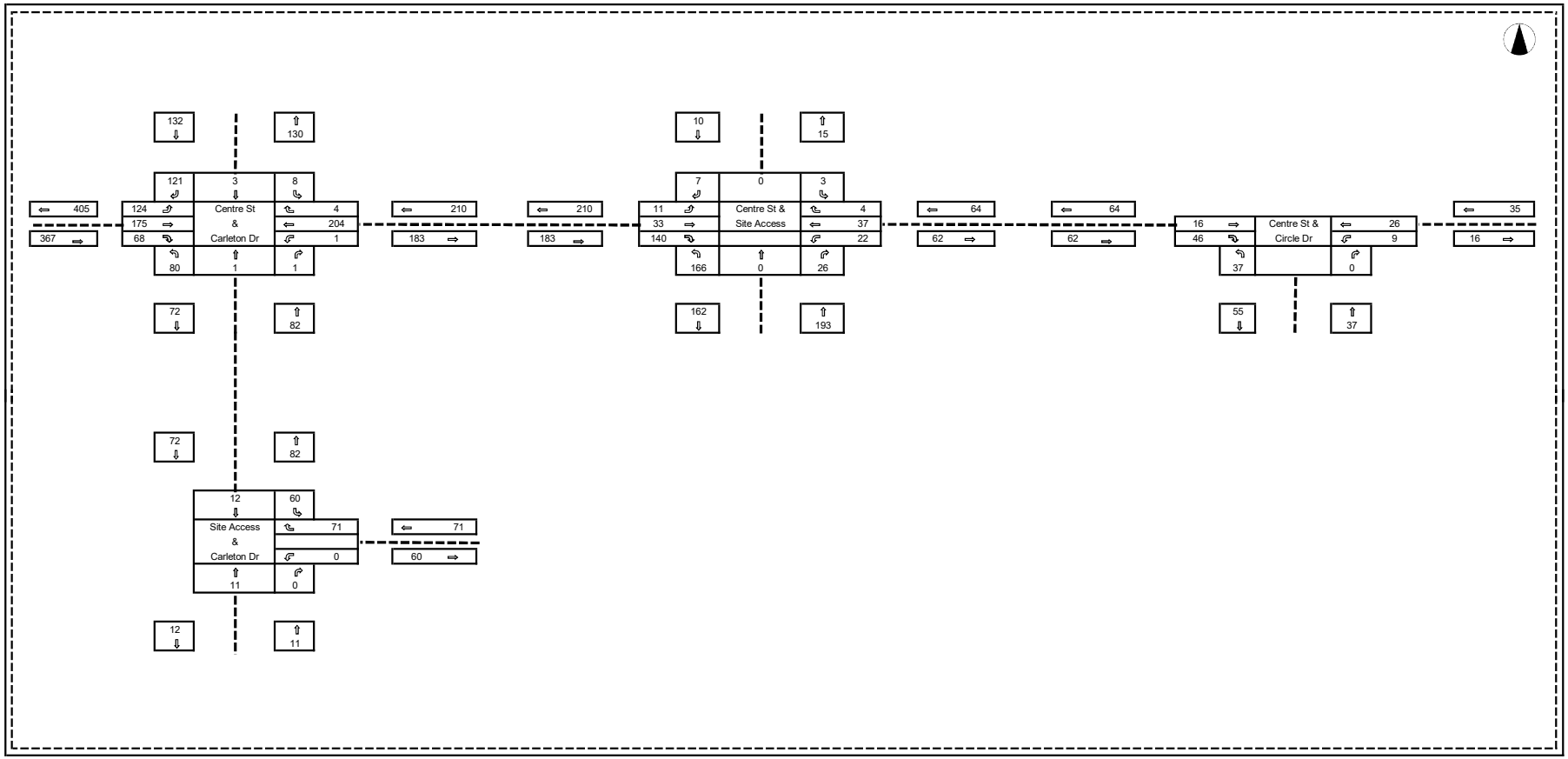


Exhibit 3-3: 2031 Total Traffic Volumes – Friday Prayer Peak Hour

4 TRANSPORTATION ASSESSMENT

4.1 Capacity Analysis

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

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

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

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

Table 4-1: Level of Service Delay Ranges

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

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

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

4.1.1 Existing Traffic Condition

The results of the existing condition assessment based on existing intersection geometry and control are presented in **Table 4-2** and **Table 4-3**.

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

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

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

	Eastbound		Westbound		Northbound	
Movement	**T**	**R**	**L**	**T**	**L**	**R**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Volume (vph)	15	18	8	24	14	0
v/c	0.04		0.04		0.01	
Delay (s)	9		9		7	
LOS	A		A		A	
95th Queue (m)	1		1		0	
Overall Intersection Delay (s)	**8.8**		**Overall Intersection LOS**		**A**	

As shown in Table 4-2 and Table 4-3, both the Centre Street / Carleton Drive and Centre Street / Circle Drive intersections currently operate at an acceptable Level of Service (LOS) under existing traffic conditions with the present geometry and traffic control measures in place.

4.1.2 2026 Traffic Condition

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

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

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
2026 Background Traffic												
Volume (vph)	116	32	7	1	36	4	8	1	1	7	3	113
v/c	0.09			0.0			0.03			0.15		
Delay (s)	6			0			14			9		
LOS	A			A			B			A		
95th Queue (m)	2			0			1			4		
Intersection Delay (s)				**6.7**			**Intersection LOS**			**A**		
2026 Total Traffic												
Volume (vph)	116	114	42	1	144	4	55	1	1	7	3	113
v/c	0.10			0.0			0.27			0.19		
Delay (s)	4			0			24			11		
LOS	A			A			C			B		
95th Queue (m)	2			0			7			5		
Overall Intersection Delay (s)				**6.3**			**Overall Intersection LOS**			**A**		

Table 4-5: Centre Street & Circle Drive – 2026 Traffic Condition

	Eastbound		Westbound		Northbound	
Movement	**T**	**R**	**L**	**T**	**L**	**R**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
2026 Background Traffic						
Volume (vph)	15	18	8	24	14	0
v/c	0.04		0.04		0.01	
Delay (s)	9		9		7	
LOS	A		A		A	
95th Queue (m)	1		1		0	
Overall Intersection Delay (s)	**8.8**		**Overall Intersection LOS**		**A**	
2026 Total Traffic						
Volume (vph)	15	35	8	24	27	0
v/c	0.06		0.04		0.02	
Delay (s)	9		9		7	
LOS	A		A		A	
95th Queue (m)	1		1		0	
Overall Intersection Delay (s)	**8.7**		**Overall Intersection LOS**		**A**	

As shown in Table 4-4 and Table 4-5, both the Centre Street / Carleton Drive and Centre Street / Circle Drive intersections are expected to operate at an acceptable Level of Service (LOS) under

2026 background and total traffic conditions with the present geometry and traffic control measures in place.

The results of the 2026 total traffic assessment for the Centre Street / Site Access and Site Access / Carleton Drive are presented in **Table 4-6** and **Table 4-7** respectively. It was assumed the site access approaches will have stop sign control.

Table 4-6: Centre Street and Site Access – 2026 Total Traffic

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
Volume (vph)	10	30	82	13	35	4	108	0	17	3	0	6
v/c	0.01			0.01			0.18			0.01		
Delay (s)	1			2			11			9		
LOS	A			A			B			A		
95th Queue (m)	0			0			5			0		
Intersection Delay (s)				**5.1**			**Intersection LOS**			**A**		

Table 4-7: Site Access & Carleton Drive – 2026 Total Traffic

	Westbound		Northbound		Southbound	
Movement	**L**	**R**	**T**	**R**	**L**	**T**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Volume (vph)	0	46	10	0	35	11
v/c	0.05		0.01		0.03	
Delay (s)	9		0		6	
LOS	A		A		A	
95th Queue (m)	1		0		1	
Overall Intersection Delay (s)	**6.4**		**Overall Intersection LOS**		**A**	

As shown in Table 4-6 and Table 4-7, both the Centre Street / Site Access and Site Access / Carleton Drive intersections are expected to operate at an acceptable Level of Service (LOS) under 2026 total traffic condition with stop sign on the site access approaches.

4.1.3 2031 Traffic Condition

The results of the 2031 traffic condition assessment for the Centre Street / Carleton Drive and Centre Street / Circle Drive are presented in **Table 4-8** and **Table 4-9** respectively.

Table 4-8: Centre Street and Carleton Drive – 2031 Traffic Condition

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
2031 Background Traffic												
Volume (vph)	124	93	32	1	96	4	34	1	1	8	3	121
v/c	0.10			0.0			0.15			0.19		
Delay (s)	4			0			20			10		
LOS	A			A			C			B		
95th Queue (m)	2			0			4			5		
Intersection Delay (s)				**6.1**			**Intersection LOS**			**A**		
2031 Total Traffic												
Volume (vph)	124	175	68	1	204	4	80	1	1	8	3	121
v/c	0.11			0.0			0.54			0.23		
Delay (s)	4			0			46			12		
LOS	A			A			E			B		
95th Queue (m)	3			0			19			6		
Overall Intersection Delay (s)				**8.4**			**Overall Intersection LOS**			**A**		

Table 4-9: Centre Street & Circle Drive – 2031 Traffic Condition

	Eastbound		Westbound		Northbound	
Movement	**T**	**R**	**L**	**T**	**L**	**R**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
2031 Background Traffic						
Volume (vph)	16	29	9	26	24	0
v/c	0.05		0.05		0.02	
Delay (s)	9		9		7	
LOS	A		A		A	
95th Queue (m)	1		1		0	
Overall Intersection Delay (s)	**8.8**		**Overall Intersection LOS**		**A**	
2031 Total Traffic						
Volume (vph)	16	46	9	26	37	0
v/c	0.07		0.05		0.03	
Delay (s)	9		9		7	
LOS	A		A		A	
95th Queue (m)	2		1		1	
Overall Intersection Delay (s)	**8.7**		**Overall Intersection LOS**		**A**	

As shown in Table 4-8 and Table 4-9, both the Centre Street / Carleton Drive and Centre Street / Circle Drive intersections are expected to operate at an acceptable Level of Service (LOS) under

2031 background and total traffic conditions with the present geometry and traffic control measures in place.

The results of the 2031 total traffic assessment for the Centre Street / Site Access and Site Access / Carleton Drive are presented in **Table 4-10** and **Table 4-11** respectively. It was assumed the site access approaches will have stop sign control.

Table 4-10: Centre Street and Site Access – 2031 Total Traffic

	Eastbound			Westbound			Northbound			Southbound		
Movement	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**	**L**	**T**	**R**
Geometry	**One Shared Lane**			**One Shared Lane**			**One Shared Lane**			**One Shared Lane**		
Volume (vph)	11	33	140	22	37	4	166	0	26	3	0	7
v/c	0.01			0.02			0.30			0.01		
Delay (s)	1			3			12			9		
LOS	A			A			B			A		
95th Queue (m)	0			0			9			0		
Intersection Delay (s)				**6.0**			**Intersection LOS**			**A**		

Table 4-11: Site Access & Carleton Drive – 2031 Total Traffic

	Westbound		Northbound		Southbound	
Movement	**L**	**R**	**T**	**R**	**L**	**T**
Geometry	**One Shared Lane**		**One Shared Lane**		**One Shared Lane**	
Volume (vph)	0	71	11	0	60	12
v/c	0.08		0.01		0.05	
Delay (s)	9		0		6	
LOS	A		A		A	
95th Queue (m)	2		0		1	
Overall Intersection Delay (s)	**6.9**		**Overall Intersection LOS**		**A**	

As shown in Table 4-10 and Table 4-11, both the Centre Street / Site Access and Site Access / Carleton Drive intersections are expected to operate at an acceptable Level of Service (LOS) under 2031 total traffic condition with stop sign on the site access approaches.

4.2 Parking and Loading Review

Based on a review of the City of St. Albert Land Use Bylaw, the proposed mosque requires 63 on-site parking stalls (calculated based on a maximum occupancy of 500 persons). The development site plan identifies a total of 141 parking stalls, which exceeds the minimum bylaw requirement. It should be noted, however, that a portion of these stalls may need to be allocated to future commercial uses if the southern portion of the site is developed at a later stage.

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

According to ITE Parking Generation rates, the peak parking demand for a mosque during Friday (Jum'ah) prayers is estimated at approximately 222 stalls (based on 17.32 stalls per 1,000 ft² of GFA).

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

To better assess the availability and utilization of surrounding on-street parking, a parking accumulation survey was conducted on Friday, August 19, 2025, between 12:00 PM. and 3:00 PM. Observations were collected at 15-minute intervals to capture short-term fluctuations, recognizing that peak demand for Friday prayers typically occurs within a concentrated 10–15 minute window. The survey area was defined based on an approximate 5-minute walking distance from the centre of the site.

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

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

This results in a total estimated supply of 289 on-street parking stalls, assuming a standard 7.0 m parallel parking stall length. A detailed summary of observed occupancy levels is provided in **Table 4-12**.

Table 4-12: On-Street Parking Occupancy Summary

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

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

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

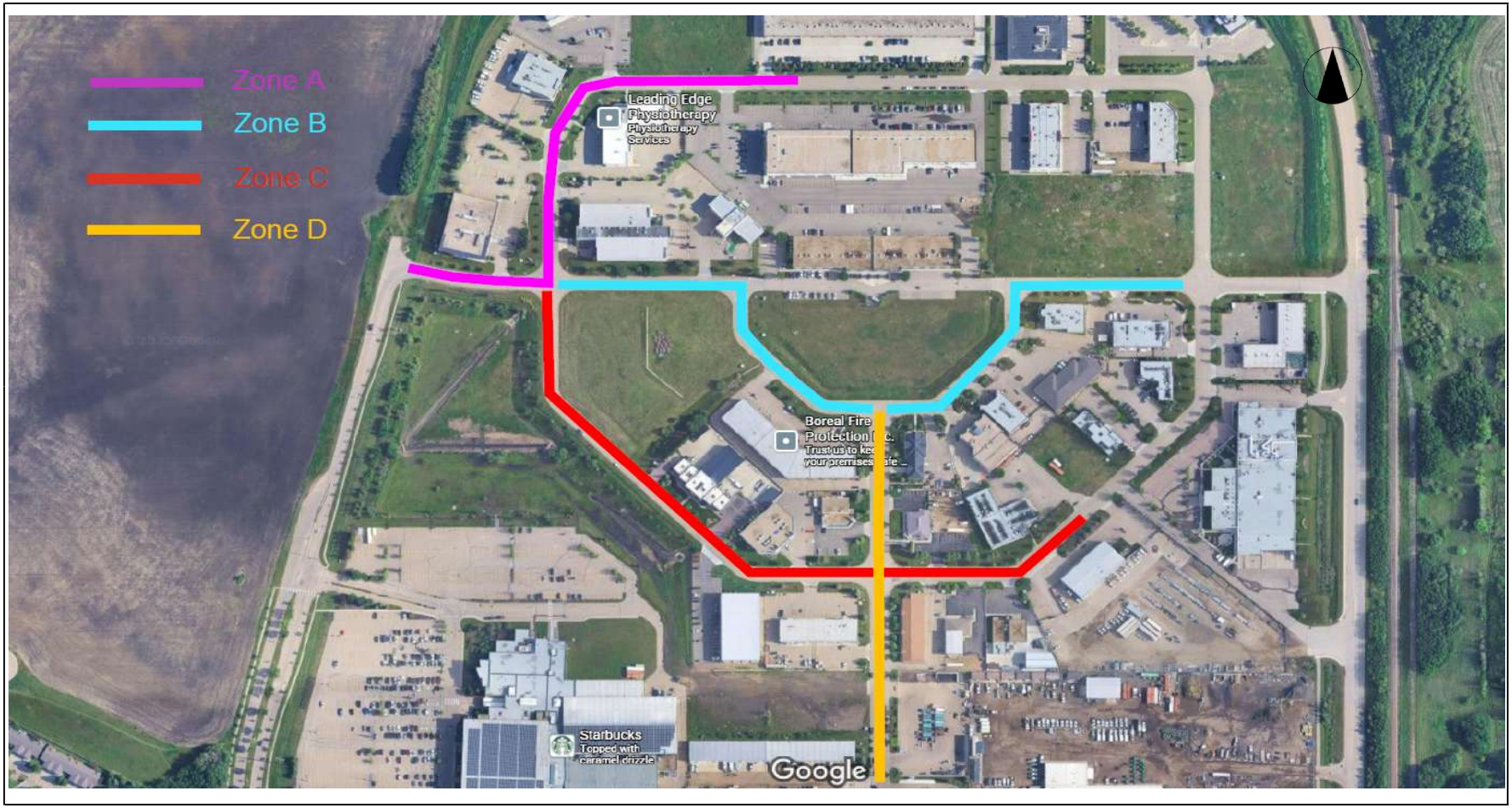


Exhibit 4-1: Parking Survey Zones

4.3 Site Circulation

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

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

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

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

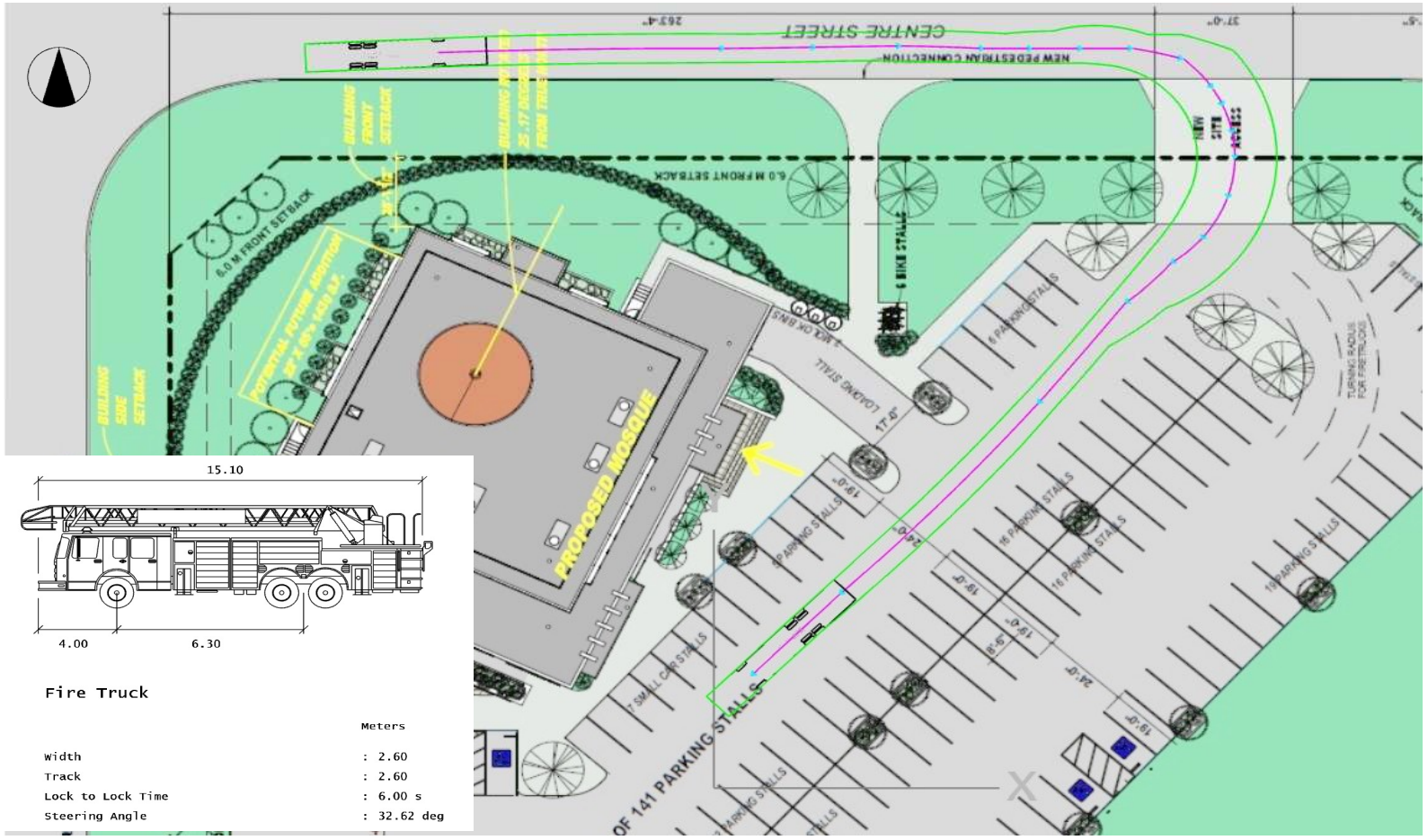


Exhibit 4-2: Fire Truck Swept Path - Inbound

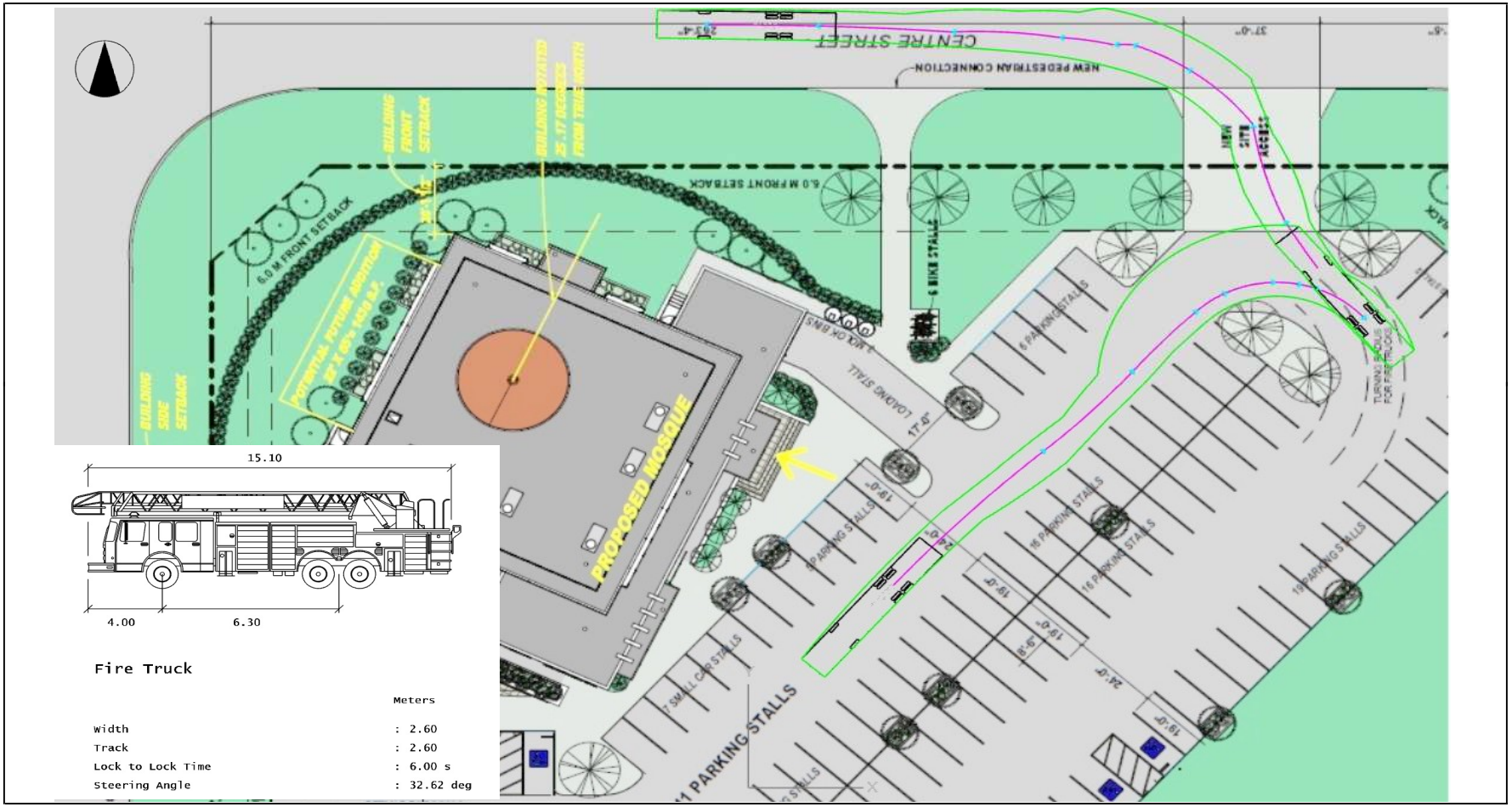


Exhibit 4-3: Fire Truck Swept Path - Outbound

5 CONCLUSIONS

5.1 Summary of Study Findings

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

- The proposed mosque is expected to generate about 130 inbound trips and 172 outbound trips resulting in 302 total trips during Friday (Jum'ah) prayer peak hour.
- The Centre Street/Carleton Drive and Centre Street/Circle Drive intersections will continue to operate at an acceptable level of service (LOS) with existing intersection geometry and traffic control upon the built-out of the mosque.
- The site access intersections will operate at an acceptable level of service (LOS) with stop sign control on the site access approaches.
- The planned on-site parking supply exceeds zoning requirements; however, it is anticipated that parking demand during Jum'ah prayers will exceed the on-site supply, with overflow expected to rely on adjacent on-street parking. The adjacent street network has sufficient spare capacity to accommodate the additional parking demand expected during Friday (Jum'ah) prayers.
- The design of parking spaces, drive aisles, and loading areas is consistent with best practice design standards and applicable land use bylaw requirements, thereby supporting safe and efficient on-site circulation.
- The proposed site accesses provide adequate sight distance and are designed to accommodate two-way traffic flow. The largest vehicle expected on-site—a fire truck—can safely maneuver into, through, and out of the site without impacting overall circulation or operations.

5.2 Recommendations

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

APPENDIX-A

Synchro Printouts

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

Existing Traffic
FridayPrayerPeak

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

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

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

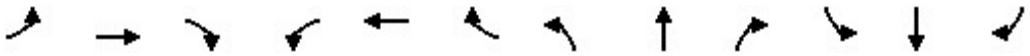
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	15	18	8	24	14	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	20	9	27	16	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage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

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

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

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

2026 Background Traffic
FridayPrayerPeak



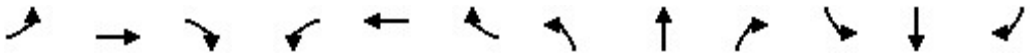
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	32	7	1	36	4	8	1	1	7	3	113
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)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

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

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

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

2026 Total Traffic
FridayPrayerPeak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	116	114	42	1	144	4	55	1	1	7	3	113
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	138	136	50	1	171	5	65	1	1	8	4	135
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	176			186			749	615	161	615	638	174
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	176			186			749	615	161	615	638	174
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			74	100	100	98	99	84
cM capacity (veh/h)	1382			1371			251	362	877	367	351	862

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	324	177	68	146
Volume Left	138	1	65	8
Volume Right	50	5	1	135
cSH	1382	1371	255	775
Volume to Capacity	0.10	0.00	0.27	0.19
Queue Length 95th (m)	2.3	0.0	7.3	4.8
Control Delay (s)	3.9	0.1	24.1	10.7
Lane LOS	A	A	C	B
Approach Delay (s)	3.9	0.1	24.1	10.7
Approach LOS			C	B

Intersection Summary				
Average Delay	6.3			
Intersection Capacity Utilization	42.7%	ICU Level of Service	A	
Analysis Period (min)	15			

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

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

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	15	35	8	24	27	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	39	9	27	30	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	60	0	107	60	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	60	0	107	60	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	96	99	97	98	
cM capacity (veh/h)	810	1076	809	810	1604	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	56	36	30
Volume Left	0	9	30
Volume Right	39	0	0
cSH	980	809	1604
Volume to Capacity	0.06	0.04	0.02
Queue Length 95th (m)	1.3	1.0	0.4
Control Delay (s)	8.9	9.7	7.3
Lane LOS	A	A	A
Approach Delay (s)	8.9	9.7	7.3
Approach LOS	A	A	

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	30	82	13	35	4	108	0	17	3	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	11	33	91	14	39	4	120	0	19	3	0	7
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	43			124			178	173	79	190	217	41
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	43			124			178	173	79	190	217	41
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			84	100	98	100	100	99
cM capacity (veh/h)	1546			1444			763	702	973	739	664	1021

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	136	58	139	10
Volume Left	11	14	120	3
Volume Right	91	4	19	7
cSH	1546	1444	786	906
Volume to Capacity	0.01	0.01	0.18	0.01
Queue Length 95th (m)	0.2	0.2	4.5	0.2
Control Delay (s)	0.7	1.9	10.6	9.0
Lane LOS	A	A	B	A
Approach Delay (s)	0.7	1.9	10.6	9.0
Approach LOS			B	A

Intersection Summary				
Average Delay	5.1			
Intersection Capacity Utilization	28.1%	ICU Level of Service	A	
Analysis Period (min)	15			

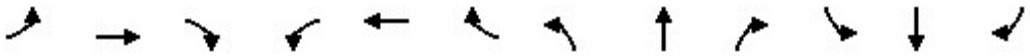
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	46	10	0	35	11
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	55	12	0	42	13
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	108	12			12	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	108	12			12	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	95			97	
cM capacity (veh/h)	859	1060			1588	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	55	12	55
Volume Left	0	0	42
Volume Right	55	0	0
cSH	1060	1700	1588
Volume to Capacity	0.05	0.01	0.03
Queue Length 95th (m)	1.1	0.0	0.6
Control Delay (s)	8.6	0.0	5.6
Lane LOS	A		A
Approach Delay (s)	8.6	0.0	5.6
Approach LOS	A		

Intersection Summary			
Average Delay	6.4		
Intersection Capacity Utilization	19.2%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

2031 Background Traffic
FridayPrayerPeak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	93	32	1	96	4	34	1	1	8	3	121
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	148	111	38	1	114	5	40	1	1	10	4	144
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	119			149			690	546	130	546	563	117
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	119			149			690	546	130	546	563	117
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			100			85	100	100	98	99	84
cM capacity (veh/h)	1450			1414			275	396	912	408	387	927

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	296	120	43	157
Volume Left	148	1	40	10
Volume Right	38	5	1	144
cSH	1450	1414	283	836
Volume to Capacity	0.10	0.00	0.15	0.19
Queue Length 95th (m)	2.4	0.0	3.7	4.8
Control Delay (s)	4.3	0.1	20.0	10.3
Lane LOS	A	A	C	B
Approach Delay (s)	4.3	0.1	20.0	10.3
Approach LOS			C	B

Intersection Summary			
Average Delay	6.1		
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

2031 Total Traffic
FridayPrayerPeak

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	175	68	1	204	4	80	1	1	8	3	121
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	148	208	81	1	243	5	95	1	1	10	4	144
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	248			289			938	794	249	793	832	245
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	248			289			938	794	249	793	832	245
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	89			100			47	100	100	97	99	82
cM capacity (veh/h)	1301			1256			178	281	783	275	267	786

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	437	249	98	157
Volume Left	148	1	95	10
Volume Right	81	5	1	144
cSH	1301	1256	181	680
Volume to Capacity	0.11	0.00	0.54	0.23
Queue Length 95th (m)	2.7	0.0	19.4	6.2
Control Delay (s)	3.5	0.0	46.1	11.9
Lane LOS	A	A	E	B
Approach Delay (s)	3.5	0.0	46.1	11.9
Approach LOS			E	B

Intersection Summary				
Average Delay	8.4			
Intersection Capacity Utilization	57.2%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	16	29	9	26	24	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	18	32	10	29	27	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	53	0	94	53	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	53	0	94	53	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	97	99	96	98	
cM capacity (veh/h)	818	1076	830	818	1604	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	50	39	27
Volume Left	0	10	27
Volume Right	32	0	0
cSH	968	821	1604
Volume to Capacity	0.05	0.05	0.02
Queue Length 95th (m)	1.1	1.0	0.4
Control Delay (s)	8.9	9.6	7.3
Lane LOS	A	A	A
Approach Delay (s)	8.9	9.6	7.3
Approach LOS	A	A	

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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	16	46	9	26	37	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	18	51	10	29	41	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	82	0	142	82	0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	82	0	142	82	0	
tC, single (s)	6.5	6.2	7.1	6.5	4.1	
tC, 2 stage (s)						
tF (s)	4.0	3.3	3.5	4.0	2.2	
p0 queue free %	98	95	99	96	97	
cM capacity (veh/h)	782	1076	753	782	1604	

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	69	39	41
Volume Left	0	10	41
Volume Right	51	0	0
cSH	981	774	1604
Volume to Capacity	0.07	0.05	0.03
Queue Length 95th (m)	1.6	1.1	0.6
Control Delay (s)	8.9	9.9	7.3
Lane LOS	A	A	A
Approach Delay (s)	8.9	9.9	7.3
Approach LOS	A	A	

Intersection Summary			
Average Delay	8.7		
Intersection Capacity Utilization	18.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	33	140	22	37	4	166	0	26	3	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	12	37	156	24	41	4	184	0	29	3	0	8
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	46			192			239	233	114	260	309	43
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	46			192			239	233	114	260	309	43
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			73	100	97	99	100	99
cM capacity (veh/h)	1543			1363			690	645	930	652	585	1018

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	204	70	213	11
Volume Left	12	24	184	3
Volume Right	156	4	29	8
cSH	1543	1363	715	872
Volume to Capacity	0.01	0.02	0.30	0.01
Queue Length 95th (m)	0.2	0.4	8.8	0.3
Control Delay (s)	0.5	2.8	12.2	9.2
Lane LOS	A	A	B	A
Approach Delay (s)	0.5	2.8	12.2	9.2
Approach LOS			B	A

Intersection Summary				
Average Delay	6.0			
Intersection Capacity Utilization	35.4%	ICU Level of Service	A	
Analysis Period (min)	15			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	71	11	0	60	12
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Hourly flow rate (vph)	0	85	13	0	71	14
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	170	13			13	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	170	13			13	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	92			95	
cM capacity (veh/h)	776	1058			1586	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	85	13	86
Volume Left	0	0	71
Volume Right	85	0	0
cSH	1058	1700	1586
Volume to Capacity	0.08	0.01	0.05
Queue Length 95th (m)	1.8	0.0	1.0
Control Delay (s)	8.7	0.0	6.2
Lane LOS	A		A
Approach Delay (s)	8.7	0.0	6.2
Approach LOS	A		

Intersection Summary			
Average Delay	6.9		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

MR Engineering Ltd.
#112, 1803-91 SW
Edmonton, AB T6X 0W8
Ph: 780-807-0016
info@mrengineering.ca
www.mrengineering.ca

Date : **December 2, 2025**

Submitted To : **Sean Willis; P.Eng.**
Transportation Planning Engineer, Engineering Services
City of St. Albert

Subject : **Re: Mosque at 65 Carleton Drive, St. Albert TIA Review Comments**

MR Engineering Ltd. is pleased to submit the revised Transportation Impact Assessment (TIA) report addressing City comments issued on November 6, 2025. Additionally, responses to City comments are provided in the following table. We expect the revised TIA report along with the rationale provided in this letter will be satisfactory to the City and provide the City a level of comfort to accept the TIA.

Should you have any questions or require additional information, please contact the undersigned.

Md Altaf Hossain, M.Eng., P.Eng.
Senior Engineer/Project Manager
Phone: +1 780 271 5579
Email: altaf.hossain@mrengineering.ca

MR Engineering Ltd.
#112, 1803-91 SW
Edmonton, AB T6X 0W8
Ph: 780-807-0016
info@mrengineering.ca
www.mrengineering.ca

Table: Response to City Comments

#	City Comments	MR Engineering Ltd. Responses
1	Section 2.4 Existing Traffic Volumes • Please include in an appendix the raw count data from the counts performed.	• The detailed/raw counts are included in **Appendix A**.
2	Section 2.5 Background Traffic Volumes • The TIA has included the proposed strip retail plaza as part of the background traffic; however, the development is not part of the development permit application and is not being considered for approval at this time. If strip retail is going to be considered as part of this TIA, the trip generation should be included with site generated/development traffic, not background traffic. Because the mosque is expected before the strip retail, only considering trips generated by the strip retail in the 2031 horizon is acceptable. However, we recommend removing consideration of strip retail from this assessment from both a traffic and parking perspective. Even if included with this TIA, additional traffic and parking analysis will likely be required for any future retail considered on this site, which will allow for better consideration of the real-world traffic and parking data at that time.	• The future strip retail plaza is removed from the assessment, as suggested.
3	Section 2.6 Proposed Development Characteristics • The report references 12,800 SF GFA for the main floor and second floor areas combined; however, these numbers do not align with the drawing set from July 20, 2025 (the most recent plans the Transportation Branch has of this site), which indicates a main floor of 9,475 SF for the main floor and 3,925 SF for the second floor. Is there a more recent drawing set with different numbers? Please confirm that the numbers align. • The July 20 drawing set included an 8,875 SF basement with additional prayer space for around 250 people, as well as a kitchen and several flex rooms. Will this basement space be regularly utilized during Jum'ah? • The TIA references 500 people; however, the July 20, 2025 plans reference prayer space for 300	• The assessment has been updated to reflect a combined 13,400 SF GFA for the main floor and second floor. • The basement is not anticipated to be used as prayer space. Instead, it is planned for ancillary functions such as Arabic/Qur'an classes and occasional social gatherings. These activities are expected to occur outside of Friday prayer times, primarily during weekends. • The prayer space is designed for a maximum person capacity of 530 and information in the TIA is revised. However, based on observations of Friday prayers in

MR Engineering Ltd.
#112, 1803-91 SW
Edmonton, AB T6X 0W8
Ph: 780-807-0016
info@mrengineering.ca
www.mrengineering.ca

	people on the main floor and 230 people on the 2nd floor, plus another 250 people in the basement space. Please confirm the number of attendees expected for Jum'ah on a weekly basis. • While not impactful to the TIA analysis and findings, the secondary access from Carleton Drive should be a minimum of 9m wide to meet Municipal Engineering Standard (Drawing 3.17), not the 7.6m referenced in the TIA.	comparable sized mosques in Edmonton, the mosque is not expected to be at capacity during Friday prayers. • The secondary access from Carleton Drive is widened to 9.0m.
4	Section 3.1 Trip Generation • If including the strip retail in the analysis, please include the trip generation in this section. See the comments provided under Section 2.5. • The ITE Trip Generation Manual (11th Edition) provides a Trip Generation Rate for Mosque (Land Use Code 562) as 23.55 trips per 1000 SF GFA, with 43% entering and 57% existing. However, this rate is based on only two studies raising some concerns over the reliability of the data. Assuming a GFA of12,800 SF and using the ITE rate described above, the Mosque is estimated to generate 302 vehicle trips on a Friday afternoon. Based on 500 persons in attendance during Jum'ah, where most attendees are expected to arrive by car, this equates to a vehicle occupancy of 1.66 persons per car. With Jum'ah occurring on a Friday, with many attendees arriving from their daily weekday routines rather than a home-based trip, is a vehicle occupancy of 1.66 reasonable or are more single occupancy vehicles expected? ▪ If a lower vehicle occupancy is expected, we request that the mosque related site generated trips be based on first principles.	• Strip retail plaza is removed from the assessment, as suggested. • Based on our experience and observations over several years, most people attend Jum'ah prayers with friends, colleagues, or family members. It is not unusual for individuals to take time off work to attend the prayer or to pick up friends, colleagues, or family members on their way to the mosque. Observed vehicle occupancy has ranged from 1 to 5 persons. In our opinion, average auto occupancy of 1.67 is reasonable for Jum'ah prayers.
5	Section 3.2 Trip Distribution and Assignment • While it is agreed that the majority of the Mosque traffic will be to/from the west on Centre Street, having only 10% being to/from the east seems low given that: ▪ Vehicles can access Chevigny Street which connect to Corriveau Avenue and provides a convenient connection to both Veness Road to the east and Campbell Road/Poirier Avenue to the west.	• The client has indicated that the mosque will primarily attract patrons from the City of St. Albert with some patrons expected from other areas within Sturgeon County. Attendance from Edmonton is expected to be minimal given the presence of multiple mosques in north Edmonton.

MR Engineering Ltd.
#112, 1803-91 SW
Edmonton, AB T6X 0W8
Ph: 780-807-0016
info@mrengineering.ca
www.mrengineering.ca

	▪ Veness Road provides convenient access to/from north Edmonton without the need to access Anthony Henday Drive. ▪ Because the parking lot is not large enough to meet all the expected Jum'ah parking demands, vehicles will be required to circulate around the neighbourhood to find available on-street parking, which can make entering/exiting from the east and south more prevalent. Is there any information on where attendees are coming from and going to? Are most attendees expected to come from St. Albert or will a greater number of attendees come from Edmonton or the surrounding metropolitan area. Please consider further if a 90/10 split is considered reasonable.	The original trip distribution was developed based on the shortest-time routes from neighborhood access points to the site, identified using Google Maps. Notwithstanding, the point regarding patrons entering and exiting from the east due to on-street parking convenience has some merits. The trip distribution has been revised to assume 25% of trips from the east and 75% from the west.
6	Section 4.1 Capacity Analysis • Upon addressing some of the comments in Sections 2 and 3, changes to the analysis and findings are expected.	• Traffic analysis has been updated.
7	Section 4.1.1 Existing Traffic Condition • Please indicate the traffic control in the tables. • Include a summary of the existing Centre Street/Site Access intersection operations.	• Traffic control information is included in the table. • Analysis for the existing Centre Street/Site Access intersection operations is included.
8	Section 4.1.2 2026 Traffic Condition • Please indicate the traffic control in the tables.	• Traffic control information is included in the table.
9	Section 4.1.3 2031 Traffic Condition • Please indicate the traffic control in the tables.	
10	Section 4.2 Parking and Loading Review • The estimate of 222 parking stalls required to meet Jum'ah parking demand will need to be increased if the basement space is included in the GFA calculations. • How much on-site parking will be available if strip retail is developed? In addition to removing stalls, the inclusion of strip retail will also generate its own parking demands that need to be considered, which includes opportunities for internal trips and shared parking between the two land uses. To reiterate comments provided in	• The basement is not anticipated to be used as prayer space. • Strip retail plaza is removed from the assessment, as suggested. • On-site parking management strategy is included in Section 4.2.1 of the TIA report.

MR Engineering Ltd.
#112, 1803-91 SW
Edmonton, AB T6X 0W8
Ph: 780-807-0016
info@mrengineering.ca
www.mrengineering.ca

	Section 2.5, we recommend removing consideration of strip retail from this assessment for both traffic and parking. It is best considered under a separate assignment if a future development permit application is made for the strip retail. This will allow for better consideration of real-world traffic and parking data at that time. • It is noted that because the on-site parking is insufficient to meet all the Jum'ah parking demands, vehicles will need to circulate around the neighbouring roads to find on-street parking. With about1/3 of all vehicles to/from the site for Jum'ah needing to park on-street, consideration of parking management strategies is recommended to help reduce vehicles needlessly entering/exiting the site searching for parking. Without applying parking management strategies, the amount of inbound/outbound trips at the site accesses will be higher than indicated in the TIA. Within the TIA, consideration of how the on-site parking limitations will impact travel patterns/turning movements should be considered.	

MR ENGINEERING LTD.

SAFETY FIRST PRIORITY

Transportation Impact Assessment (TIA)
For

Mosque at 65 Carleton Drive, St. Albert

Submitted to

Muslim Association of St. Albert

December 2, 2025

Revision-2

Prepared by:

MR Engineering Ltd.
#112, 1803-97 Street SW,
Edmonton, AB, T6X0W8
Ph: 780-807-0016, Fax: 1-888-805-2652
info@mrengineering.ca III www.mrengineering.ca

Transportation Impact Assessment
For

Mosque at 65 Carleton Drive, St. Albert

APEGA Corporate Permit

Engineer's Stamp

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1 INTRODUCTION

1.1 Background

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

1.2 Study Objectives

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

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

1.3 Study Methodology

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

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

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

1.4 Study Intersections and Assessment Horizons

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

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

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

2 EXISTING CONDITIONS AND PROPOSED DEVELOPMENT

2.1 Site Location and Context

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

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

2.2 Roadway Network

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

Exhibit 2-1: Site Location

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

2.3 Alternative Transportation Network

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

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

2.4 Existing Traffic Volume

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

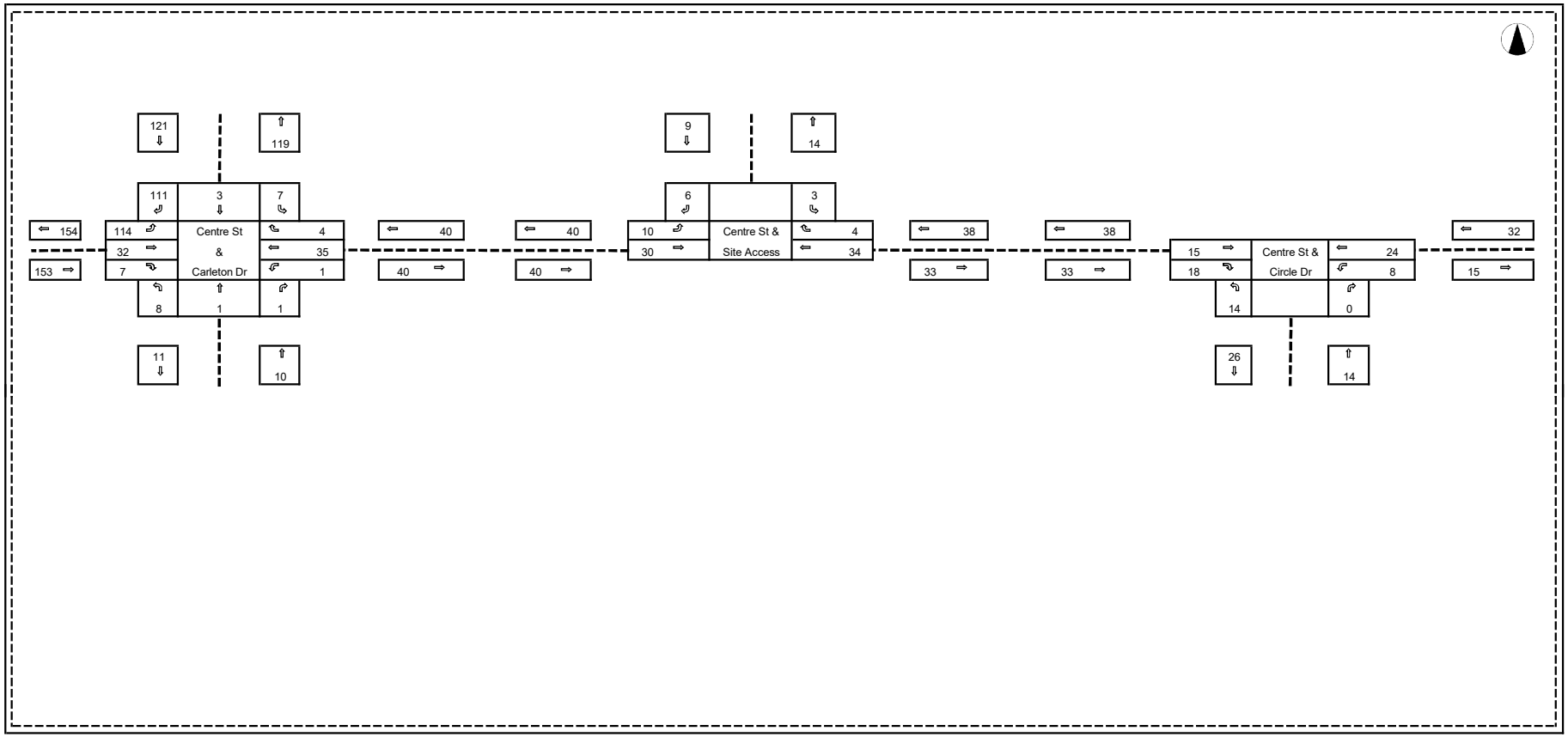

Exhibit 2-2: 2025 (Existing) Traffic Volumes – Friday Prayer Peak Hour

2.5 Background Traffic Volume

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

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

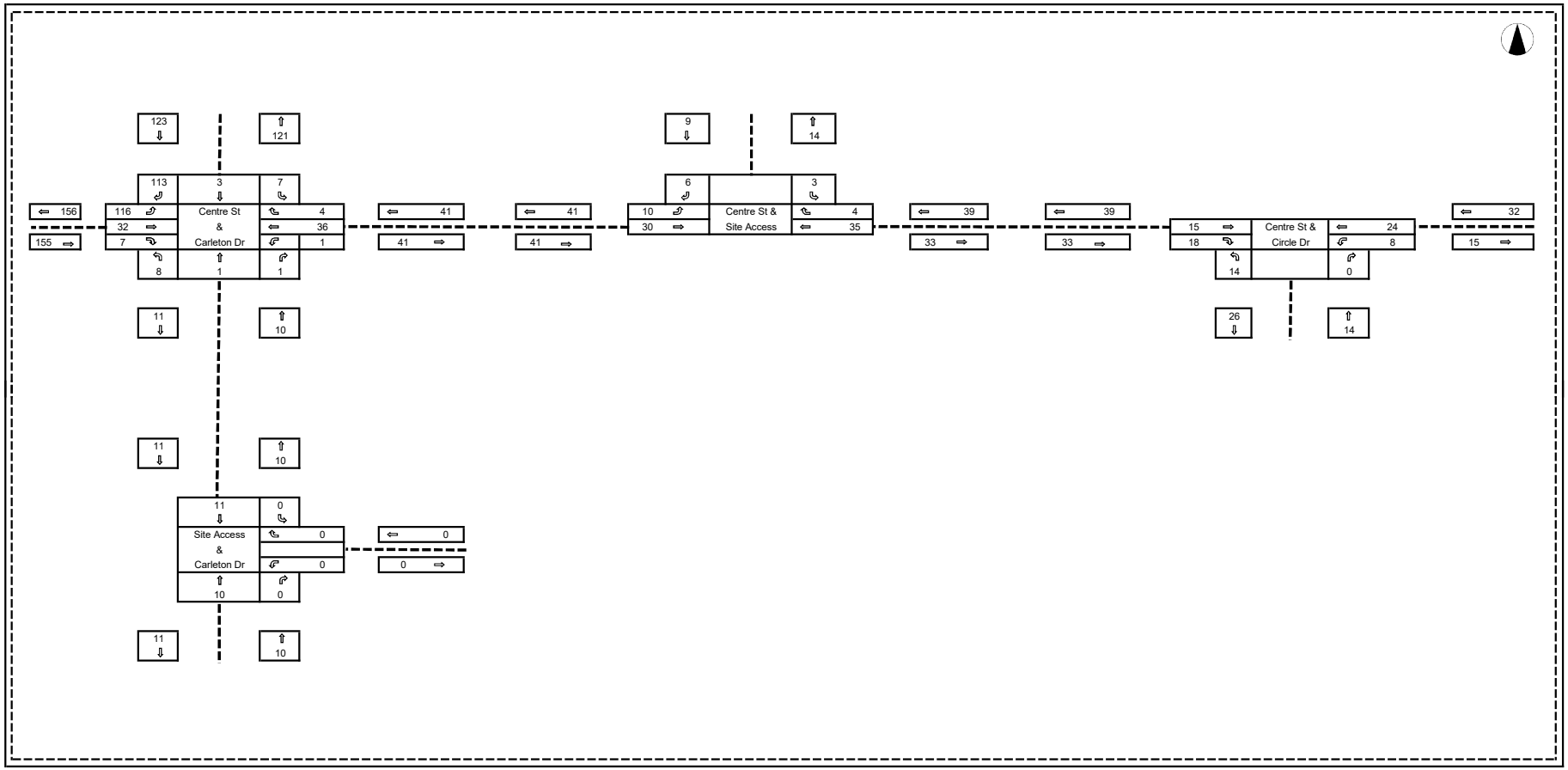

Exhibit 2-3: 2026 Background Traffic Volumes – Friday Prayer Peak Hour

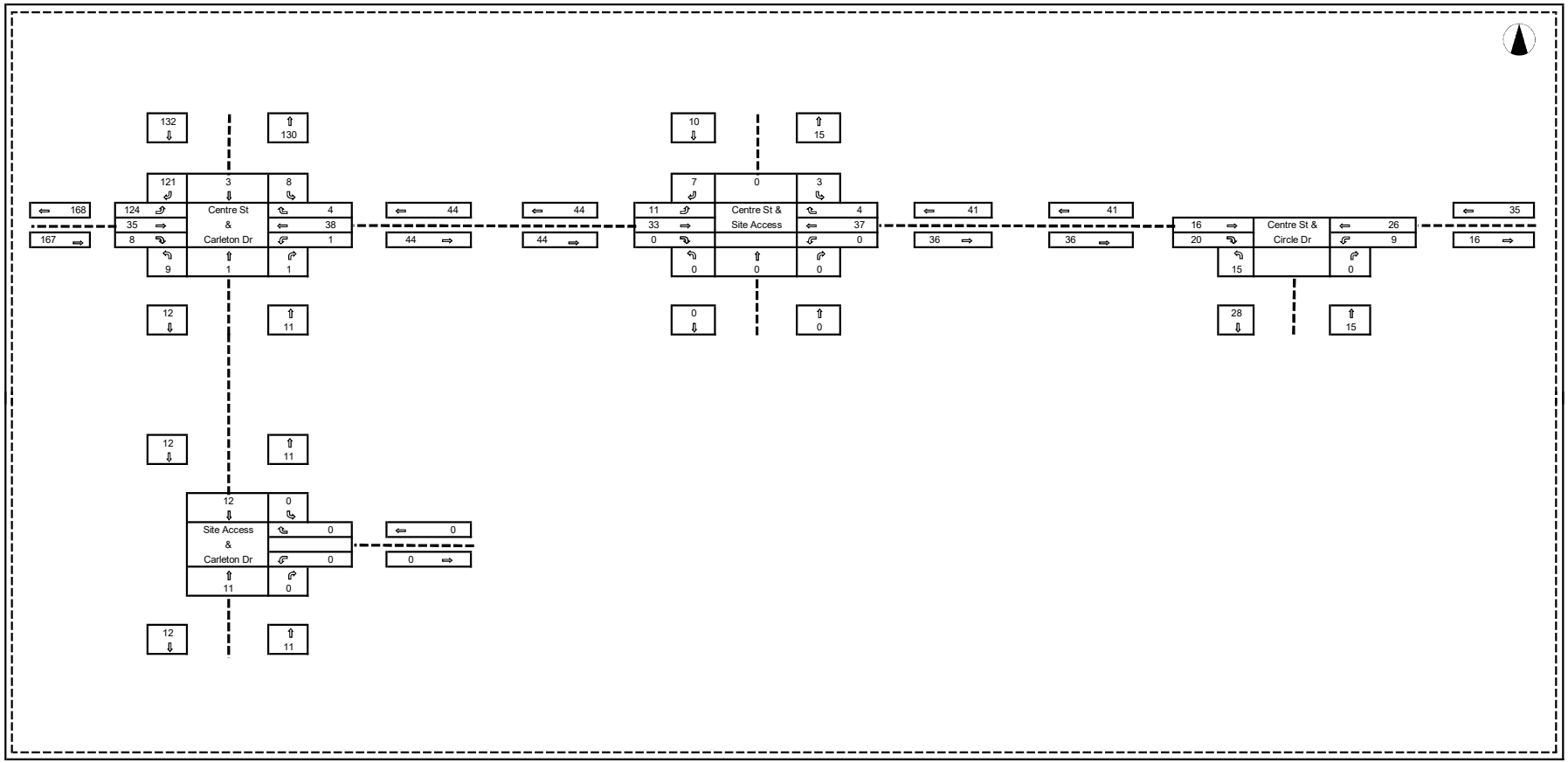

Exhibit 2-4: 2031 Background Traffic Volumes – Friday Prayer Peak Hour

2.6 Proposed Development Characteristics

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

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

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

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

Vehicular access to the site will be provided as follows:

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

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

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

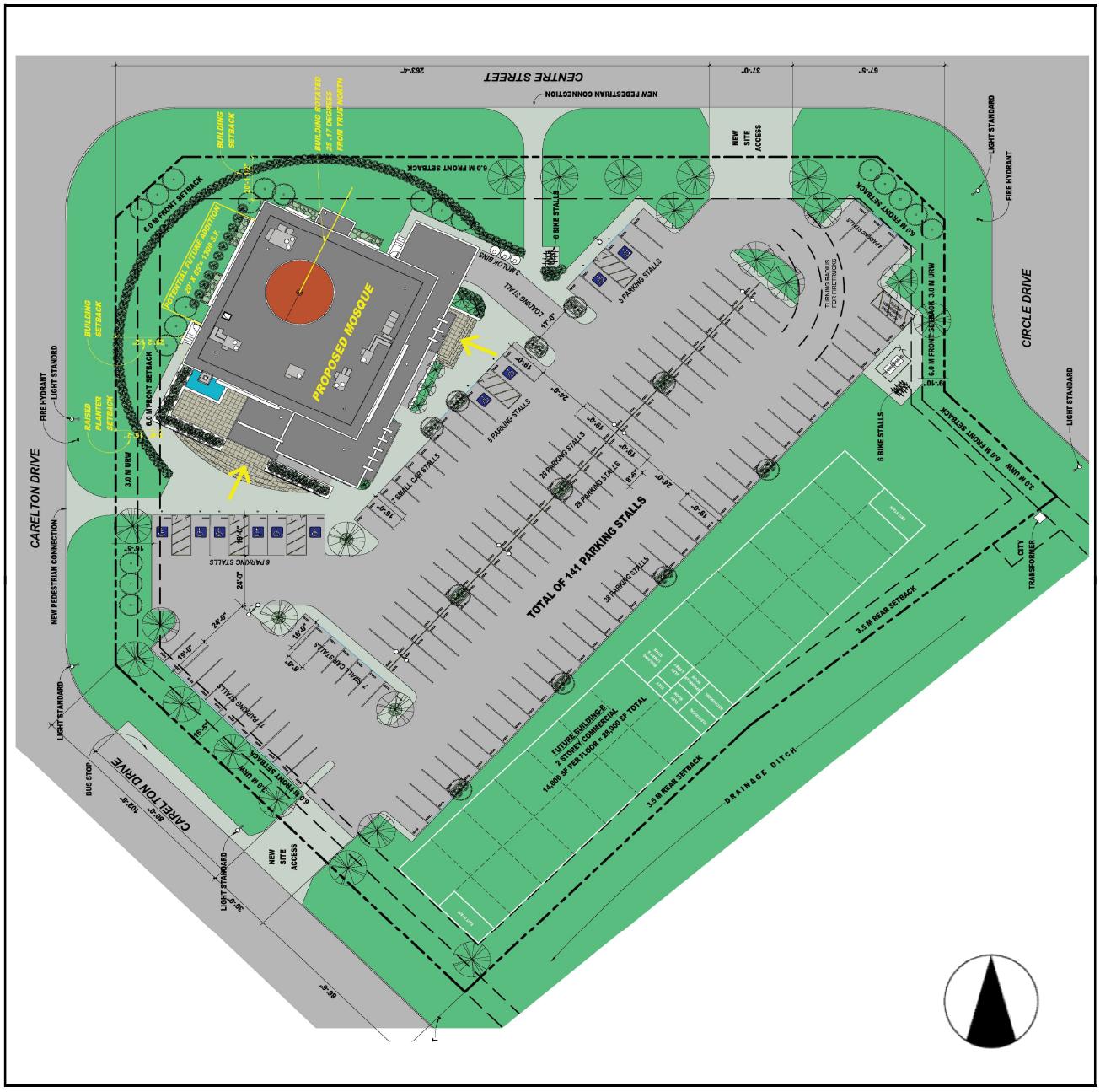

Exhibit 2-5: Proposed Development Concept (Site Plan)

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3 SITE TRAFFIC CHARACTERISTICS

3.1 Trip Generation

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

Table 3-1 summarizes the development generated trip estimate.

Table 3-1: Site Generated Trip Estimate

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

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

3.2 Trip Distribution and Assignment

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

3.3 Total Traffic Estimates

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

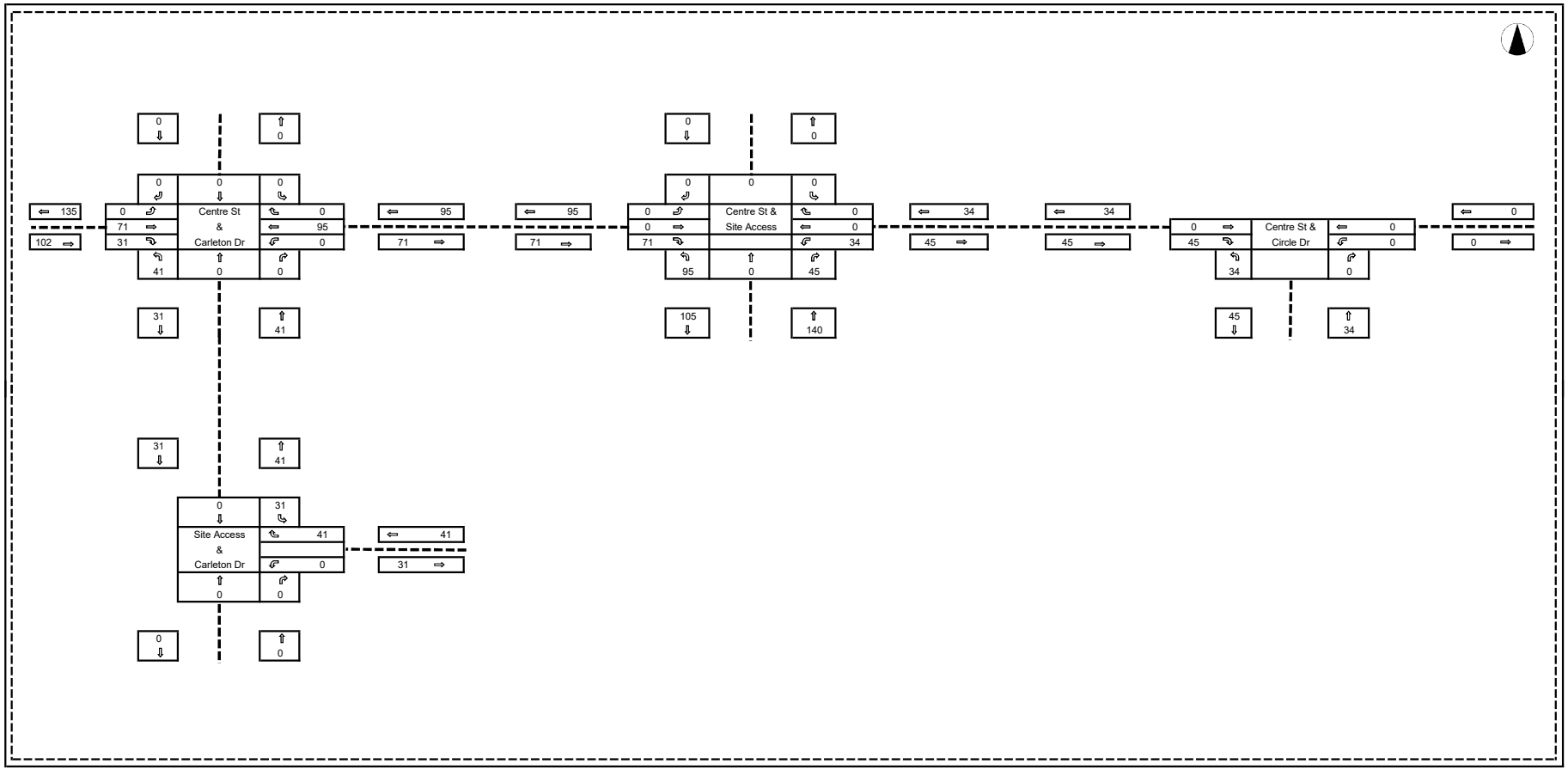

Exhibit 3-1: Site Generated Traffic Volumes – Friday Prayer Peak Hour

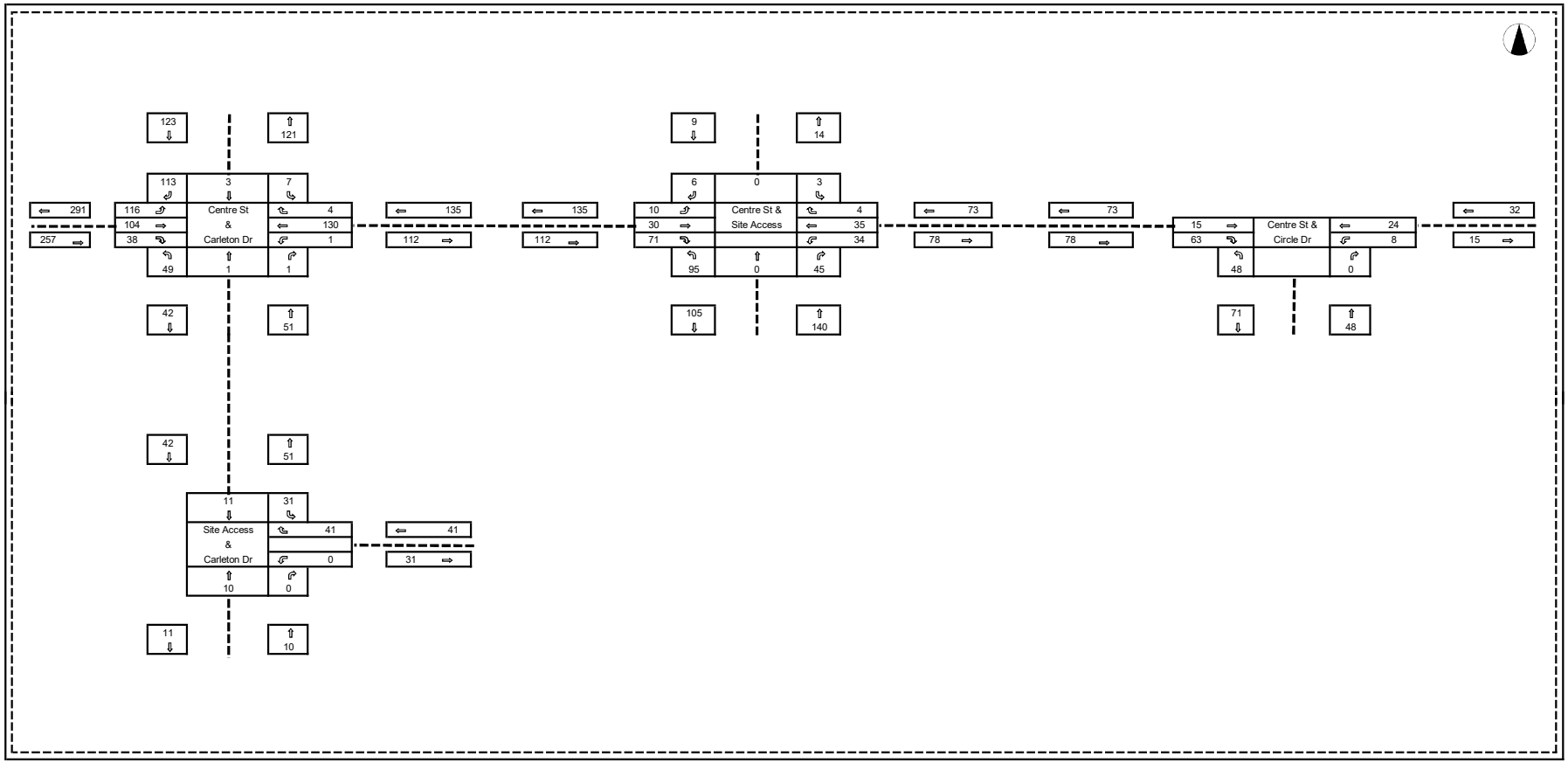

Exhibit 3-2: 2026 Total Traffic Volumes – Friday Prayer Peak Hour

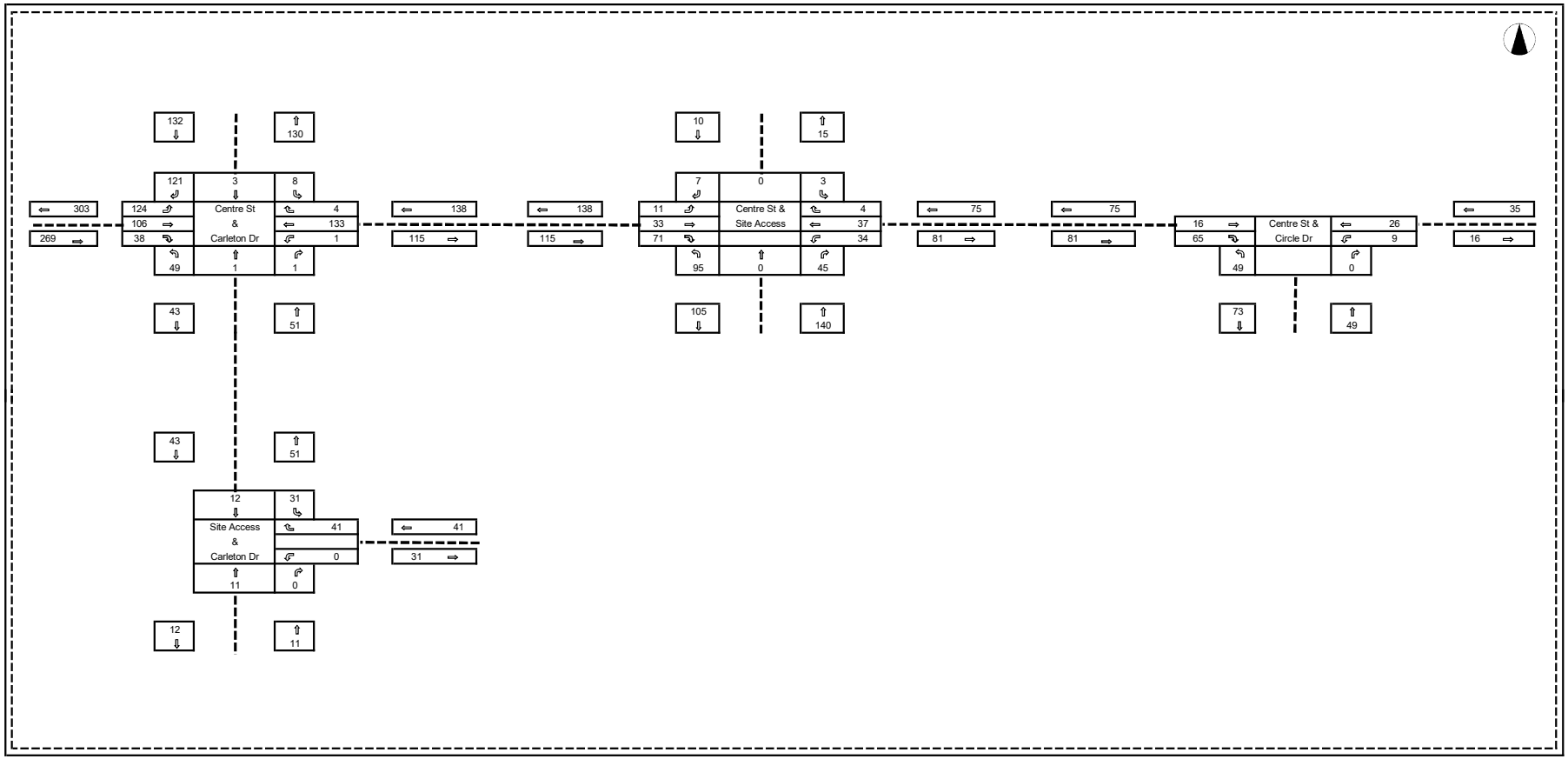

Exhibit 3-3: 2031 Total Traffic Volumes – Friday Prayer Peak Hour

4 TRANSPORTATION ASSESSMENT

4.1 Capacity Analysis

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

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

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

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

Table 4-1: Level of Service Delay Ranges

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

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

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

4.1.1 Existing Traffic Condition

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

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

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

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

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

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

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

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

4.1.2 2026 Traffic Condition

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

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

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

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

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

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

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

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

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

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

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

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

4.1.3 2031 Traffic Condition

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

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

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

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

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

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

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

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

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

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

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

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

4.2 Parking and Loading Review

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

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

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

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

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

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

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

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

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

Table 4-13: On-Street Parking Occupancy Summary

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

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

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

4.2.1 Parking Management Strategy

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

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

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

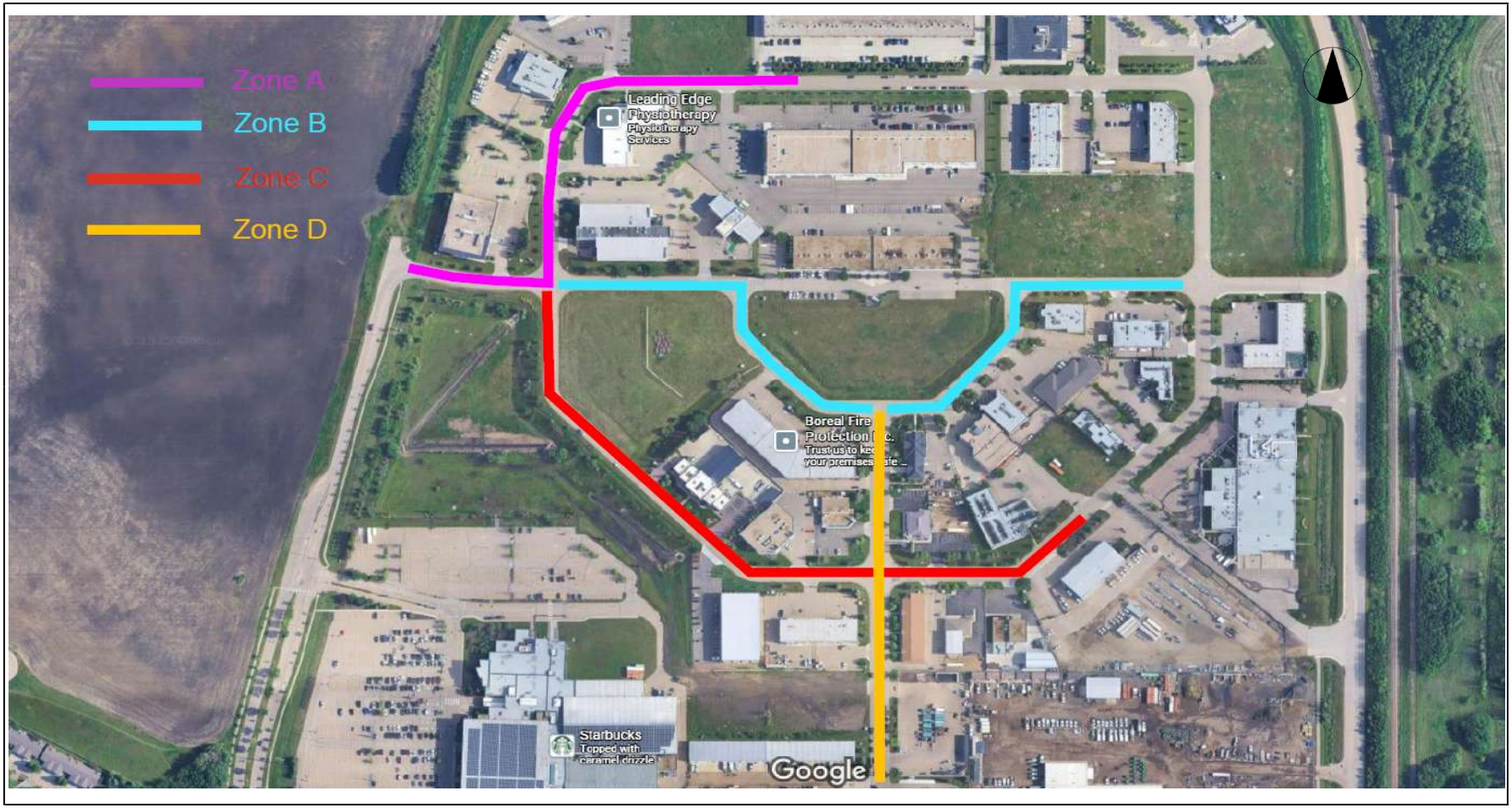

Exhibit 4-1: Parking Survey Zones

4.3 Site Circulation

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

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

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

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

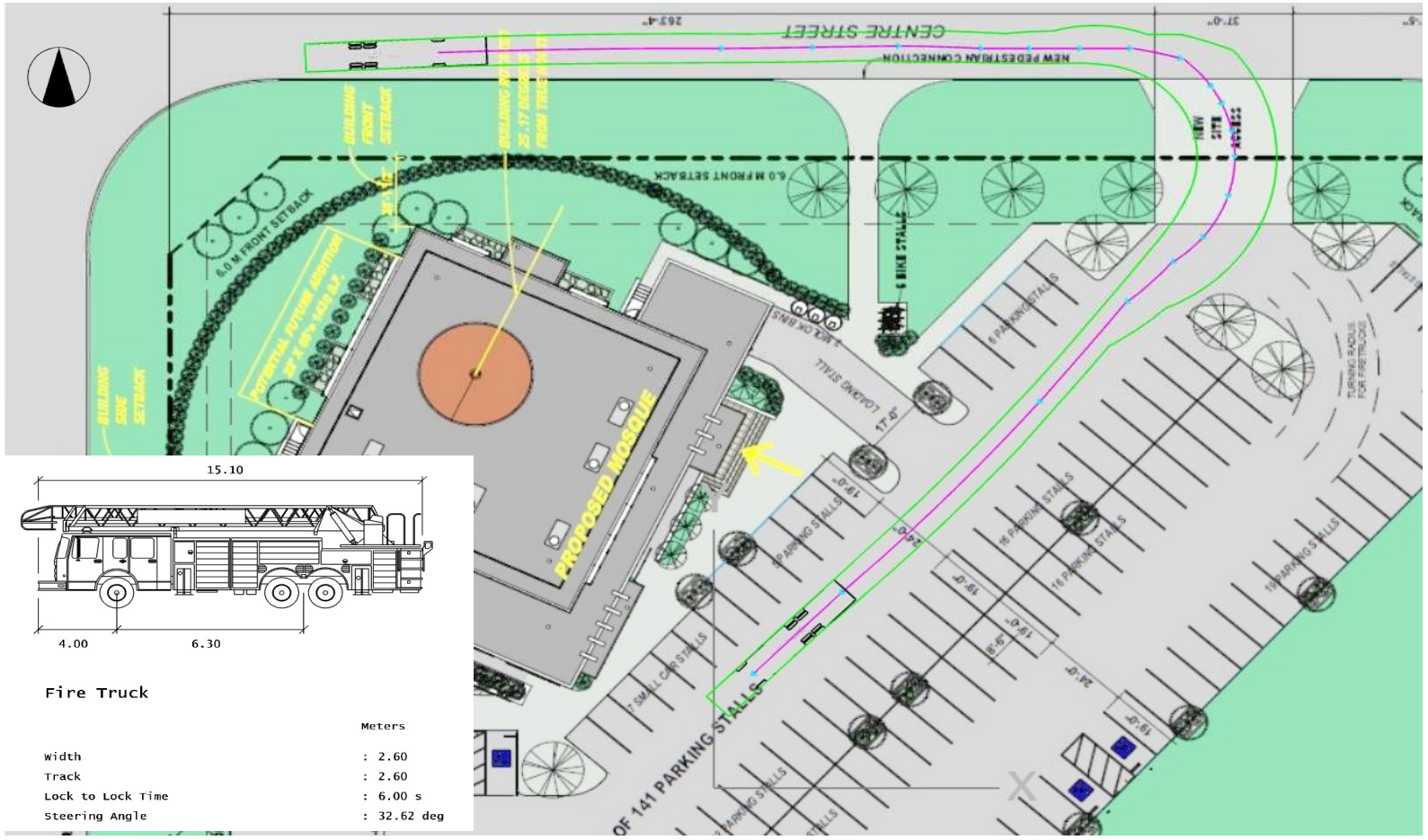

Exhibit 4-2: Fire Truck Swept Path - Inbound

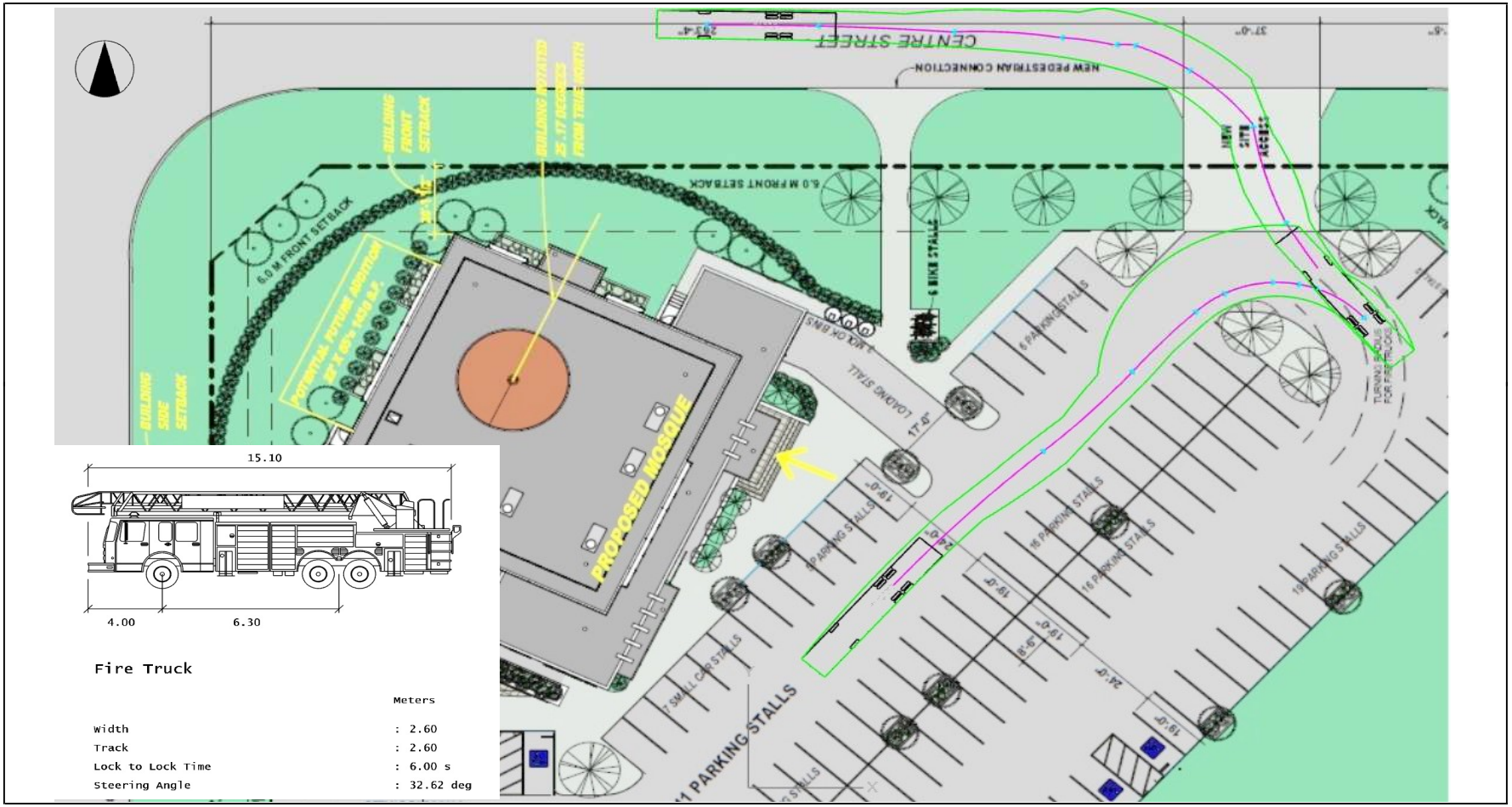

Exhibit 4-3: Fire Truck Swept Path - Outbound

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5 CONCLUSIONS

5.1 Summary of Study Findings

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

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

5.2 Recommendations

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

APPENDIX-A

Detail Traffic Counts

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

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

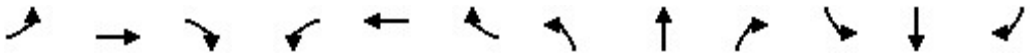
Centre St and Private Access															
		Private Access						Centre Street							
		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Hourly Total	PHF
Friday Peak Period	12:00 - 12:15												2	2		
	12:15 - 12:30				3		3						1	7		
	12:30 - 12:45				1		1	2					1	5		
	12:45 - 1:00				1		1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

APPENDIX-B

Synchro Printouts

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

Existing Traffic
FridayPrayerPeak



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

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

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

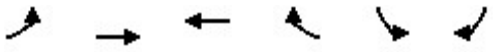
HCM Unsignalized Intersection Capacity Analysis
3: Centre Street & Circle Drive

Existing Traffic
FridayPrayerPeak

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

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

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



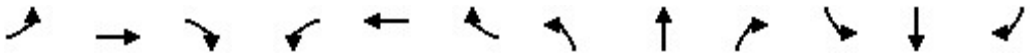
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	10	30	34	4	3	6
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72
Hourly flow rate (vph)	14	42	47	6	4	8
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage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

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

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

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

2026 Background Traffic
FridayPrayerPeak



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

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

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

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

2026 Total Traffic
FridayPrayerPeak

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

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

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

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

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

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

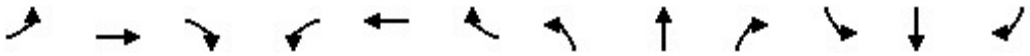
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	15	63	8	24	48	0
Sign Control	Stop			Stop	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	17	70	9	27	53	0
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage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

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

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

HCM Unsignalized Intersection Capacity Analysis
5: Centre Street & Site Access

2026 Total Traffic
FridayPrayerPeak



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

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

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

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

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

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

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

2031 Background Traffic
FridayPrayerPeak

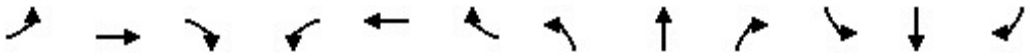
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	35	8	1	38	4	9	1	1	8	3	121
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)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

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

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

HCM Unsignalized Intersection Capacity Analysis
8: Centre Street & Carleton Drive

2031 Total Traffic
FridayPrayerPeak



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

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

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

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

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

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

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

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

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

HCM Unsignalized Intersection Capacity Analysis
5: Centre Street & Site Access

2031 Total Traffic
FridayPrayerPeak

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

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

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

HCM Unsignalized Intersection Capacity Analysis
11: West Site Access & Carleton Drive

2031 Total Traffic
FridayPrayerPeak

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

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

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

City of St Albert Cultivate Life

Development Permit Decision

Application Number: DP073108
Land Use District: BP2
Property File Number: 3011.65

Municipal Address
65 CARLETON DR

Legal Description
PLAN 0625845;BLOCK 8;LOT 9

Type: DP INSTITUTIONAL DEVELOPMENT
Proposed Use: TO CONSTRUCT A NEW MOSQUE

Applicant:
FINESSE HOMES (HASSAN GHUTMY)
EDMONTON, AB T6V 1K4
202 - 14068 - 127 ST

Owner of Land:
FINESSE HOMES (HASSAN GHUTMY)
202 - 14068 - 127 ST
EDMONTON, AB T6V 1K4

Decision:
APPROVED - DISCRETIONARY USE

Decision Made By:
KATHLEEN SHORT

Conditions

1. Development Permit approval is to authorize construction of a mosque. A "religious assembly" use is a discretionary use in the BPR - Business Park 2 land use district in which this lot is located. A discretionary use permit is subject to mandatory notification to adjacent properties within a 30m radius who have the right to file an appeal against the issuance of the permit within 21-days of receipt of notice. Pending that appeal period and barring an appeal the permit is deemed valid.
2. Prior to the occupancy, all conditions of the development permit, save those of a continuing nature, shall be fulfilled unless written authorization is otherwise provided by the City. Failing to comply with the conditions of development permit approval shall render this permit invalid.
3. Parking for the building has been calculated based on the provisions of Section 4.6(30) of the Land Use Bylaw. The Transportation Planning Engineer has reviewed the submitted Transportation Impact Assessment (TIA) document and is satisfied that based on the information provided by the applicant in terms of the attendance numbers and peak times of operation that the existing road network and the parking provided will be acceptable. Future development of the site shall be subject to additional review and new documents may be required.
4. Bicycle racks shall be provided as per Section 4.16(5) at 6 spaces per building.
5. All parking spaces shall be hard surfaced and accessible by permanent vehicles access, in accordance with the Land Use Bylaw and to the satisfaction of Engineering Services.
6. Any parking spaces, loading spaces or drive aisles shall be clearly demarcated or physically divided to delineate each area.
7. Landscaping:
   Shall be provided in accordance with Part 3.97 and 3.102(1)(f) of the Land Use Bylaw 18/2024 and to the satisfaction of and approval of Engineering Services. Section 3.102(1)(f) states" Where at the time of development, the area between the front property line and the curb, and/or the curb and sidewalk is not landscaped, this area shall be landscaped to the City standards."
   The landscaping shall be completed within two (2) years of the date of the building permit approval.
8. There shall be no exterior speakers installed on the building and in accordance with

information provided by the applicant there will be no call to prayer (Adhan) to announce the start of prayers at the mosque.

9. No portion of the structure, including eaves, cantilevers, or balconies shall be located on or project over, any utility right-of-ways or easements without written permission from all utility companies: and
   The applicant/developer shall be responsible for ensuring that any utility right-of-ways that affects the parcel have been duly addressed prior to issuance of the building permit.
10. Any proposed changes in design, elevation or site plan configuration shall first be submitted for review by the Development Officer and any such changes shall not be undertaken until written authorization is provided by the Development Officer.
11. All building elevations to be as indicated on the stamped, approved plan(s) with the final appearance and type of exterior finishing materials to be approved by the Development Authority.
12. The site is to be serviced, landscaped and fenced as per the plans accepted by the Development Approving Authority, in consultation with the City Engineering Department, which acceptance may impose any conditions, including but not limited to completion deadlines, the provision of security, and minimum insurance requirements that the City considers appropriate.
13. The following shall be subject to separate development permit applications and approvals:
    a) on-site signage;
    b) future development- additions or interior alterations;
    c) any new Use(s); and
    d) any change of Use, or change in the intensity of Use.
14. Screening Requirements:
    a) All rooftop mechanical equipment must be visually and acoustically screened to the satisfaction of the Development Officer;
    b) Any exterior garbage and/or recycle containers must be visually screened to the satisfaction of the Development Officer.
15. Prior to the release of the written Development Permit decision, payment of a Development Permit decision fee shall be provided to the Development Authority in the amount of $ 9620.40 in accordance with the Master Rates Bylaw – Schedule E: Development Fees. PAID
16. The site and building shall be developed as per the plans stamped, signed and conditionally approved by the Development Officer to the standards, Land Use Bylaw requirements, and satisfaction of the City of St. Albert.
17. Outdoor lighting of the development shall comply with the provisions of Section 3.24 of the Land Use Bylaw. In this regard, outdoor lighting must be located and arranged so that rays of light are not directed at adjacent sites and indirect rays do not adversely affect an adjacent site.
18. Prior to the issuance of a Building Permit, the following fees, levies, charges, securities, and documentation, shall be provided to the Development Authority and where indicated below, approvals obtained from the Development Authority or other City of St. Albert approving department:

    a) Payment of any off-site charges pursuant to clause 650(1)(e) of the Municipal Government Act, clause 3.11(1)(b)(iv) of the City of St. Albert Land Use Bylaw, and the City of St. Albert Off-Site Levy Bylaw 30/2013;
    b) Payment of construction water charges, as per Master Rates Bylaw – Schedule H: Water Service Connection Fees;
    c) Payment of street cleaning levy, as per Master Rates Bylaw – Schedule A: Building Permit Fees, Lot Grading, Street Cleaning;
    d) Submission of, and approval by Engineering Services of, a detailed civil engineering

drawing package, including site grading, and drainage plans with erosion and sediment control measures identified;
e) Submission of, and approval by Engineering Services of, detailed plans for underground power, water, sanitary and storm sewer servicing including the location of all service connections, as required;
f) Submission of, and approval by Building Inspection Services of, two (2) complete sets of detailed construction drawings, including detailed architectural, structural, electrical and mechanical drawings;
g) Payment of any outstanding property taxes;
h) The posting of a letter of credit (LOC) in an amount to be determined by, and in a form satisfactory to, the Development Authority, as security for the due and proper performance of all obligations under this development permit. The City of St. Albert may call on such security in such amounts, and at such times as it deems appropriate in the event the City determines that:

(i) the applicant/developer has failed to comply with any provision of this Permit;
(ii) this Permit is suspended or cancelled;
(iii) work has been commenced under this Permit but has not been properly completed within a reasonable period of time, as determined by the Development Authority;

i) A Certificate of Insurance (COI), in the name of the property owner, and in the form prescribed by and to the satisfaction of the Development Authority;
j) Payment of applicable Building Permit fees as per Master Rates Bylaw – Schedule A: Building Permit Fees, Lot Grading, Street Cleaning;
k) Submission of, and approval by Engineering Services of, a detailed landscaping plan prepared & stamped by a registered Alberta Landscape Architect (AALA) to the standards, Land Use Bylaw requirements, and satisfaction of the Development Approving Authority.

Note: All fees are as per Master Rates Bylaw, as approved by City Council on a yearly calendar basis.

NOTES:

a) A person applying for, or in possession of, a valid development permit is not relieved from full responsibility for ascertaining and complying with or carrying out development in accordance with the conditions of any covenant, caveat, easement or other instrument affecting the building or land.

b) The applicant shall be responsible for compliance with all applicable Federal, Provincial and Municipal laws, regulations and standards, as well as ensuring compliance with, and be responsible for obtaining, all applicable permits, licenses and approvals, at its own expense.

c) Without limiting the generality of the foregoing clause, the applicant/developer shall be responsible for acquiring various permits as required from the City's Engineering Department including an On-Street Construction Permit, Water and Sewer Connection Permit, etc. In this regard, please contact the Manager of Development Engineering.

d) The City of St. Albert does not conduct independent environmental checks of land within the city. If you are concerned about the suitability of this property for any purpose, you should conduct your own tests and reviews. The City of St. Albert, in issuing this development permit, makes no representations and offers no warranties as to the suitability of the property for any purpose or as to the presence or absence of any environmental contaminants on or within the property.

e) A digital file of the underground servicing plan is to be submitted to the satisfaction of the Development Approving Authority; a landscape "as-built" package including one PDF file, and one AutoCAD file.

f) The applicant and/or the developer shall be responsible for the following:

i) the costs and installation of paving, drainage and curbing of all driveway, parking and loading areas.

ii) installation of fire hydrants to the satisfaction of the Development Approving Authority.

iii) coordinating with the various utility companies regarding their respective services.

g) All construction must conform to the relevant requirements of the Alberta Building Code, the City of St. Albert municipal engineering standards and all applicable codes, laws, regulations and standards.

h) Addressing of individual units as applicable, shall be coordinated with the City. Please contact a Planning Technician at 780-459-1642.

Feb 19, 2026
Decision Date

Development Officer

Mayor's Office
(780) 459-1506

5 St. Anne Street
St. Albert, AB T8N 3Z9
www.stalbert.ca

File: M4265

March 13, 2025

Jay Tarrabain
Board Member
Muslim Association of St. Albert
315 Carleton Drive
Unit 20
St. Albert, AB T8N 7L1

SENT VIA EMAIL
jay@finessehomes.ca

Dear Mr. Tarrabain:

Re: City of St. Albert Support for Mosque and Community Centre

On behalf of St. Albert City Council, I am delighted to support the Muslim Association of St. Albert's initiative to establish the city's first mosque and community centre.

As a community that values inclusion, diversity, equity and accessibility, I applaud your efforts to develop a facility that will meet the spiritual needs of local Muslims and serve the wider community with a variety of valuable programming.

I am confident your plans for the Canadian Islamic Interfaith Bridge initiative, youth sport and team-building activities, and substance abuse programs, among others, will make a positive contribution to the high quality of life we enjoy in St. Albert.

I wish you all the best as you move forward with this exciting initiative and look forward to welcoming the mosque and community centre to our city.

Yours sincerely,

C. Heron

Cathy Heron
Mayor, City of St. Albert

LEGISLATIVE OFFICE
Rm #103 Legislature Building
10800 - 97 Avenue NW
Edmonton, AB T5K 2B6
Tel: 780.422.6880

CONSTITUENCY OFFICE
9805 - 100 Street
Morinville, AB T8R 1R3
Tel: 780.572.6161

LEGISLATIVE ASSEMBLY
ALBERTA

Honourable Dale Nally, ECA
MLA for Morinville - St. Albert

March 13, 2025

To Whom It May Concern,

I am pleased to express my support for the Muslim Association of St. Albert (MASA) in their efforts to construct a new mosque and community centre. As St. Albert's Muslim community continues to grow, the need for a larger, permanent facility has become increasingly clear.

MASA has been an active and valued part of our city, fostering inclusivity, service, and interfaith dialogue. Their new 12,000-square-foot facility will provide essential space for worship, education, and community programs, further enriching St. Albert as a whole.

I encourage support for this important initiative and commend MASA for their dedication to building a stronger, more connected community.

Sincerely,

LEGISLATIVE ASSEMBLY OF ALBERTA

Hon. Dale Nally, MLA
Morinville-St. Albert Constituency
9805-100 Street
Morinville, Alberta T8R 1R3
P 780-572-6161
Morinville.StAlbert@assembly.ab.ca

Hon. Mickey Amery, MLA

Calgary-Cross

Minister of Justice and Attorney General of Alberta

March 14, 2025

To Whom It May Concern:

I am writing to offer my strong support for the Muslim Association of St. Albert and their initiative to establish the city's first mosque and community center. Access to a place of worship and community engagement is essential for fostering a sense of belonging and connection. This project is not just an addition to the city; it is a significant step forward that will benefit both the Muslim community and the broader St. Albert community.

This project will provide a vibrant space that will nurture faith, community, and well-being for Muslims and non-Muslims alike. By offering services such as the Canadian Islamic Interfaith Bridge initiative, this center will play a key role in promoting dialogue and collaboration, helping to build understanding and strengthen relationships between different cultural and religious groups in St. Albert.

Another key contribution of this initiative is the youth development. The mosque and community center will offer safe spaces for young people to participate in sports, engage in team-building activities, and develop important life skills such as leadership and character. Additionally, the Muslim Association of St. Albert recognizes that nurturing the health of the body, mind, and soul is essential to building a thriving community. The health and well-being initiatives will focus on mental health support, physical health services, and substance abuse prevention for youth. These services are essential in ensuring that all members of the community have access to the tools and resources they need to lead healthy, fulfilling lives.

I endorse this initiative and am proud to lend my support to the Muslim Association of St. Albert on this journey. The work they are undertaking will have a lasting impact, benefiting all residents of St. Albert, regardless of background, faith, or culture.

Thank you for your attention on this important matter.

Legislature Office: 6th Floor,9820-107 Street, Edmonton, Alberta T5K 1E7 Tel: 780.638.1371
Constituency Office: #766,2220 -68th Street NE, Calgary, Alberta T1Y 6Y7 Tel:403.248.4487 Fax:403.273.2898

Sincerely,

Mickey Amery
Member of the Legislative Assembly of Alberta
Minister of Justice and Attorney General of Alberta

Legislature Office: 6th Floor,9820-107 Street, Edmonton, Alberta T5K 1E7 Tel: 780.638.1371
Constituency Office: #766,2220 -68th Street NE, Calgary, Alberta T1Y 6Y7 Tel:403.248.4487 Fax:403.273.2898

HOUSE OF COMMONS
CHAMBRE DES COMMUNES
CANADA

Ottawa
House of Commons
Room 548
Wellington Building
Ottawa, Ontario
K1A 0A6
Tel: 613-992-0946
Fax: 613-992-0973
ziad.aboultaif@parl.gc.ca

Ziad Aboultaif
Member of Parliament
Edmonton Manning

Constituency
5515 130 Avenue NW
Edmonton, Alberta
T5A 1B7
Tel: 780-822-1540
Fax: 780-822-1544
ziad.aboultaif.c1@parl.gc.ca

Facebook: /MPZiad
Twitter: @aboultaifziad_
Instagram: @aboultaifziad
www.ziadaboultaif.ca

March 5, 2025

To whom it may concern,

The Muslim Association of St. Albert is about to establish the city's first mosque and community center. This project will not only serve the growing Muslim community but also provide essential services to the wider population, particularly youth.

Key contributions of this initiative include:

1. Interfaith Engagement – Launching the Canadian Islamic Interfaith Bridge initiative to promote faith-based knowledge and collaboration.
2. Youth Development – Organizing sports and team-building activities to foster ethics, solidarity, and community engagement.
3. Health & Well-being – Providing physical and mental health services, with a focus on youth and substance abuse prevention.

This initiative will enhance social cohesion, respect diversity and cross-cultural understanding.

I support this initiative.

Kind regards,

Ziad Aboultaif, MP
Edmonton Manning

PLANNING LAW AND PRACTICE IN ALBERTA

Fourth Edition

Frederick A.Laux, Q.C.
and
Gwendolyn Stewart-Palmer

Juriliber

> It can decide if there has been a relaxation, variation, or misinterpretation under s. 685(3). In effect, the Board has jurisdiction to decide if it has jurisdiction in the particular appeal (if one insists on using the "J" word). There is little point in engaging in preliminary debates about whether an appeal even lies, when the answer to that question cannot be found unless the merits of the appeal are decided. The Board should have accepted counsel's concession that it had "jurisdiction" to hear the appeal. That concession did not give the Board "jurisdiction by consent", it merely recognized that the Board had the legal authority to dismiss an appeal that was ultimately found to be without merit.[261]

There is another area involving permitted uses where there is scope for a subdivision and development appeal board to re-canvass a decision of the development authority at the behest of objectors. As is noted in Chapter 6, occasionally development standards are not couched in objective language.[262] For example, a land use bylaw may prescribe that the landscaping for a permitted use must be "to the satisfaction of the development officer". In such a case, affected objectors or the applicant likely are entitled to appeal the landscape requirements imposed by a development authority in a permit approval to the board. The board has jurisdiction to substitute such requirements as it considers appropriate, subject to it remaining within the limits prescribed by law for the exercise of a discretionary power.

§10.7(1)(b) Discretionary Uses

Where an appeal concerns a discretionary use, whether filed by the applicant against a refusal to issue a permit or by objectors in the case of an approval, a subdivision and development appeal board may re-exercise afresh all the discretionary powers of the development authority. In the case of an approval by the authority and an appeal by objectors, a board may overrule the development authority if it is of the opinion, having regard to planning principles, that the discretionary use development should not be allowed to proceed.[263] Conversely, in the case of a refusal of a permit and an appeal by the applicant, the board may, in its discretion, reverse the development authority and issue a permit. Where a discretion is conferred on a development authority over the development standards to be applied to a discretionary use, a board may similarly re-exercise that discretion at the behest of either the developer or objectors.

261 *Ibid*., para. 15.

262 See §6.3(8).

263 While the obtainment of a discretionary use permit is a matter of discretion, an appeal board cannot reject an application without having some legitimate planning reason for so doing. If no good reason exists, there is *ipso facto* an abuse of discretion.

In short, wherever a discretion has been conferred in a land use bylaw on a development authority, whether it is in connection with uses or development standards, a subdivision and development appeal board has power to canvass the merits of the development authority's decision in that regard and substitute its own conclusions. In so doing, however, the board must remain within the confines established by the common law for the exercise of discretion by a statutory tribunal.

§10.7(2) The Variance Power

Plans and land use bylaws prescribe uses and development standards that are common to all lands in a given conventional district or zone. The standards set out are the general average that the community, through its elected council, considers appropriate. However, there will be instances where that average standard is not appropriate for a variety of reasons in respect of a given development project on a given parcel of land and, if applied, could result in an unfair decision. Consequently, planning enabling legislation in most Canadian jurisdictions confers a power on planning agencies to relieve against the strict application of the otherwise mandatory prescriptions contained in the applicable plans or bylaws. This power affords a degree of flexibility and opportunity to do justice that, in its absence, would not exist.[264]

The power to waive, dispense with or vary the application of land use rules differs from jurisdiction to jurisdiction. In some provinces, the variance power may be utilized for both uses and development standards. In others, it is limited to development standards. The enabling legislation invariably prescribes the conditions under which the power may be exercised, but they too vary from jurisdiction to jurisdiction. Usually, the conditions are one or more of the following four: the applicant must show that strict application of the rules would cause him unnecessary hardship;[265] that his hardship is one peculiar to the use, characteristic or situation of his land or building and is not one commonly shared by others; that granting the variance would not be unduly adverse to the interests of his neighbours;[266] and that the proposed deviation from the rules is relatively minor in nature.

264 Flexibility also exists in Alberta land use bylaws through discretionary uses, discretionary development standards, direct control districts and, of course, the ability to amend a land use bylaw.

265 Unnecessary hardship can be demonstrated by establishing that compliance with the bylaw would mean the applicant could not earn a fair financial return from his property, that he would suffer substantial personal discomfort or that a proposed development would incur excessive cost.

266 In *Tymchak v. Edmonton (Subdivision and Development Appeal Board)*, [2012] A.J. No. 63, 2012 ABCA 751, it was held that a stricter wording for granting a variance in a land use bylaw must give way to the wording in sec. 687(3)(d) based on the proposition, that due to sec. 13, a bylaw cannot validly contradict the Act.

From: Dustin Bizon | Multi Instruments
To: SDAB Submissions
Subject: Potential development 65 Carlton Drive
Date: Tuesday, March 24, 2026 3:00:30 PM
Attachments: SKM_C300i26032414250.pdf

Good afternoon.

I received notification of this appeal today. As a business owner in the area, I have no concerns. The primary complaint I've heard is about parking after construction is complete. This is complete nonsense as the layout clearly showed a huge amount of parking on the property. Also, worship day is generally Friday afternoon and the parking around this area even at the busiest time will not be a concern.

Given the language I have seen floating around about this, it seems far more likely that this appeal has more to do with what the property is going to have built on it than "parking issues".

Best regards.

D Bizon

Dustin Bizon
Multi instruments Inc.
(m) 780-233-5039
(o) 587-290-0923
dustin.bizon@multi-instruments.com
www.multi-instruments.com

MK
Group of Companies

#110; 340 Circle Drive • St. Albert, AB, T8N 7L5 • Tel 780.459.4777 • Fax 780.458.4798

The City of St. Albert
5 Anne Steet
St. Albert, Alberta
T8N 3Z9

March 31, 2026

Re: New Mosque
65 Carleton Drive
St. Albert, Alberta

To Whom It May Concern;

Our offices operate in the Campbell Business Park and we all agree the building of a Mosque at 65 Carleton Drive, St. Albert proceed.

Yours truly,

MK GROUP OF COMPANIES

Gary Gurba
Chief Financial Officer

Shearwall Triforce Inc.
Shear-Flor Finishing Inc.
ACS Framing Inc.
All Construction Solutions Inc.
Shearwall Corporation
Shearwall Capital Ltd.
Westmount Glazing Ltd.
1347874 Alberta Ltd.
1425714 Alberta Ltd.
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SERVING METRO EDMONTON, ST. ALBERT, FORT SASKATCHEWAN, SHERWOOD PARK SINCE 1969

March 30, 2026

To whom it may concern,

I am the landlord of 315 Carleton Drive, St. Albert. My company H & M Carpet Care is located at unit # 30 and is adjacent to the St. Albert Mosque located at #20.

The Muslim Association of St. Albert has been leasing the space since 2019. They are model tenants and have maintained the property in a professional and admiral way.

I have been asked to comment on traffic. The only increase in traffic is midday on Fridays for about 1-2 hours. They have volunteers to ensure that existing street parking is utilized and that private property is respected.

The increase in traffic has increased awareness of our business, and the restaurant at #10. We have benefitted by acquiring new clients because of the exposure. More traffic is always a positive for any business especially considering the vast vacant lots and lack of development and traffic in the past 10 years.

I am aware of their plans to build a new mosque. I fully support this initiative and know it would be a positive addition to surrounding businesses. In a time where good tenants are hard to find, I hope our next tenant will be long term and a good as them.

If you have any questions, please feel free to contact me.

Best regards,

Dean Assiff

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H & M Carpet Care
#30, 315 Carleton Drive
St. Albert, AB T8N 7L1
780-456-3644
hmcarpetcare@ shaw.ca

www.handmcarpetcare.com

Voted Edmonton's Best Carpet Cleaner 2021-2015
Voted St. Albert's Best Carpet Cleaner St. Albert Community Votes 2025
Voted Three Best Carpet Cleaners St. Albert 2021-2026

ADAM PHYSIO
Clinic | In-Home & WELLNESS
(780) 906-6262

Adam Physio and Sports Clinic LTD.
#10, 20 Circle Drive
St. Albert, Alberta
T: (780)-906-6262
F: 1 (888)-766-7040
E: inhome@adamphysio.com

Taha Deeb
#10, 20 Circle Drive
St. Albert, Alberta
T8N-7L4

March 30th, 2026

To Whom It May Concern,

I am writing in my capacity as a business owner operating in proximity to the current mosque located in Campbell Business Park to share my experience and perspective.

Throughout the time that the mosque has been part of this area, it has consistently operated in a respectful, organized, and community-conscious manner. At no point have we encountered issues related to noise, safety, or disruption to surrounding businesses. The leadership and attendees have demonstrated consideration for neighboring operations and have contributed to maintaining a positive environment within the business park.

In terms of traffic, the only noticeable increase occurs during Friday prayers, typically around the noon hour. This increase is temporary, generally lasting one to two hours, and has been well-managed. Attendees make use of available street parking, and there has been no obstruction to access for nearby businesses. Traffic flow returns to normal promptly after this period, and outside of these times, there is little to no impact on daily operations.

Additionally, the presence of the mosque has brought more people into the area, which has had a positive effect on local businesses, including my own. This increased activity has contributed to a more vibrant and engaged business community.

I understand that the mosque is planning to relocate to 65 Carleton Drive. Based on our experience, I have no concerns regarding this move. In fact, I believe they will continue to operate in the same respectful and organized manner at their new location, and I fully support their relocation. Please feel free to contact me if further information is required.

Regards,

Taha Deeb

PT. MScPT. BSc. MSc. MSc. DPT. CAFCI. CFC. CCTT.
Physical Therapist | Certified Cervical & Temporomandibular Therapist (CCTT) | By the Physical Therapy Board of Craniofacial & Cervical Therapeutic (ptbcct.org) | Cranio - Facial Certification (CFC), University of St. Augustine

CAMPBELL PHARMACY
HERE WE CARE

March 30, 2026

To Whom It May Concern,

I am writing to share my experience as a business owner within close proximity to the existing mosque in Campbell Business Park

The mosque operates in an organized and respectful manner, and there has been no concerns.

With respect to traffic, the only noticeable increase occurs during Friday prayers which is around the noon hours. This is limited to one to two hours, with attendees utilizing existing street parking, arriving and leaving promptly without any issue. Outside of that time, traffic is negligible.

On a positive note, the mosque has brought more people to the area, which has favorably impacted my business.

I understand the mosque is looking to relocate to 65 Carleton Drive. Given my experience, I have no concerns and wish them well on their venture.

RPh. Shireen Ateereh.

Campbell Pharmacy Owner/Manager.

110-310 Carleton Drive, St Albert.

Ab T8N 7L3

HEALTH BY HAMDON

Health by Hamdon
#180-310 Carleton Dr.
St. Albert, AB
T8N 7L3

PHONE 780-459-9600
FAX 780-459-9866
EMAIL healthbyhamdon@gmail.com
WEBSITE www.healthbyhamdon.com

March 30th, 2026

Re: Relocation of St. Albert Mosque to 65 Carleton Drive.

To Whom It May Concern,

I am writing to share my experience as a business owner within close proximity to the existing mosque in Campbell Business Park.

In my experience the mosque operates in an organized and respectful manner, and there have been no concerns.

With respect to traffic and parking, the only noticeable increase occurs during Friday prayers which is around the noon hours. This is limited to approximately two hours, with attendees utilizing existing street parking, arriving and leaving promptly without any issue. Outside of that time, traffic is negligible.

On a positive note, the mosque has brought more people to the area, which has favorably impacted my business.

I understand the mosque is looking to relocate to 65 Carleton Drive. As I understand there will be a large parking lot put in place which I believe will dramatically improve any concerns about parking in the area.

Given my experience, I have no concerns and wish them well on their venture.

Kind Regards,

Dr. Fahed Hamdon D.C.

Olive Tree
CLINIC
DIABETES & ENDOCRINOLOGY
CENTRE OF ST ALBERT

Unit 120 310 Carleton Drive,
St. Albert, AB T8N 7L3
Phone: (780) 460 1316
Fax: (780) 460 1297

March 30,2026

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Abla Rahall