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**File #: IR-26-006, Version: 1**

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**TAMRMS#: B05**

## **INFORMATION REQUEST (IR) - St. Anne St Parking**

Requested by: Councillor Patrick

Date of Request: February 3, 2026

Date Response Due: March 3, 2026

Confidential Response: No

### **QUESTION**

In light of recent changes to the courthouse parking lot accessibility and impending St. Anne Street construction, could administration provide information regarding the operational and financial implications that might be associated with adding parking along St. Anne Street. Specifically, this should include the opportunity of converting the outer Southbound Lane to accessible parking and drop-off zones in front of St. Albert Place and could also examine the potential more broadly for adding parking lanes along both sides of the street.

### **RESPONSE**

Administration recognizes upcoming planned capital projects related to work and priorities from multiple departments (Utilities, Transportation, Recreation and Parks, Public Operations) within the downtown area. Current effort is being made to review planned downtown projects to coordinate delivery, which may then mitigate both costs of construction and resulting disruption to downtown businesses, visitors, and annual events. This review includes consideration of parking impacts and mitigation measures.

At the time of this report, complete details of planned capital project work are still unknown. Required reviews are being conducted to solidify work plans and provide a more full knowledge of scope and impacts. Within 2026, a key Utility project for water and sanitary upgrades will be advancing to design which will confirm the infrastructure alignments, potential interdepartmental process analyses, and resulting impacts that will inform other capital project coordination and mitigation strategies.

Construction of the Utility project(s) are expected to occur between 2027 and 2029. Additional capital projects such as intersection improvements, parking lot construction, park improvements, bridge and roadway supplemental infrastructure repairs, and continuation of St. Albert Place repairs will be assessed to be coordinated for better alignment and sequencing.

To address this information request, discussion points and focus areas have been separated for Council's consideration.

#### **1. St. Anne Street On-Street Parking During Construction**

With the delivery of the utility projects, it is expected that lane closures on St. Anne Street will be

required at a minimum to allow for a safe and needed work area. Periods of full road closure may also be required. With such expected impacts, the feasibility of converting any existing lanes on St. Anne Street to parking does not exist, as the lane closures will require travel lanes to be reduced to a single lane in each direction. For a full road closure, vehicles will not be able to access or exit the area.

Additionally, construction projects planned on other roadways beyond St. Anne Street, within the downtown, can be better supported with maintaining four (4) lanes on St. Anne Street to manage rerouted traffic. This may apply to Tache Street, Veterans Way, Perron Street, or Sir Winston Churchill Avenue.

## 2. Moderate to Long-Term Consideration of On-Street Parking on St. Anne Street

The Downtown Area Redevelopment Plan (DARP) envisions a shift of downtown roadways from an existing emphasis of “through-movement” of cars to a more balanced sharing for other modes of travel (walking, cycling, transit). Within the vision of DARP, St. Anne Street is foreseen as a “balanced roadway”, which is a street that is “highly versatile and will accommodate a wide variety of users”, which conceptually includes revising the St. Anne Street cross-section to three lanes, with one being made available for on-street parking during off-peak hours (attached).

Traffic analysis was not included in the original development and approval of DARP; however, in 2023 a Traffic Impact Assessment (TIA) was completed to assess the expected traffic operations resulting from implementing DARP recommendations. The TIA found that to accommodate DARP related growth and general growth throughout the city, St. Anne Street and Perron Street will require a combined total of six travel lanes. Therefore, St. Anne Street could be reduced from four-lanes to two-lanes, but in turn the Perron Street cross-section would need to be revised from two-lane to four-lanes with on-street parking only allowed during off-peak hours. Conversely, if Perron Street remains as a two-lane roadway, St. Anne Street will require four-lanes.

## 3. Concept and Cost Estimates of On-Street Parking on St. Anne Street

In 2016, work was completed that aligns with this information request. A concept was developed for St. Anne Street between Perron Street and St. Thomas Street that attempted to address pedestrian safety along with delivery of additional on-street parking. The concept plan developed is shared as an attachment to this report.

The proposed concept delivers a total of approximately thirty-seven (37) new on-street parking stalls along the east and west sides of St. Anne Street by allocating the curb lanes to on-street parking. It is noted that the concept eliminates the existing drop-off area in front of The Arden Theatre. These stalls would likely need to be designated as pick-up/drop-off or barrier free parking stalls, which would reduce the number of unrestricted on-street stalls.

The concept also included revising the pedestrian crossing in front of St. Albert Place from three

separate crosswalks to one larger crosswalk, which was subsequently implemented.

The opinion of probable costs to deliver the roadway cross-section changes as per the concept plan is \$1,570,250. This cost estimate includes a 25% contingency value, due to only conceptual work being completed and no form of detailed design and also takes into account engineering and construction management and construction costs associated with curb and asphalt work, catch basin redesign, signal relocation, roadway markings, signage and landscaping, and street furniture. The opinion of probable costs would be updated as further preliminary and detailed design is completed, and final construction costs would be subject to change based upon time of construction and inflation.

The conceptual curbing redesign is a more long-term deliverable to complete the area, and was recommended because it provides a visual cue of where travel lanes and on-street parking start and end; however, it would eliminate the opportunity to operate St. Anne Street as a four-lane undivided roadway in peak periods of demand (i.e. parking restrictions during the AM and PM peak hours).

As an alternative, there is the potential to leave the St. Anne Street cross-section as it exists and operate it with four-lanes of travel for vehicles during the peak hours (weekday am and pm peaks) and as a two-lanes of vehicle travel with on-street parking during off-peak hours. For this option, additional signage would be required to indicate the timed parking areas and restricted parking zones along St. Anne Street; however, no additional infrastructure such as curbing or road markings will be considered. One key impact of consideration would be enforcement of any violations of parking during restricted periods. The roadway would simply be another area of awareness for the public to consciously adhere to the timed potential parking allowances or restrictions and officers would be aware of the area during patrols and respond to any calls of complaint.

Another key impact would be during emergency responses to the area of St. Albert Place, where in a scenario of either redesigned roadway to allow for 24-hour dedicated on-street parking, or a timed parking allowance, the roadway would be blocked by emergency vehicles that would typically use one lane and offer the maintained use of the other lane for continued vehicle travel. This scenario would be anticipated as low in volume and is similar to other downtown roadways such as Perron Street, St. Michael Street, or St. Joseph Street. In addition to the consideration of emergency services response impacts, a more consistent annual impact would be associated with seasonal snow maintenance and street sweeping. Public Operations would require access to the area to meet the service standards of the downtown roadways. To address this, parking restrictions would likely be required in the nighttime hours as well as the peak day hours. Initiating No Parking from 2200 to 0700 may support Public Operations services and allow for the daytime use of on-street parking with further peak hour restrictions.

An advantage of this option is that it is easily implementable and would provide the opportunity to operate as a “pilot project” until such time that the utility construction begins on St. Anne Street. The opinion of probable cost to implement this option is \$10,000, based on an assumption of needed signage, posts, and labour for installation that would be performed by City crews. No formal design is necessary for this scenario, and instead standards of typical parking restrictions would be applied in the vicinity of pedestrian crossings and intersections or transit stops, and then timed parking allowances where feasible would be marked with zones of signage.

One item of note - parking demand in the Downtown typically peaks during special events, which also generally involves the closure of St. Anne Street. Any additional on-street parking provided would not typically be available during such events.

**Conclusions:**

- With the impending planned construction work on St. Anne Street, as well as other construction projects in the Downtown core, there is limited opportunity, or benefit, to incorporate on-street parking on St. Anne Street in the near term. Once the utility work is completed in 2029, greater opportunities arise.
- In the short-term (2026), a feasible option is to leave the St. Anne Street cross-section as it exists; however, install signage that may enable the roadway to operate as four-lane roadway during peak hours and during the off-peak hours, operate the St Anne road segment as a two-lane roadway with on-street parking on the east and west sides at appropriate areas.
- In the longer-term horizon, with potential build-out of DARP, traffic analysis findings indicate that St. Anne Street could be reduced from four-lanes to two-lanes, but Perron Street would need to be revised from two-lanes to four-lanes with on-street parking only allowed during off-peak periods.
  - o Further consideration is required to determine which roadway should be two-lanes and which should be four-lanes in consideration of the intended functionality and needs of each corridor.

Report Date: March 3, 2026  
Author(s): Dean Schick  
Department: Engineering  
Department Director: Dawny George  
Managing Director: Adryan Slaght  
Chief Administrative Officer: William Fletcher



INTEGRATED ROADWAY AND PLAZA, MONTREAL



FESTIVALS AND EVENTS

#### 4 St. Anne Street

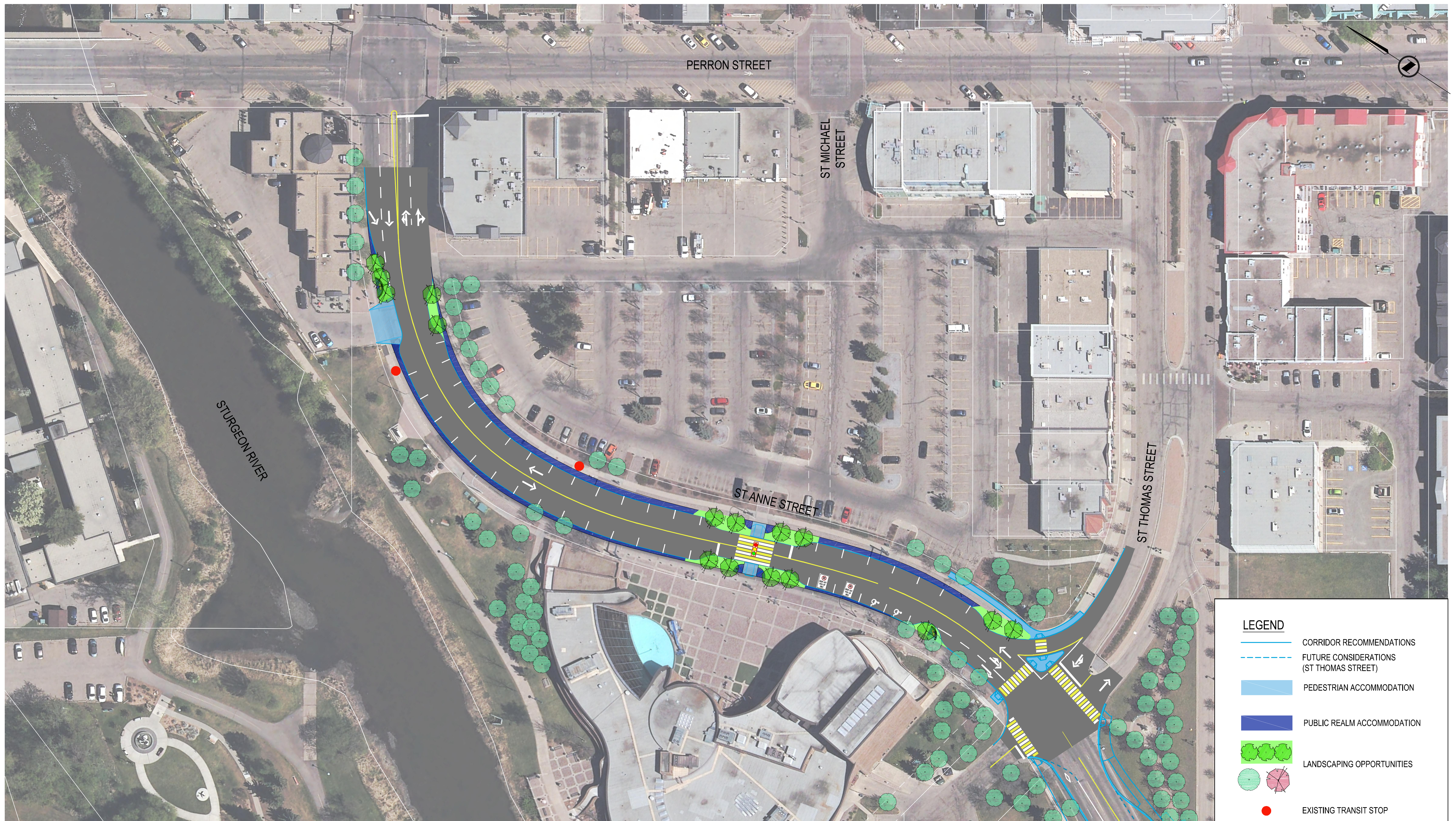
The St. Anne Street will eventually wind from one end of downtown to the other, its character will change as it passes through retail, institutional and residential areas. Nevertheless, its roadway should maintain a consistent width of three lanes, with one lane available for off-peak parking. Curb lanes should be approximately 4 metres wide for the comfort and safety of cyclists. Boulevards on existing extended portions of St. Anne Street will be reconfigured to facilitate mixed use redevelopment and be integrated into open spaces including the Civic Plaza and Millennium Park.

A section of St. Anne Street running through the Civic Plaza will be paved with materials consistent with the plaza spaces so that the street will be integral to the overall plaza space. Sections of St. Anne Street through the Civic Plaza will be closed to traffic during festivals and events.



FIG 16 : PROPOSED ST. ANNE ST. SECTION, AT CIVIC PLAZA

**ST ANNE STREET CORRIDOR IMPROVEMENTS**  
(ST THOMAS STREET TO PERRON STREET)



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