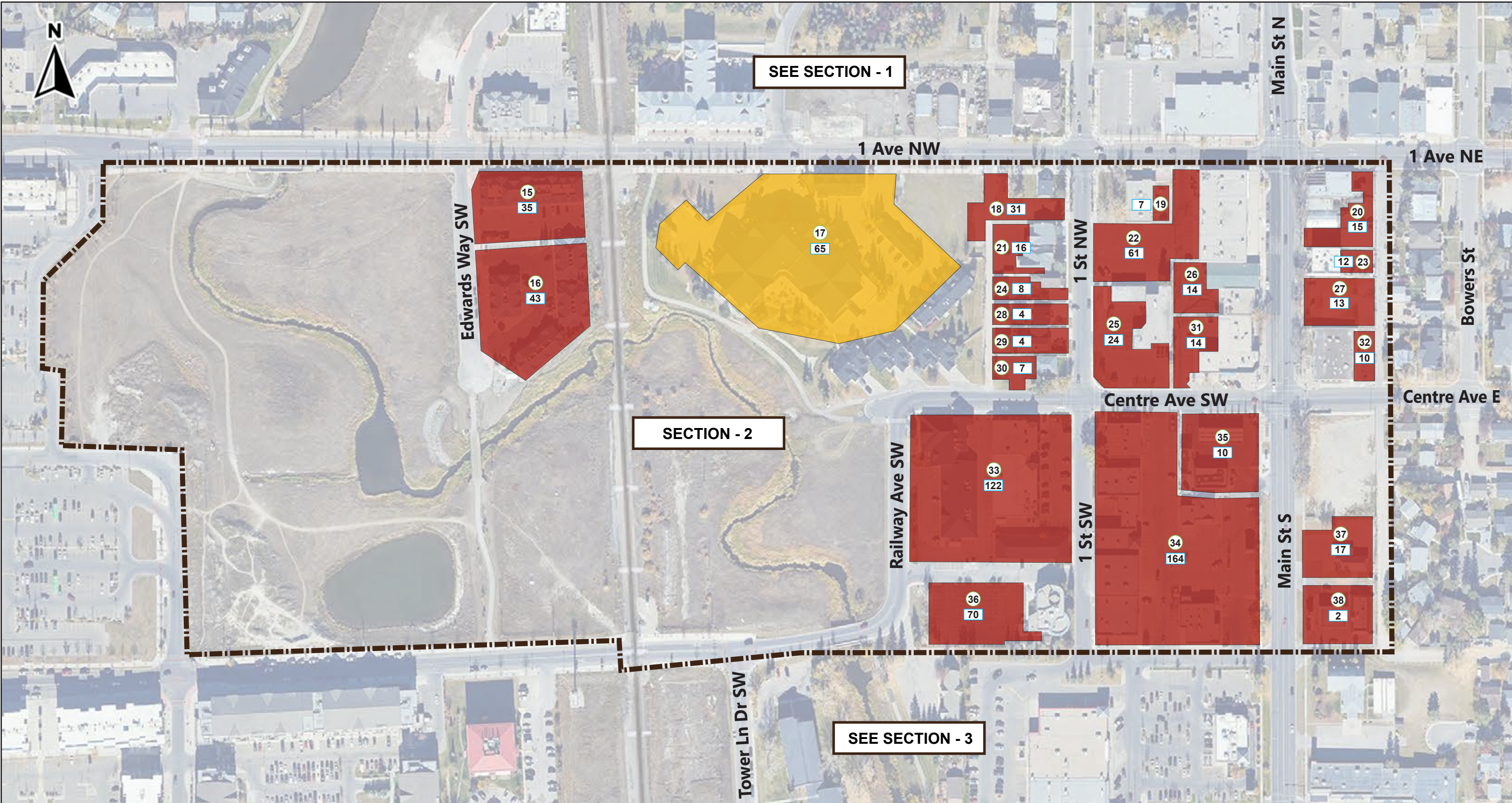


Appendices



APPENDIX A: DOWNTOWN PARKING INVENTORY

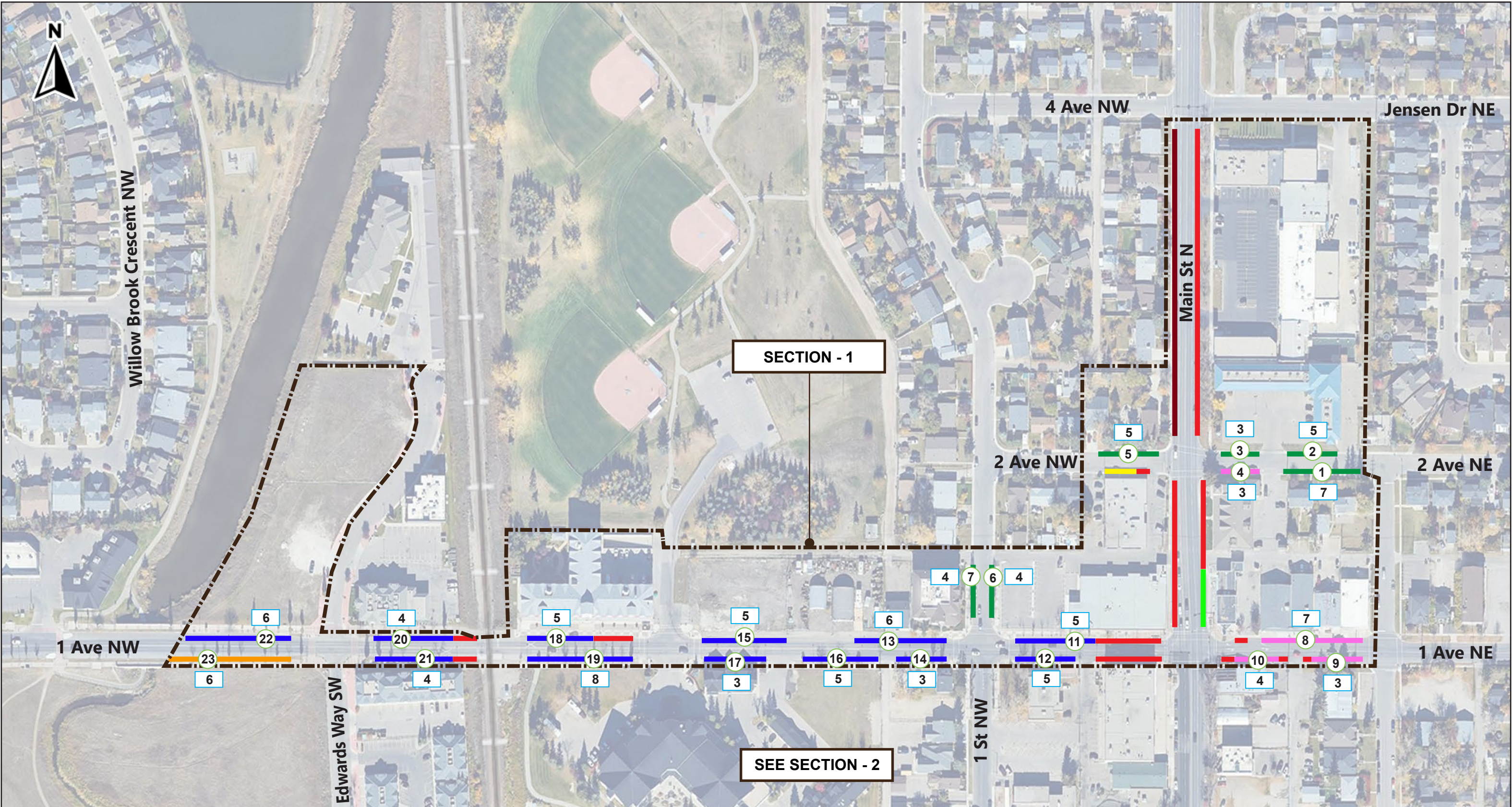






LEGEND

- Study Area
- Residential Use
- Mixed-use or Non Residential Use
- # Parking Lot Number
- XX Parking Lot Capacity



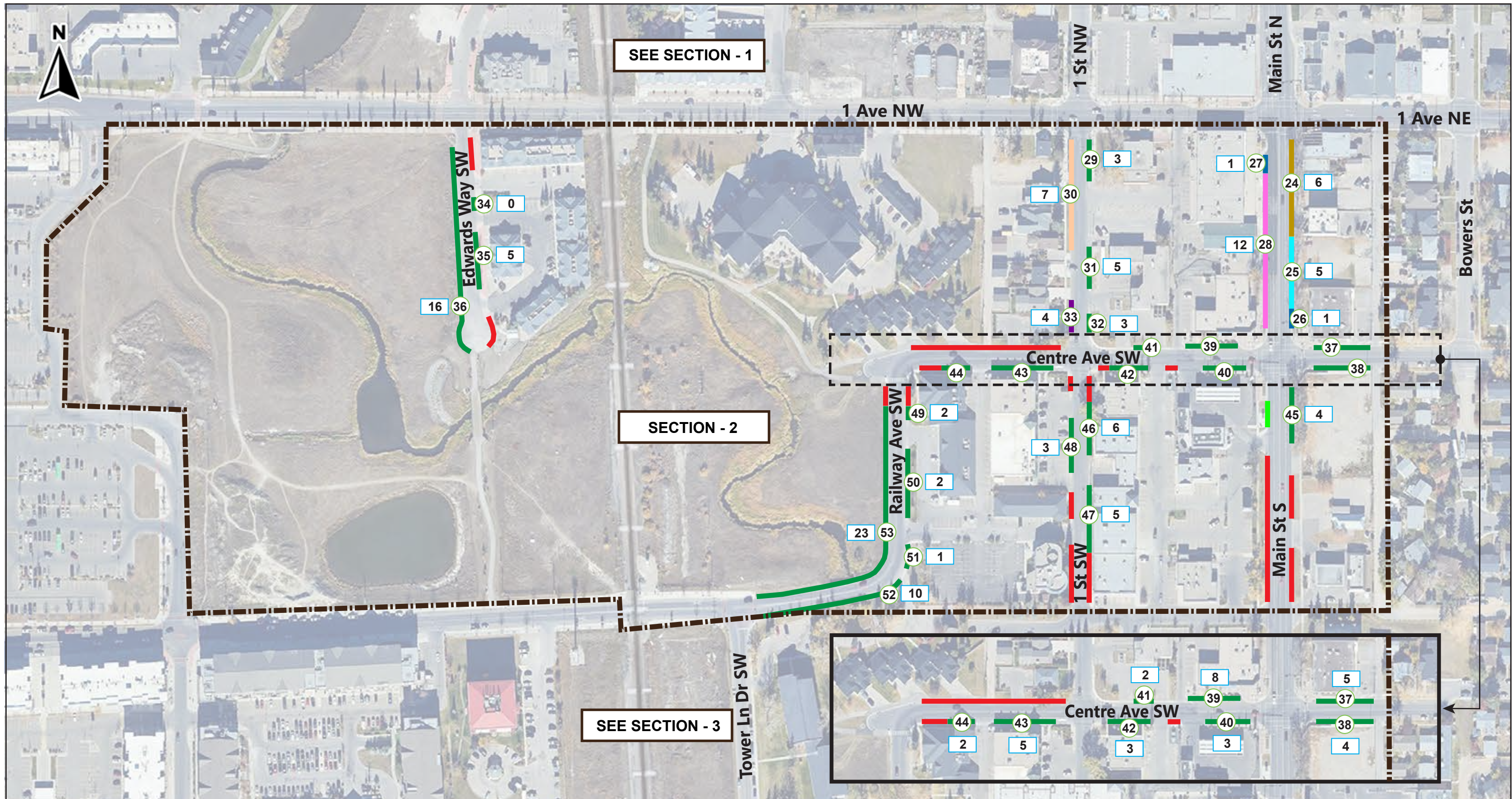
**DOWNTOWN AIRDRIE ON-STREET
PARKING INVENTORY**

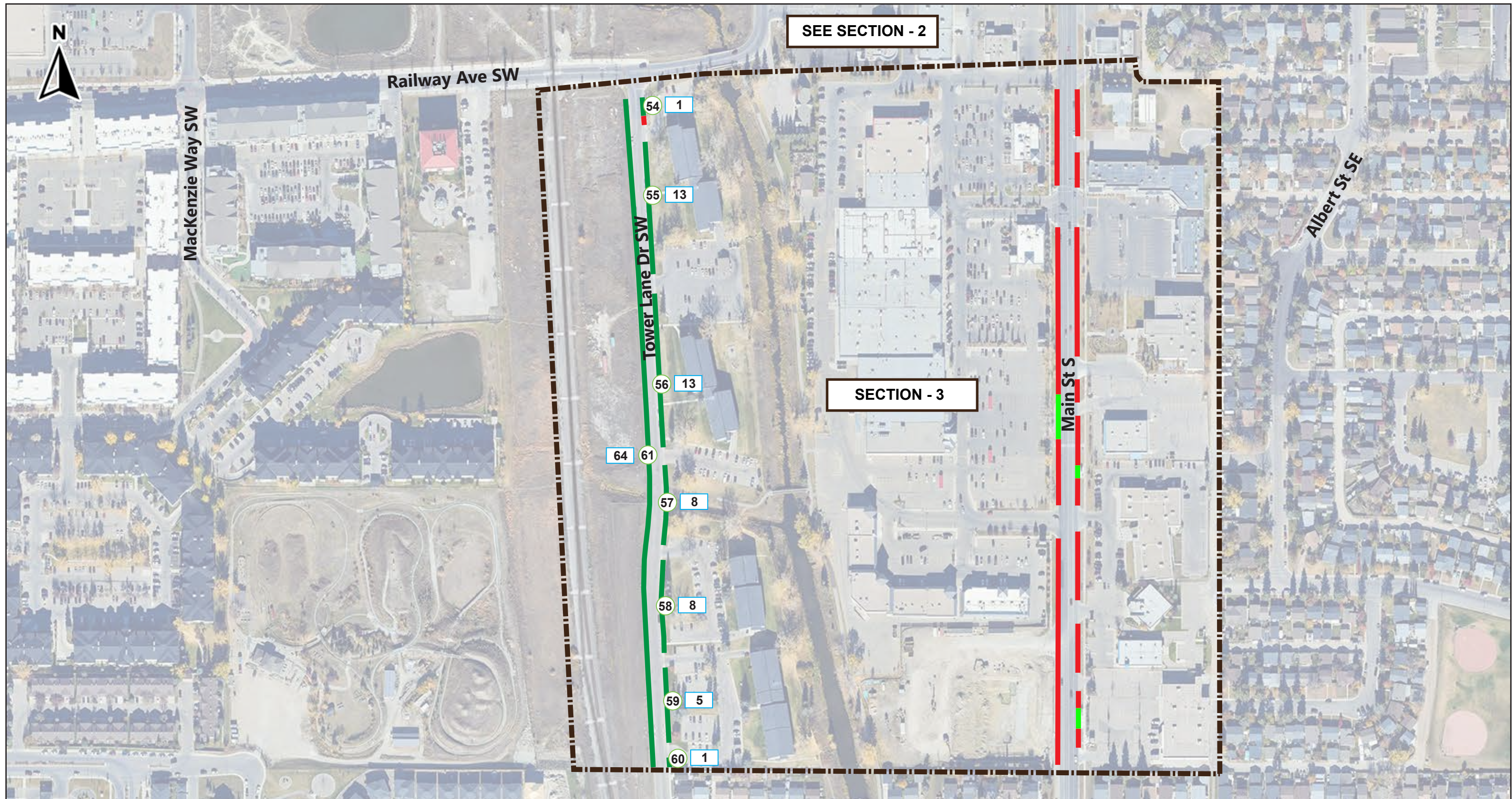
SECTION 1

FIGURE 3-3A

LEGEND

	Study Area		2hr Parking (9 AM - 6 PM Monday to Friday)
	Parking Zone Number		2hr Parking (7 AM - 6 PM Monday to Friday)
	Parking Zone Capacity		1hr Parking (9 AM - 6 PM Monday to Saturday)
	No Stopping / No Parking		No Parking (9 AM - 5 PM Monday to Friday)
	No Restrictions		Bus Stop / No Parking Zone
			Loading Zone

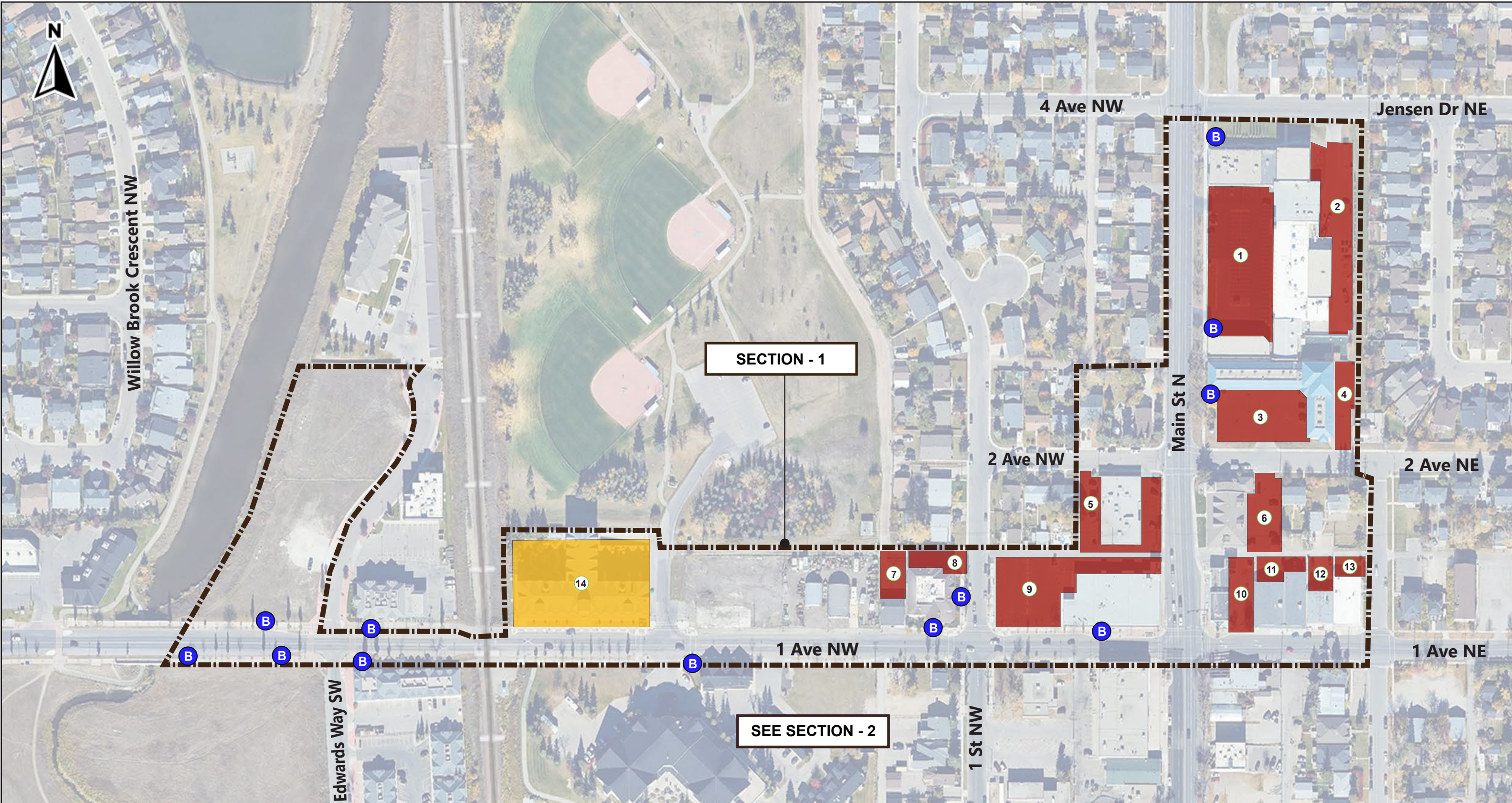




**DOWNTOWN AIRDRIE ON-STREET
 PARKING INVENTORY**
SECTION 3
FIGURE 3-3C

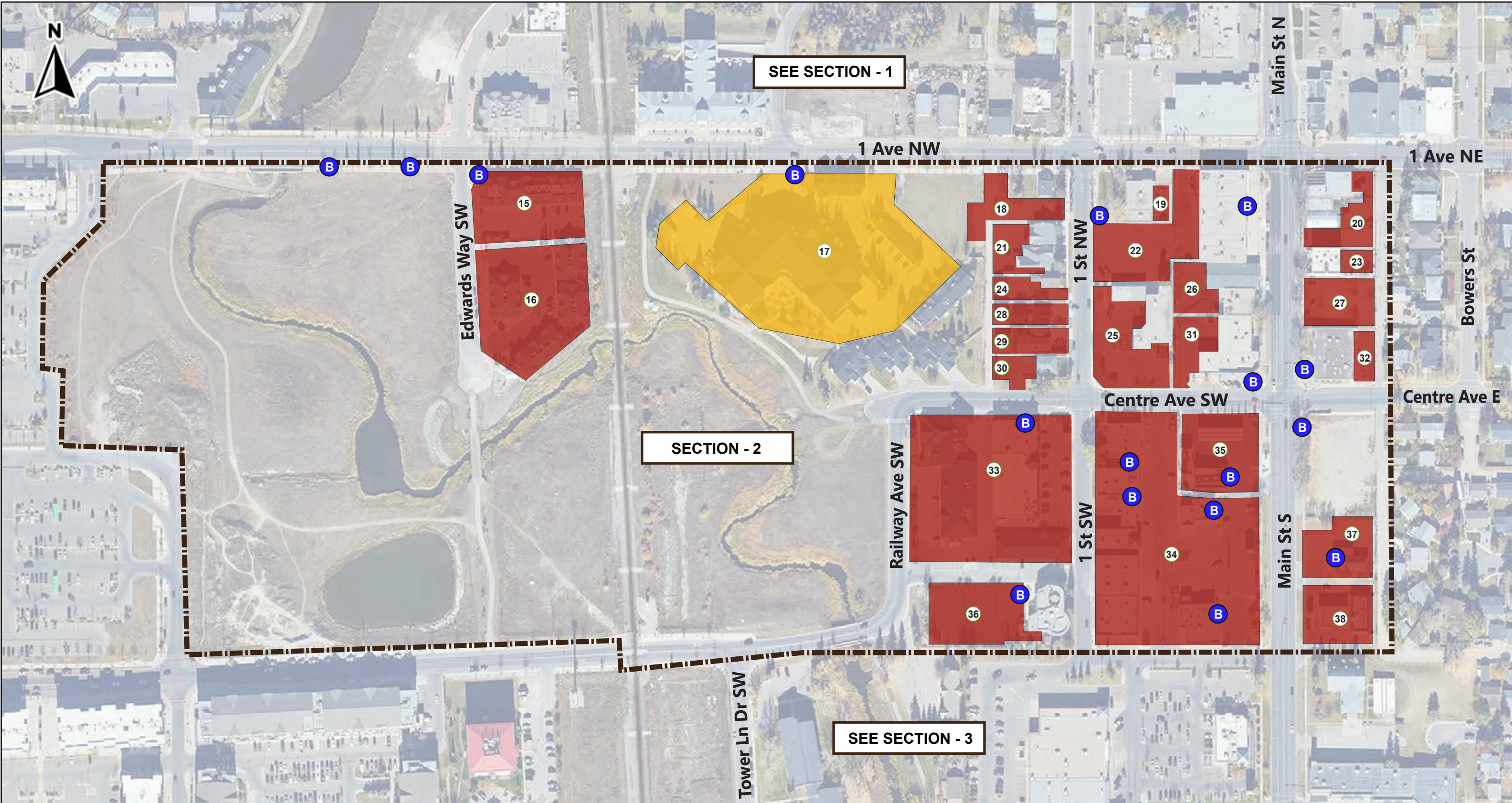
LEGEND

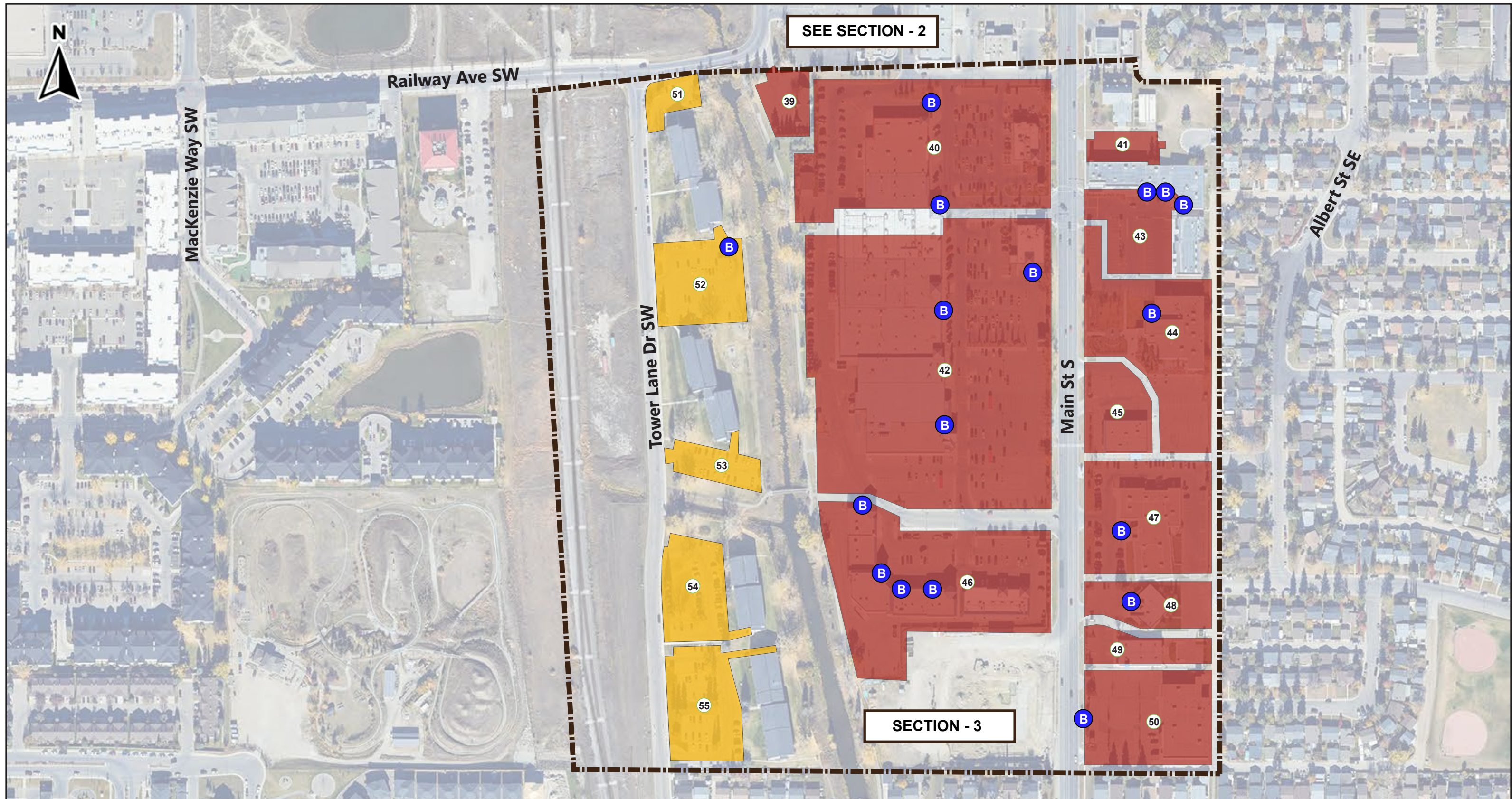
-  Study Area
-  Parking Zone Number
-  Parking Zone Capacity
-  No Stopping / No Parking
-  No Restrictions
-  Bus Stop / No Parking Zone



**DOWNTOWN AIRDRIE BICYCLE
PARKING INVENTORY**
SECTION 1
FIGURE 3-4A

- LEGEND**
- Study Area
 - Residential Use
 - Mixed-use or Non Residential Use
 - Parking Lot Number
 - Bicycle Parking





APPENDIX B:

DOWNTOWN PARKING USAGE

Downtown Airdrie Parking Study												
Table B-1: Off-Street Peak Hour Parking Demand Tuesday (8 AM - 1 PM)												
Section 1												
Time Period	Lot 1		Lot 2		Lot 3		Lot 4		Lot 5		Lot 6	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	22	22%	3	7%	16	32%	3	27%	4	16%	1	4%
9 AM - 10 AM	39	39%	8	19%	32	64%	9	82%	6	24%	7	29%
10 AM - 11 AM	58	59%	11	26%	41	82%	11	100%	11	44%	8	33%
11 AM - 12 PM	48	48%	12	29%	33	66%	10	91%	12	48%	6	25%
12 PM - 1 PM	48	48%	11	26%	24	48%	10	91%	15	60%	5	21%
Capacity	99		42		50		11		25		24	

Time Period	Lot 7		Lot 8		Lot 9		Lot 10		Lot 11		Lot 12	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	0	0%	5	83%	14	23%	0	0%	0	0%	0	0%
9 AM - 10 AM	0	0%	6	100%	41	67%	1	10%	1	14%	1	13%
10 AM - 11 AM	0	0%	6	100%	35	57%	1	10%	2	29%	2	25%
11 AM - 12 PM	1	11%	6	100%	31	51%	1	10%	2	29%	2	25%
12 PM - 1 PM	1	11%	5	83%	13	21%	1	10%	2	29%	4	50%
Capacity	9		6		61		10		7		8	

Time Period	Lot 13		Lot 14									
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)								
8 AM - 9 AM	3	60%	5	31%								
9 AM - 10 AM	5	100%	6	38%								
10 AM - 11 AM	5	100%	10	63%								
11 AM - 12 PM	5	100%	7	44%								
12 PM - 1 PM	2	40%	10	63%								
Capacity	5		16									

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-1: Off-Street Peak Hour Parking Demand Tuesday (8 AM - 1 PM)												
Section 2												
Time Period	Lot 15		Lot 16		Lot 17		Lot 18		Lot 19		Lot 20	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	5	14%	2	5%	31	48%	0	0%	4	57%	2	13%
9 AM - 10 AM	19	54%	9	21%	44	68%	8	26%	7	100%	5	33%
10 AM - 11 AM	19	54%	12	28%	37	57%	11	35%	7	100%	15	100%
11 AM - 12 PM	18	51%	15	35%	36	55%	12	39%	6	86%	8	53%
12 PM - 1 PM	15	43%	16	37%	31	48%	13	42%	5	71%	9	60%
Capacity	35		43		65		31		7		15	

Time Period	Lot 21		Lot 22		Lot 23		Lot 24		Lot 25		Lot 26	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	1	6%	33	54%	3	25%	2	25%	11	46%	1	7%
9 AM - 10 AM	1	6%	38	62%	9	75%	2	25%	12	50%	1	7%
10 AM - 11 AM	3	19%	42	69%	9	75%	2	25%	12	50%	3	21%
11 AM - 12 PM	5	31%	41	67%	8	67%	2	25%	14	58%	3	21%
12 PM - 1 PM	4	25%	36	59%	7	58%	2	25%	14	58%	6	43%
Capacity	16		61		12		8		24		14	

Time Period	Lot 27		Lot 28		Lot 29		Lot 30		Lot 31		Lot 32	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	1	8%	0	0%	0	0%	0	0%	9	64%	0	0%
9 AM - 10 AM	4	31%	1	25%	1	25%	1	14%	7	50%	2	20%
10 AM - 11 AM	8	62%	1	25%	2	50%	1	14%	11	79%	6	60%
11 AM - 12 PM	9	69%	1	25%	2	50%	1	14%	11	79%	5	50%
12 PM - 1 PM	10	77%	1	25%	2	50%	1	14%	8	57%	4	40%
Capacity	13		4		4		7		14		10	

Time Period	Lot 33		Lot 34		Lot 35		Lot 36		Lot 37		Lot 38	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	52	43%	36	22%	0	0%	45	64%	2	12%	2	100%
9 AM - 10 AM	68	56%	40	24%	0	0%	47	67%	7	41%	1	50%
10 AM - 11 AM	76	62%	53	32%	2	20%	54	77%	8	47%	1	50%
11 AM - 12 PM	70	57%	58	35%	1	10%	48	69%	7	41%	1	50%
12 PM - 1 PM	57	47%	58	35%	0	0%	32	46%	7	41%	1	50%
Capacity	122		164		10		70		17		2	

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-1: Off-Street Peak Hour Parking Demand Tuesday (8 AM - 1 PM)												
Section 3												
Time Period	Lot 39		Lot 40		Lot 41		Lot 42		Lot 43		Lot 44	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	16	80%	77	41%	10	32%	86	17%	6	8%	47	40%
9 AM - 10 AM	2	10%	97	52%	20	65%	173	34%	19	25%	88	75%
10 AM - 11 AM	1	5%	94	50%	21	68%	189	37%	52	68%	93	79%
11 AM - 12 PM	1	5%	91	48%	20	65%	222	43%	56	73%	96	82%
12 PM - 1 PM	1	5%	92	49%	19	61%	245	48%	38	49%	81	69%
Capacity	20		188		31		513		77		117	

Time Period	Lot 45		Lot 46		Lot 47		Lot 48		Lot 49		Lot 50	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	2	5%	25	16%	59	56%	18	45%	2	7%	15	18%
9 AM - 10 AM	13	34%	33	21%	70	66%	18	45%	8	27%	26	31%
10 AM - 11 AM	23	61%	47	31%	70	66%	21	53%	17	57%	29	35%
11 AM - 12 PM	22	58%	59	38%	71	67%	23	58%	14	47%	34	41%
12 PM - 1 PM	26	68%	64	42%	65	61%	23	58%	9	30%	52	63%
Capacity	38		154		106		40		30		83	

Time Period	Lot 51		Lot 52		Lot 53		Lot 54		Lot 55			
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)		
8 AM - 9 AM	12	60%	29	31%	15	33%	19	33%	30	32%		
9 AM - 10 AM	13	65%	26	28%	12	26%	18	31%	30	32%		
10 AM - 11 AM	13	65%	23	25%	12	26%	17	29%	30	32%		
11 AM - 12 PM	11	55%	24	26%	13	28%	16	28%	31	33%		
12 PM - 1 PM	11	55%	25	27%	11	24%	15	26%	29	31%		
Capacity	20		93		46		58		93			

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-2: Off-Street Peak Hour Parking Demand												
Thursday (1 PM - 5 PM)												
Section 1												
Time Period	Lot 1		Lot 2		Lot 3		Lot 4		Lot 5		Lot 6	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	41	41%	11	26%	43	86%	11	100%	13	52%	4	17%
2 PM - 3 PM	48	48%	14	33%	37	74%	11	100%	10	40%	8	33%
3 PM - 4 PM	55	56%	13	31%	33	66%	8	73%	6	24%	8	33%
4 PM - 5 PM	55	56%	13	31%	40	80%	9	82%	11	44%	10	42%
Capacity	99		42		50		11		25		24	

Time Period	Lot 7		Lot 8		Lot 9		Lot 10		Lot 11		Lot 12	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	1	11%	4	67%	21	34%	0	0%	3	43%	2	25%
2 PM - 3 PM	1	11%	6	100%	24	39%	0	0%	4	57%	2	25%
3 PM - 4 PM	1	11%	6	100%	22	36%	0	0%	3	43%	3	38%
4 PM - 5 PM	1	11%	3	50%	15	25%	0	0%	2	29%	3	38%
Capacity	9		6		61		10		7		8	

Time Period	Lot 13		Lot 14									
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)								
1 PM - 2 PM	3	60%	6	38%								
2 PM - 3 PM	4	80%	4	25%								
3 PM - 4 PM	3	60%	4	25%								
4 PM - 5 PM	2	40%	4	25%								
Capacity	5		16									

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-2: Off-Street Peak Hour Parking Demand Thursday (1 PM - 5 PM)												
Section 2												
Time Period	Lot 15		Lot 16		Lot 17		Lot 18		Lot 19		Lot 20	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	19	54%	17	40%	37	57%	15	48%	7	100%	9	60%
2 PM - 3 PM	21	60%	14	33%	36	55%	12	39%	7	100%	8	53%
3 PM - 4 PM	19	54%	19	44%	32	49%	10	32%	3	43%	7	47%
4 PM - 5 PM	18	51%	20	47%	29	45%	9	29%	4	57%	5	33%
Capacity	35		43		65		31		7		15	

Time Period	Lot 21		Lot 22		Lot 23		Lot 24		Lot 25		Lot 26	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	10	63%	59	97%	6	50%	3	38%	12	50%	6	43%
2 PM - 3 PM	10	63%	58	95%	8	67%	4	50%	12	50%	6	43%
3 PM - 4 PM	11	69%	46	75%	8	67%	4	50%	12	50%	3	21%
4 PM - 5 PM	12	75%	32	52%	5	42%	4	50%	13	54%	4	29%
Capacity	16		61		12		8		24		14	

Time Period	Lot 27		Lot 28		Lot 29		Lot 30		Lot 31		Lot 32	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	6	46%	1	25%	0	0%	1	14%	10	71%	5	50%
2 PM - 3 PM	6	46%	4	100%	0	0%	1	14%	10	71%	4	40%
3 PM - 4 PM	8	62%	3	75%	0	0%	1	14%	12	86%	7	70%
4 PM - 5 PM	5	38%	3	75%	0	0%	1	14%	7	50%	3	30%
Capacity	13		4		4		7		14		10	

Time Period	Lot 33		Lot 34		Lot 35		Lot 36		Lot 37		Lot 38	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	65	53%	55	34%	3	30%	47	67%	7	41%	1	50%
2 PM - 3 PM	69	57%	54	33%	5	50%	40	57%	6	35%	2	100%
3 PM - 4 PM	55	45%	50	30%	3	30%	43	61%	7	41%	2	100%
4 PM - 5 PM	45	37%	41	25%	2	20%	31	44%	2	12%	1	50%
Capacity	122		164		10		70		17		2	

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-2: Off-Street Peak Hour Parking Demand												
Thursday (1 PM - 5 PM)												
Section 3												
Time Period	Lot 39		Lot 40		Lot 41		Lot 42		Lot 43		Lot 44	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	5	25%	101	54%	23	74%	235	46%	64	83%	62	53%
2 PM - 3 PM	0	0%	108	57%	26	84%	193	38%	56	73%	67	57%
3 PM - 4 PM	0	0%	100	53%	23	74%	176	34%	49	64%	58	50%
4 PM - 5 PM	0	0%	98	52%	15	48%	203	40%	44	57%	52	44%
Capacity	20		188		31		513		77		117	

Time Period	Lot 45		Lot 46		Lot 47		Lot 48		Lot 49		Lot 50	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	8	21%	66	43%	68	64%	19	48%	12	40%	35	42%
2 PM - 3 PM	13	34%	50	32%	66	62%	22	55%	8	27%	38	46%
3 PM - 4 PM	10	26%	56	36%	64	60%	20	50%	12	40%	34	41%
4 PM - 5 PM	13	34%	55	36%	60	57%	8	20%	13	43%	31	37%
Capacity	38		154		106		40		30		83	

Time Period	Lot 51		Lot 52		Lot 53		Lot 54		Lot 55			
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)		
1 PM - 2 PM	7	35%	25	27%	9	20%	17	29%	25	27%		
2 PM - 3 PM	7	35%	22	24%	9	20%	17	29%	25	27%		
3 PM - 4 PM	8	40%	21	23%	12	26%	14	24%	27	29%		
4 PM - 5 PM	9	45%	21	23%	16	35%	19	33%	30	32%		
Capacity	20		93		46		58		93			

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study				
Table B-3: Off-Street Peak Hour Parking Demand Weekday (8 AM - 5 PM)				
Section	Lot	Capacity	Peak Parking Demand	Demand (%)
1	1	99	58	59%
	2	42	14	33%
	3	50	43	86%
	4	11	11	100%
	5	25	15	60%
	6	24	10	42%
	7	9	1	11%
	8	6	6	100%
	9	61	41	67%
	10	10	1	10%
	11	7	4	57%
	12	8	4	50%
	13	5	5	100%
	14	16	10	63%
2	15	35	21	60%
	16	43	20	47%
	17	65	44	68%
	18	31	15	48%
	19	7	7	100%
	20	15	15	100%
	21	16	12	75%
	22	61	59	97%
	23	12	9	75%
	24	8	4	50%
	25	24	14	58%
	26	14	6	43%
	27	13	10	77%
	28	4	4	100%
	29	4	2	50%
	30	7	1	14%
	31	14	12	86%
	32	10	7	70%
	33	122	76	62%
	34	164	58	35%
3	35	10	5	50%
	36	70	54	77%
	37	17	8	47%
	38	2	2	100%
	39	20	16	80%
	40	188	108	57%
	41	31	26	84%
	42	513	245	48%
	43	77	64	83%
	44	117	96	82%
	45	38	26	68%
	46	154	66	43%
	47	106	71	67%
	48	40	23	58%
	49	30	17	57%
	50	83	52	63%
	51	20	13	65%
	52	93	29	31%
	53	46	16	35%
	54	58	19	33%
	55	93	31	33%

Note: The weekday peak parking demand was obtained as the highest parking demand during Tuesday (8 AM - 1 PM) and Thursday (1 PM - 5 PM). Parking demand exceeding the theoretical capacity threshold of 85 percent have been highlighted.

Downtown Airdrie Parking Study												
Table B-4: On-Street Peak Hour Parking Demand Tuesday (8 AM - 1 PM)												
Section 1												
Time Period	Zone 1		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	6	86%	2	40%	0	0%	0	0%	4	80%	0	0%
9 AM - 10 AM	6	86%	4	80%	2	67%	2	67%	5	100%	2	50%
10 AM - 11 AM	7	100%	4	80%	2	67%	2	67%	5	100%	2	50%
11 AM - 12 PM	7	100%	4	80%	2	67%	3	100%	3	60%	1	25%
12 PM - 1 PM	7	100%	4	80%	2	67%	3	100%	3	60%	1	25%
Capacity	7		5		3		3		5		4	

Time Period	Zone 7		Zone 8		Zone 9		Zone 10		Zone 11		Zone 12	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	1	25%	0	0%	0	0%	0	0%	3	60%	5	100%
9 AM - 10 AM	1	25%	3	43%	1	33%	0	0%	5	100%	4	80%
10 AM - 11 AM	3	75%	4	57%	2	67%	2	50%	4	80%	3	60%
11 AM - 12 PM	3	75%	4	57%	0	0%	0	0%	5	100%	3	60%
12 PM - 1 PM	3	75%	5	71%	2	67%	3	75%	2	40%	1	20%
Capacity	4		7		3		4		5		5	

Time Period	Zone 13		Zone 14		Zone 15		Zone 16		Zone 17		Zone 18	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	0	0%	0	0%	0	0%	0	0%	0	0%	1	20%
9 AM - 10 AM	0	0%	0	0%	0	0%	0	0%	0	0%	3	60%
10 AM - 11 AM	2	33%	0	0%	0	0%	0	0%	0	0%	5	100%
11 AM - 12 PM	1	17%	0	0%	0	0%	0	0%	0	0%	5	100%
12 PM - 1 PM	2	33%	0	0%	2	40%	0	0%	0	0%	3	60%
Capacity	6		3		5		5		3		5	

Time Period	Zone 19		Zone 20		Zone 21		Zone 22		Zone 23			
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)		
8 AM - 9 AM	2	25%	0	0%	0	0%	0	0%	0	0%		
9 AM - 10 AM	3	38%	0	0%	0	0%	0	0%	0	0%		
10 AM - 11 AM	3	38%	0	0%	0	0%	0	0%	0	0%		
11 AM - 12 PM	2	25%	0	0%	0	0%	0	0%	0	0%		
12 PM - 1 PM	3	38%	0	0%	0	0%	0	0%	0	0%		
Capacity	8		4		4		6		6			

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-4: On-Street Peak Hour Parking Demand												
Tuesday (8 AM - 1 PM)												
Section 2												
Time Period	Zone 24		Zone 25		Zone 26		Zone 27		Zone 28		Zone 29	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	0	0%	2	40%	0	0%	0	0%	8	67%	1	33%
9 AM - 10 AM	4	67%	3	60%	0	0%	0	0%	12	100%	1	33%
10 AM - 11 AM	5	83%	4	80%	1	100%	0	0%	12	100%	3	100%
11 AM - 12 PM	3	50%	3	60%	1	100%	1	100%	8	67%	2	67%
12 PM - 1 PM	4	67%	4	80%	1	100%	1	100%	12	100%	1	33%
Capacity	6		5		1		1		12		3	

Time Period	Zone 30		Zone 31		Zone 32		Zone 33		Zone 34		Zone 35	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	0	0%	5	100%	2	67%	0	0%	1	100%	1	20%
9 AM - 10 AM	4	57%	5	100%	2	67%	0	0%	1	100%	5	100%
10 AM - 11 AM	4	57%	5	100%	2	67%	0	0%	1	100%	5	100%
11 AM - 12 PM	4	57%	5	100%	2	67%	2	50%	1	100%	5	100%
12 PM - 1 PM	6	86%	4	80%	1	33%	2	50%	1	100%	5	100%
Capacity	7		5		3		4		0		5	

Time Period	Zone 36		Zone 37		Zone 38		Zone 39		Zone 40		Zone 41	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	1	6%	1	20%	1	25%	8	100%	0	0%	2	100%
9 AM - 10 AM	8	50%	3	60%	4	100%	8	100%	0	0%	2	100%
10 AM - 11 AM	8	50%	4	80%	4	100%	8	100%	0	0%	2	100%
11 AM - 12 PM	10	63%	2	40%	2	50%	7	88%	0	0%	2	100%
12 PM - 1 PM	11	69%	2	40%	4	100%	8	100%	0	0%	2	100%
Capacity	16		5		4		8		3		2	

Time Period	Zone 42		Zone 43		Zone 44		Zone 45		Zone 46		Zone 47	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	3	100%	0	0%	0	0%	0	0%	3	50%	0	0%
9 AM - 10 AM	3	100%	1	20%	1	50%	3	75%	4	67%	0	0%
10 AM - 11 AM	3	100%	3	60%	1	50%	2	50%	4	67%	1	20%
11 AM - 12 PM	3	100%	3	60%	1	50%	2	50%	3	50%	1	20%
12 PM - 1 PM	2	67%	3	60%	2	100%	3	75%	4	67%	2	40%
Capacity	3		5		2		4		6		5	

Time Period	Zone 48		Zone 49		Zone 50		Zone 51		Zone 52		Zone 53	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	0	0%	2	100%	2	40%	0	0%	0	0%	5	22%
9 AM - 10 AM	0	0%	2	100%	4	80%	0	0%	0	0%	10	43%
10 AM - 11 AM	0	0%	2	100%	5	100%	0	0%	0	0%	9	39%
11 AM - 12 PM	0	0%	1	50%	2	40%	0	0%	0	0%	4	17%
12 PM - 1 PM	1	33%	2	100%	2	40%	0	0%	0	0%	1	4%
Capacity	3		2		5		1		10		23	

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-4: On-Street Peak Hour Parking Demand												
Tuesday (8 AM - 1 PM)												
Section 3												
Time Period	Zone 54		Zone 55		Zone 56		Zone 57		Zone 58		Zone 59	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
8 AM - 9 AM	0	0%	9	69%	5	38%	8	100%	8	100%	2	40%
9 AM - 10 AM	0	0%	7	54%	6	46%	8	100%	8	100%	2	40%
10 AM - 11 AM	0	0%	5	38%	5	38%	8	100%	8	100%	2	40%
11 AM - 12 PM	0	0%	5	38%	6	46%	8	100%	8	100%	2	40%
12 PM - 1 PM	0	0%	4	31%	5	38%	8	100%	8	100%	2	40%
Capacity	1		13		13		8		8		5	

Time Period	Zone 60		Zone 61									
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)								
8 AM - 9 AM	0	0%	16	25%								
9 AM - 10 AM	0	0%	16	25%								
10 AM - 11 AM	0	0%	16	25%								
11 AM - 12 PM	0	0%	16	25%								
12 PM - 1 PM	0	0%	17	27%								
Capacity	1		64									

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-5: On-Street Peak Hour Parking Demand												
Thursday (1 PM - 5 PM)												
Section 1												
Time Period	Zone 1		Zone 2		Zone 3		Zone 4		Zone 5		Zone 6	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	7	100%	4	80%	3	100%	3	100%	3	60%	0	0%
2 PM - 3 PM	7	100%	5	100%	3	100%	3	100%	3	60%	0	0%
3 PM - 4 PM	6	86%	4	80%	3	100%	1	33%	2	40%	0	0%
4 PM - 5 PM	6	86%	3	60%	3	100%	1	33%	4	80%	0	0%
Capacity	7		5		3		3		5		4	

Time Period	Zone 7		Zone 8		Zone 9		Zone 10		Zone 11		Zone 12	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	1	25%	2	29%	2	67%	2	50%	0	0%	0	0%
2 PM - 3 PM	1	25%	4	57%	1	33%	1	25%	3	60%	3	60%
3 PM - 4 PM	1	25%	4	57%	2	67%	4	100%	0	0%	2	40%
4 PM - 5 PM	3	75%	3	43%	1	33%	2	50%	0	0%	0	0%
Capacity	4		7		3		4		5		5	

Time Period	Zone 13		Zone 14		Zone 15		Zone 16		Zone 17		Zone 18	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	1	17%	0	0%	0	0%	0	0%	0	0%	5	100%
2 PM - 3 PM	1	17%	0	0%	0	0%	1	20%	0	0%	2	40%
3 PM - 4 PM	2	33%	0	0%	0	0%	0	0%	0	0%	1	20%
4 PM - 5 PM	1	17%	0	0%	0	0%	0	0%	0	0%	3	60%
Capacity	6		3		5		5		3		5	

Time Period	Zone 19		Zone 20		Zone 21		Zone 22		Zone 23			
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)		
1 PM - 2 PM	1	13%	1	25%	0	0%	0	0%	0	0%		
2 PM - 3 PM	0	0%	0	0%	0	0%	0	0%	1	17%		
3 PM - 4 PM	1	13%	2	50%	0	0%	0	0%	0	0%		
4 PM - 5 PM	0	0%	3	75%	0	0%	1	17%	0	0%		
Capacity	8		4		4		6		6			

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study												
Table B-5: On-Street Peak Hour Parking Demand Thursday (1 PM - 5 PM)												
Section 2												
Time Period	Zone 24		Zone 25		Zone 26		Zone 27		Zone 28		Zone 29	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	4	67%	4	80%	0	0%	1	100%	11	92%	2	67%
2 PM - 3 PM	5	83%	5	100%	1	100%	1	100%	12	100%	2	67%
3 PM - 4 PM	5	83%	4	80%	0	0%	0	0%	11	92%	1	33%
4 PM - 5 PM	3	50%	1	20%	0	0%	0	0%	5	42%	0	0%
Capacity	6		5		1		1		12		3	

Time Period	Zone 30		Zone 31		Zone 32		Zone 33		Zone 34		Zone 35	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	6	86%	4	80%	3	100%	3	75%	1	100%	5	100%
2 PM - 3 PM	5	71%	4	80%	3	100%	2	50%	1	100%	4	80%
3 PM - 4 PM	5	71%	3	60%	3	100%	4	100%	1	100%	4	80%
4 PM - 5 PM	4	57%	3	60%	2	67%	4	100%	1	100%	5	100%
Capacity	7		5		3		4		0		5	

Time Period	Zone 36		Zone 37		Zone 38		Zone 39		Zone 40		Zone 41	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	11	69%	3	60%	3	75%	4	50%	0	0%	1	50%
2 PM - 3 PM	14	88%	1	20%	4	100%	5	63%	0	0%	1	50%
3 PM - 4 PM	14	88%	4	80%	2	50%	5	63%	0	0%	1	50%
4 PM - 5 PM	14	88%	3	60%	2	50%	4	50%	0	0%	0	0%
Capacity	16		5		4		8		3		2	

Time Period	Zone 42		Zone 43		Zone 44		Zone 45		Zone 46		Zone 47	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	3	100%	1	20%	1	50%	4	100%	6	100%	2	40%
2 PM - 3 PM	3	100%	3	60%	2	100%	2	50%	6	100%	1	20%
3 PM - 4 PM	3	100%	3	60%	2	100%	2	50%	5	83%	2	40%
4 PM - 5 PM	1	33%	1	20%	2	100%	2	50%	1	17%	2	40%
Capacity	3		5		2		4		6		5	

Time Period	Zone 48		Zone 49		Zone 50		Zone 51		Zone 52		Zone 53	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	0	0%	1	50%	2	40%	0	0%	0	0%	3	13%
2 PM - 3 PM	2	67%	1	50%	3	60%	0	0%	0	0%	0	0%
3 PM - 4 PM	0	0%	1	50%	1	20%	0	0%	0	0%	1	4%
4 PM - 5 PM	0	0%	0	0%	2	40%	0	0%	0	0%	0	0%
Capacity	3		2		5		1		10		23	

Note: Peak hour parking demand has been highlighted.

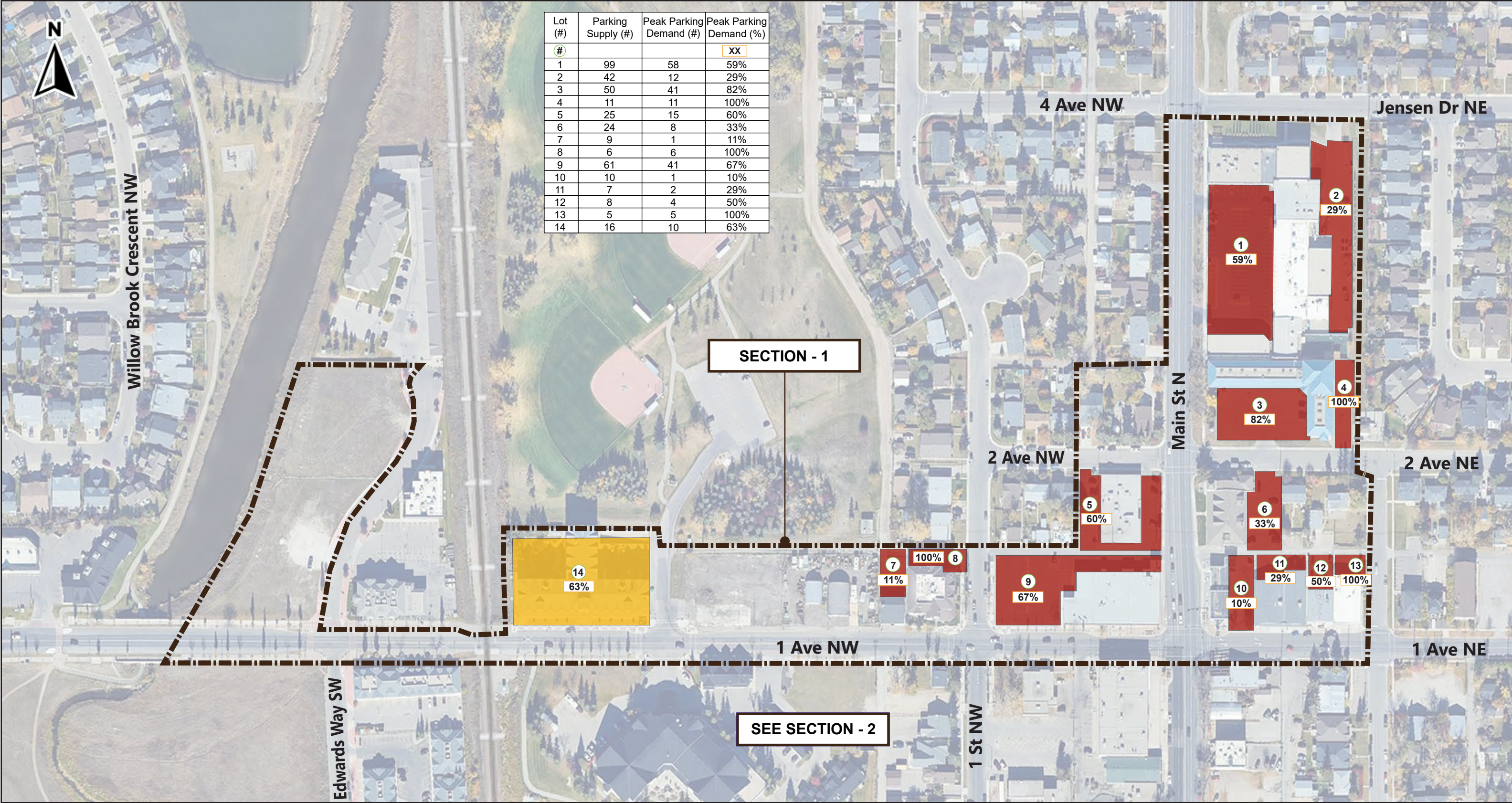
Downtown Airdrie Parking Study												
Table B-5: On-Street Peak Hour Parking Demand												
Thursday (1 PM - 5 PM)												
Section 3												
Time Period	Zone 54		Zone 55		Zone 56		Zone 57		Zone 58		Zone 59	
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)
1 PM - 2 PM	0	0%	7	54%	5	38%	7	88%	7	88%	0	0%
2 PM - 3 PM	0	0%	6	46%	5	38%	7	88%	7	88%	0	0%
3 PM - 4 PM	0	0%	5	38%	6	46%	1	13%	7	88%	0	0%
4 PM - 5 PM	0	0%	4	31%	5	38%	0	0%	0	0%	0	0%
Capacity	1		13		13		8		8		5	

Time Period	Zone 60		Zone 61									
	Number of Vehicles Parked	Demand (%)	Number of Vehicles Parked	Demand (%)								
1 PM - 2 PM	0	0%	15	23%								
2 PM - 3 PM	0	0%	13	20%								
3 PM - 4 PM	0	0%	11	17%								
4 PM - 5 PM	0	0%	7	11%								
Capacity	1		64									

Note: Peak hour parking demand has been highlighted.

Downtown Airdrie Parking Study				
Table B-6: On-Street Peak Hour Parking Demand Weekday (8 AM - 5 PM)				
Section	Zone	Capacity	Peak Parking Demand	Demand (%)
1	1	7	7	100%
	2	5	5	100%
	3	3	3	100%
	4	3	3	100%
	5	5	5	100%
	6	4	2	50%
	7	4	3	75%
	8	7	5	71%
	9	3	2	67%
	10	4	4	100%
	11	5	5	100%
	12	5	5	100%
	13	6	2	33%
	14	3	0	0%
	15	5	2	40%
	16	5	1	20%
	17	3	0	0%
	18	5	5	100%
	19	8	3	38%
	20	4	3	75%
	21	4	0	0%
	22	6	1	17%
	23	6	1	17%
Section 2	24	6	5	83%
	25	5	5	100%
	26	1	1	100%
	27	1	1	100%
	28	12	12	100%
	29	3	3	100%
	30	7	6	86%
	31	5	5	100%
	32	3	3	100%
	33	4	4	100%
	34	0	1	100%
	35	5	5	100%
	36	16	14	88%
	37	5	4	80%
	38	4	4	100%
	39	8	8	100%
	40	3	0	0%
	41	2	2	100%
	42	3	3	100%
	43	5	3	60%
	44	2	2	100%
	45	4	4	100%
	46	6	6	100%
	47	5	2	40%
	48	3	2	67%
	49	2	2	100%
	50	5	5	100%
Section 3	51	1	0	0%
	52	10	0	0%
	53	23	10	43%
	54	1	0	0%
	55	13	9	69%
	56	13	6	46%
	57	8	8	100%
	58	8	8	100%
	59	5	2	40%
	60	1	0	0%
	61	64	17	27%

Note: The weekday peak parking demand was obtained as the highest parking demand during Tuesday (08:00-13:00) and Thursday (13:00-17:00). Parking demand exceeding the theoretical capacity threshold of 85 percent have been highlighted.



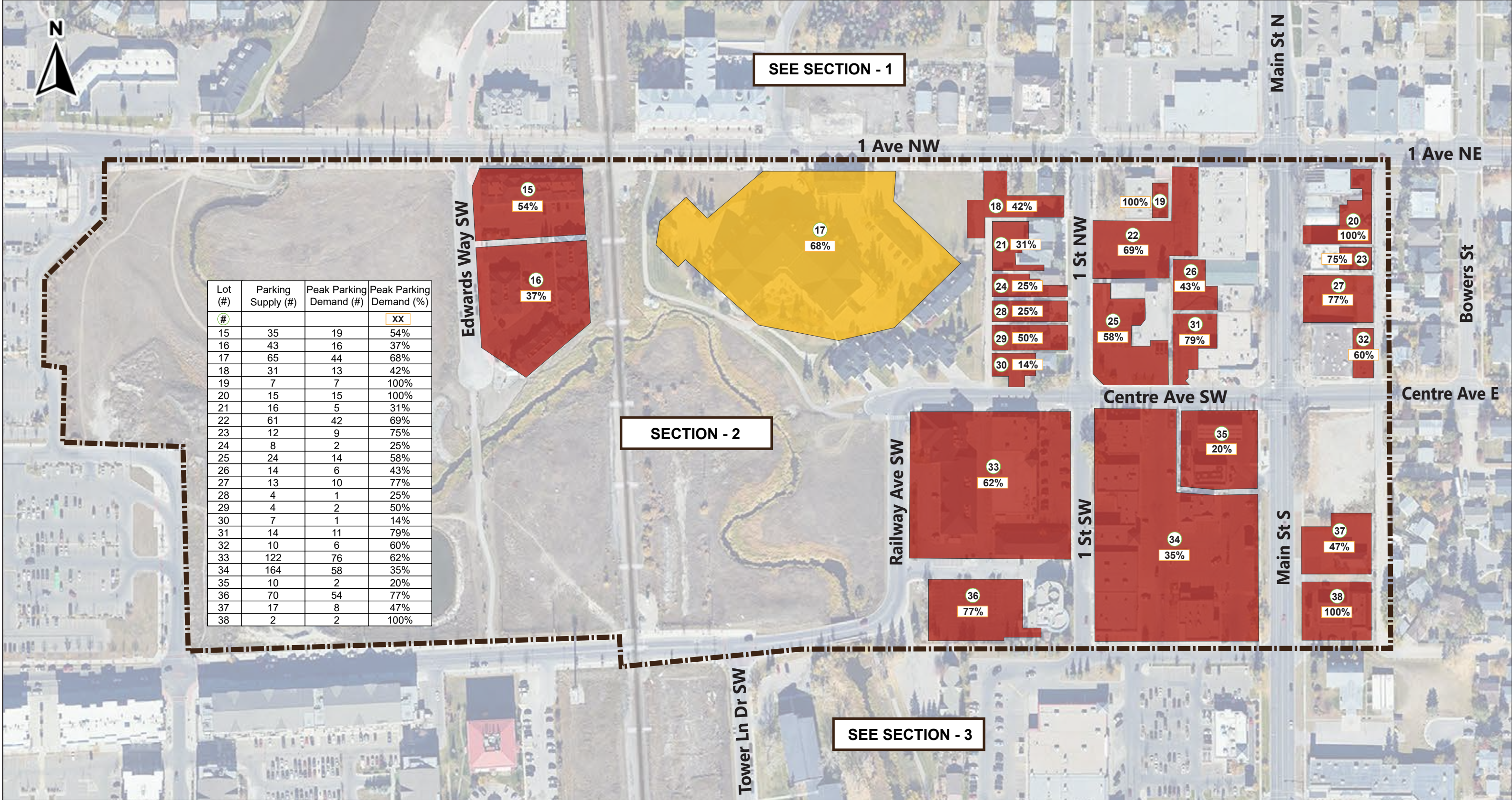
**OFF-STREET PEAK HOUR PARKING DEMAND:
TUESDAY (8 AM - 1 PM)**

SECTION 1

FIGURE B-1A

LEGEND

- Study Area
- Residential Use
- Mixed-use or Non Residential Use



**OFF-STREET PEAK HOUR PARKING DEMAND:
TUESDAY (8 AM - 1 PM)**

SECTION 2
FIGURE B-1B

- LEGEND**
- Study Area
 - Residential Use
 - Mixed-use or Non Residential Use

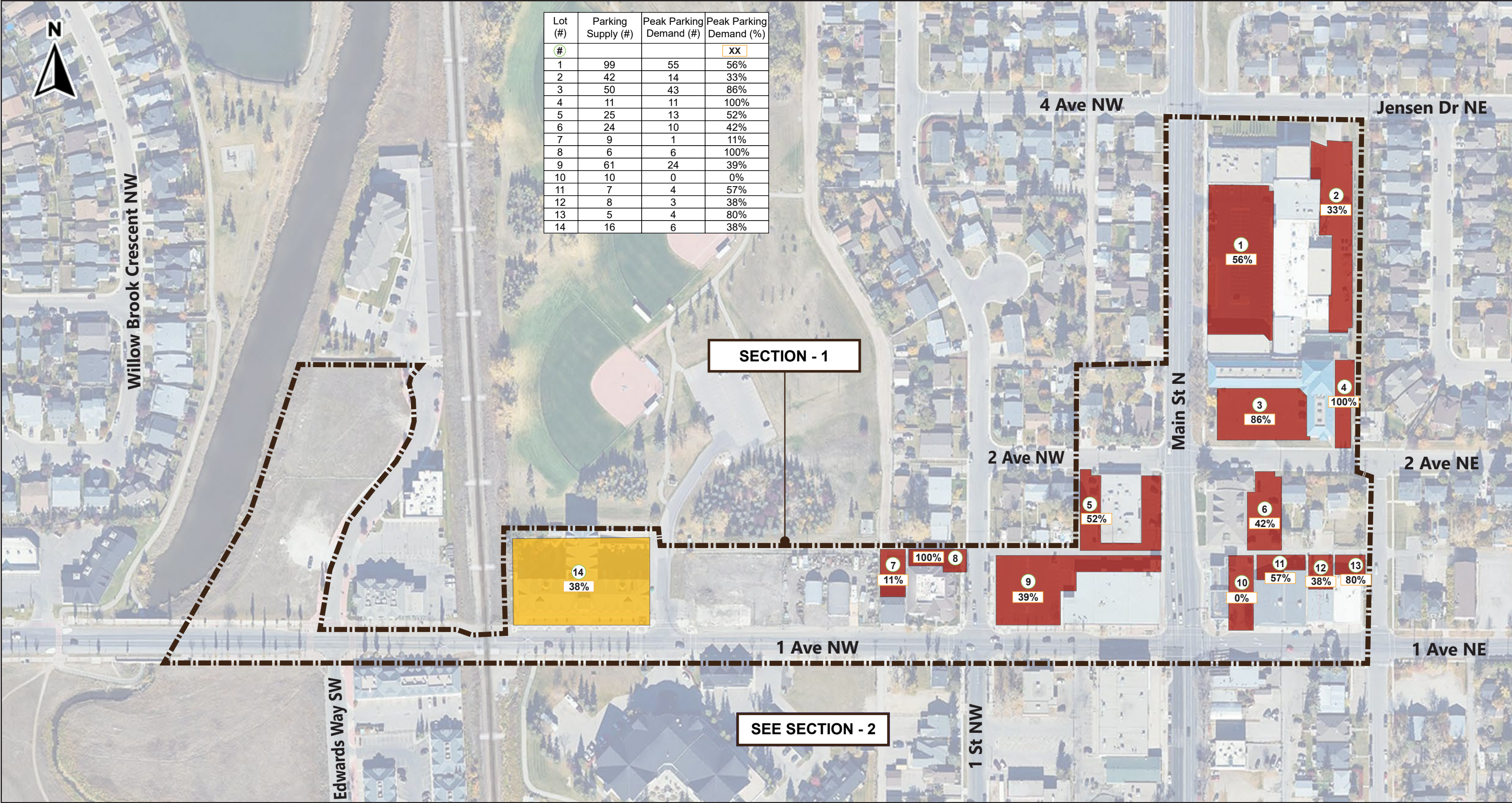


Lot (#)	Parking Supply (#)	Peak Parking Demand (#)	Peak Parking Demand (%)
#			XX
39	20	16	80%
40	188	97	52%
41	31	21	68%
42	513	245	48%
43	77	56	73%
44	117	96	82%
45	38	26	68%
46	154	64	42%
47	106	71	67%
48	40	23	58%
49	30	17	57%
50	83	52	63%
51	20	13	65%
52	93	29	31%
53	46	15	33%
54	58	19	33%
55	93	31	33%

OFF-STREET PEAK HOUR PARKING DEMAND:
TUESDAY (8 AM - 1 PM)

SECTION 3
FIGURE B-1C

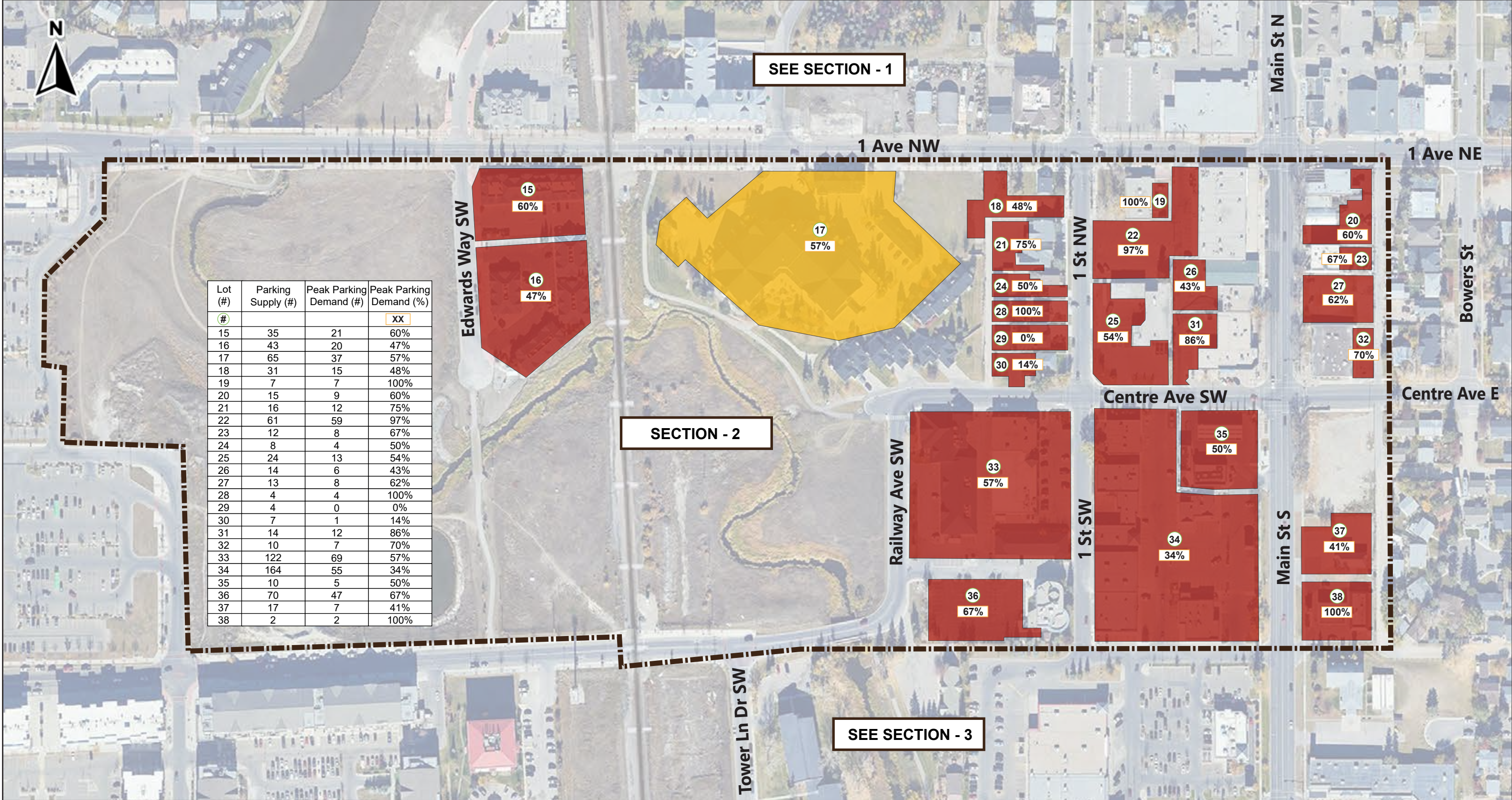
- LEGEND
-  Study Area
 -  Residential Use
 -  Mixed-use or Non Residential Use



**OFF-STREET PEAK HOUR PARKING DEMAND:
THURSDAY (1 PM - 5 PM)**

**SECTION 1
FIGURE B-2A**

- LEGEND**
- Study Area
 - Residential Use
 - Mixed-use or Non Residential Use



Lot (#)	Parking Supply (#)	Peak Parking Demand (#)	Peak Parking Demand (%)
#			XX
15	35	21	60%
16	43	20	47%
17	65	37	57%
18	31	15	48%
19	7	7	100%
20	15	9	60%
21	16	12	75%
22	61	59	97%
23	12	8	67%
24	8	4	50%
25	24	13	54%
26	14	6	43%
27	13	8	62%
28	4	4	100%
29	4	0	0%
30	7	1	14%
31	14	12	86%
32	10	7	70%
33	122	69	57%
34	164	55	34%
35	10	5	50%
36	70	47	67%
37	17	7	41%
38	2	2	100%

OFF-STREET PEAK HOUR PARKING DEMAND:
THURSDAY (1 PM - 5 PM)

SECTION 2
FIGURE B-2B

- LEGEND
- Study Area

Residential Use

Mixed-use or Non Residential Use

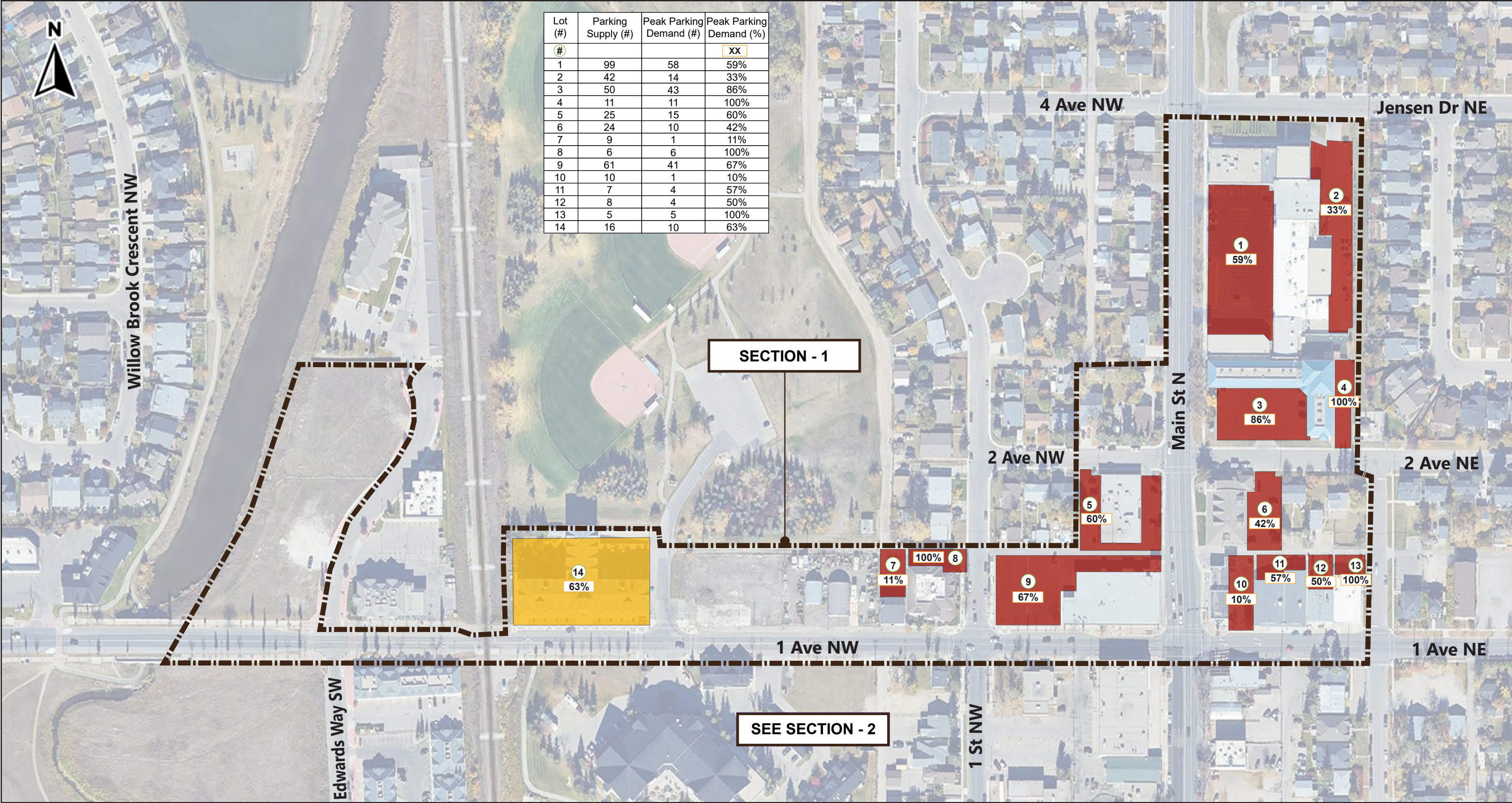


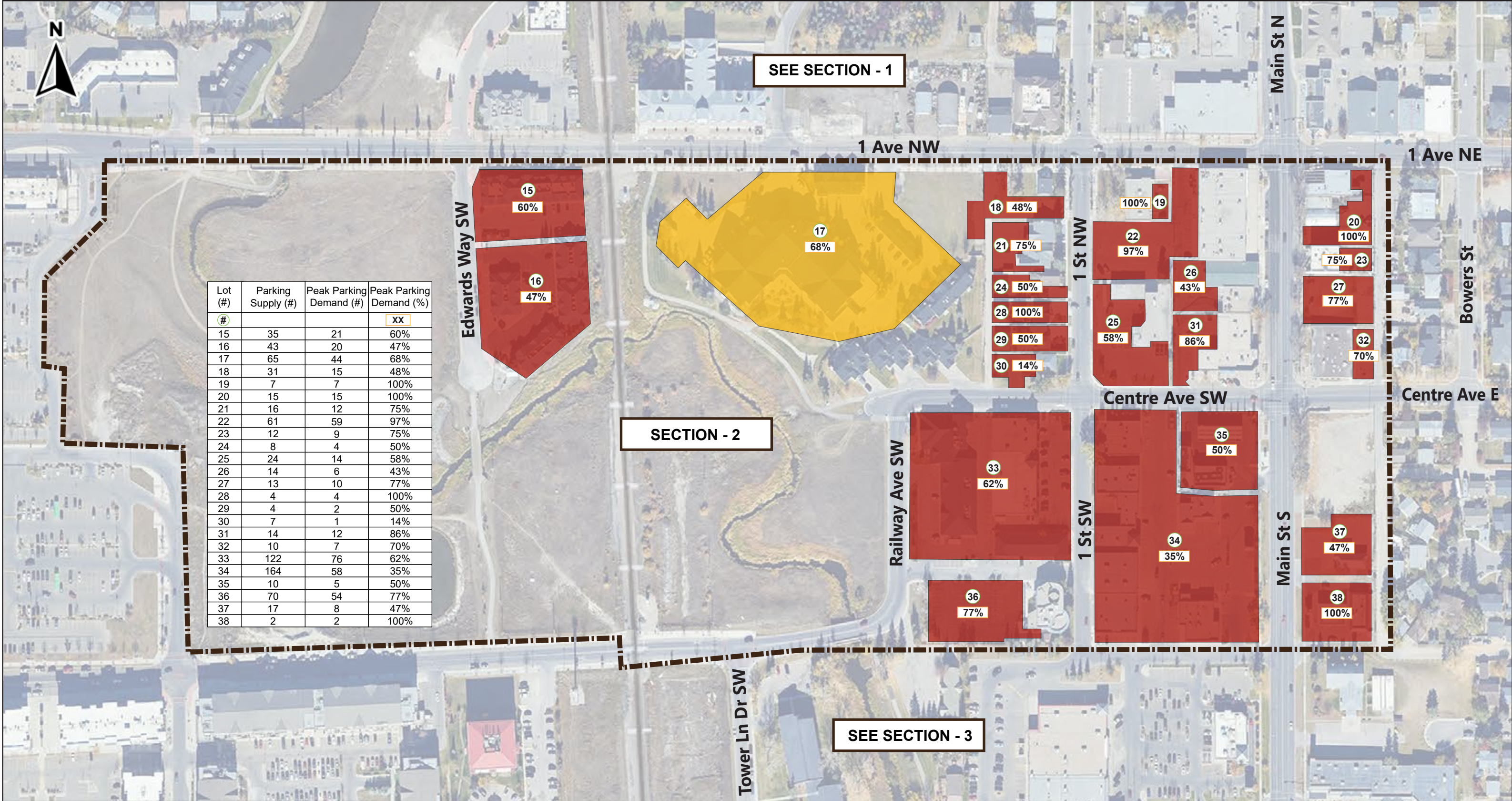
Lot (#)	Parking Supply (#)	Peak Parking Demand (#)	Peak Parking Demand (%)
#			XX
39	20	5	25%
40	188	108	57%
41	31	26	84%
42	513	235	46%
43	77	64	83%
44	117	67	57%
45	38	13	34%
46	154	66	43%
47	106	68	64%
48	40	22	55%
49	30	13	43%
50	83	38	46%
51	20	9	45%
52	93	25	27%
53	46	16	35%
54	58	19	33%
55	93	30	32%

OFF-STREET PEAK HOUR PARKING DEMAND:
THURSDAY (1 PM - 5 PM)

SECTION 3
FIGURE B-2C

- LEGEND
- Study Area
 - Residential Use
 - Mixed-use or Non Residential Use





**OFF-STREET PEAK HOUR PARKING DEMAND:
WEEKDAY (8 AM - 5 PM)**

**SECTION 2
FIGURE B-3B**

- LEGEND**
- Study Area
 - Residential Use
 - Mixed-use or Non Residential Use



Lot (#)	Parking Supply (#)	Peak Parking Demand (#)	Peak Parking Demand (%)
#			XX
39	20	16	80%
40	188	108	57%
41	31	26	84%
42	513	245	48%
43	77	64	83%
44	117	96	82%
45	38	26	68%
46	154	66	43%
47	106	71	67%
48	40	23	58%
49	30	17	57%
50	83	52	63%
51	20	13	65%
52	93	29	31%
53	46	16	35%
54	58	19	33%
55	93	31	33%

OFF-STREET PEAK HOUR PARKING DEMAND:
WEEKDAY (8 AM - 5 PM)

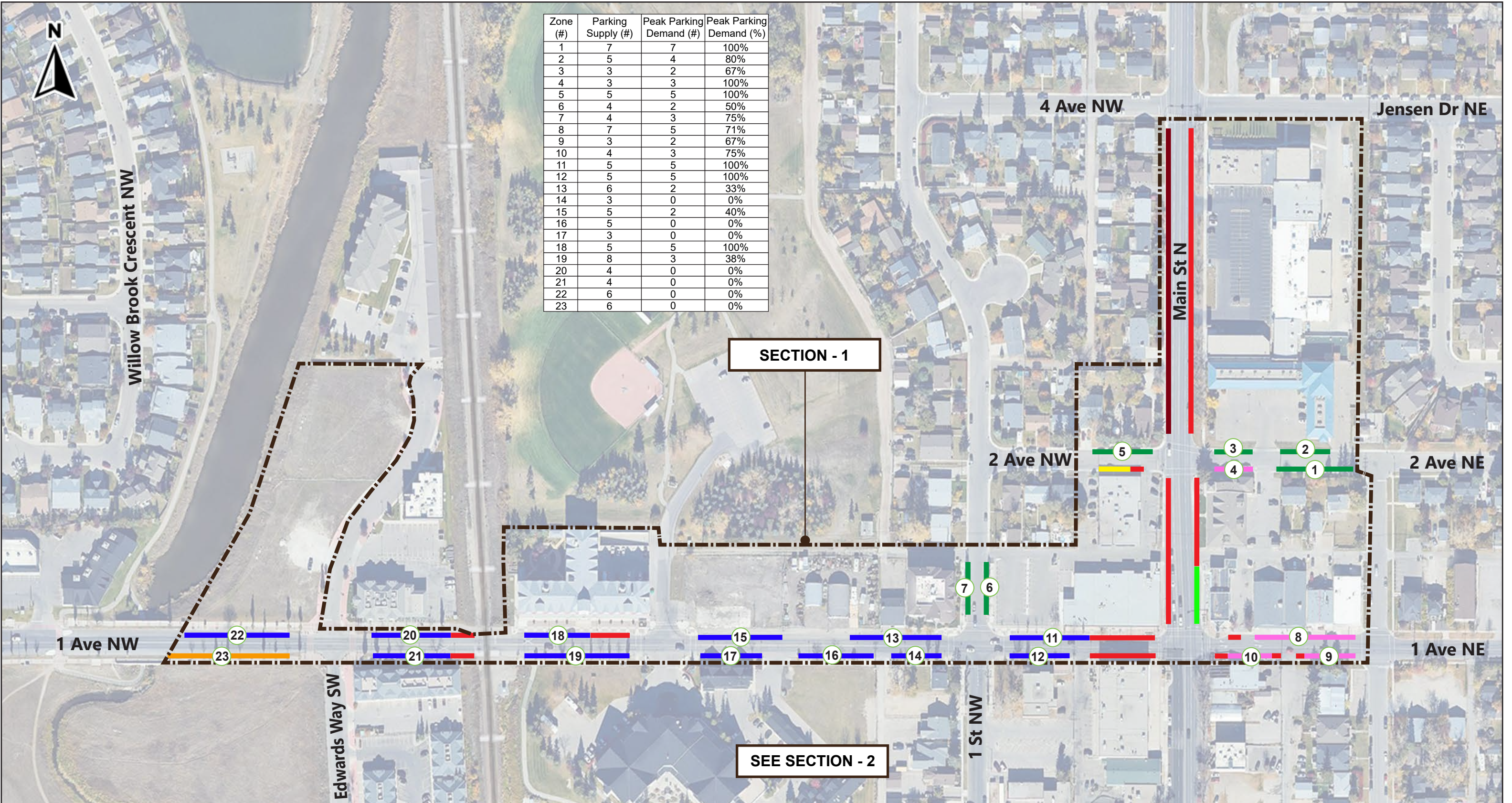
SECTION 3
FIGURE B-3C

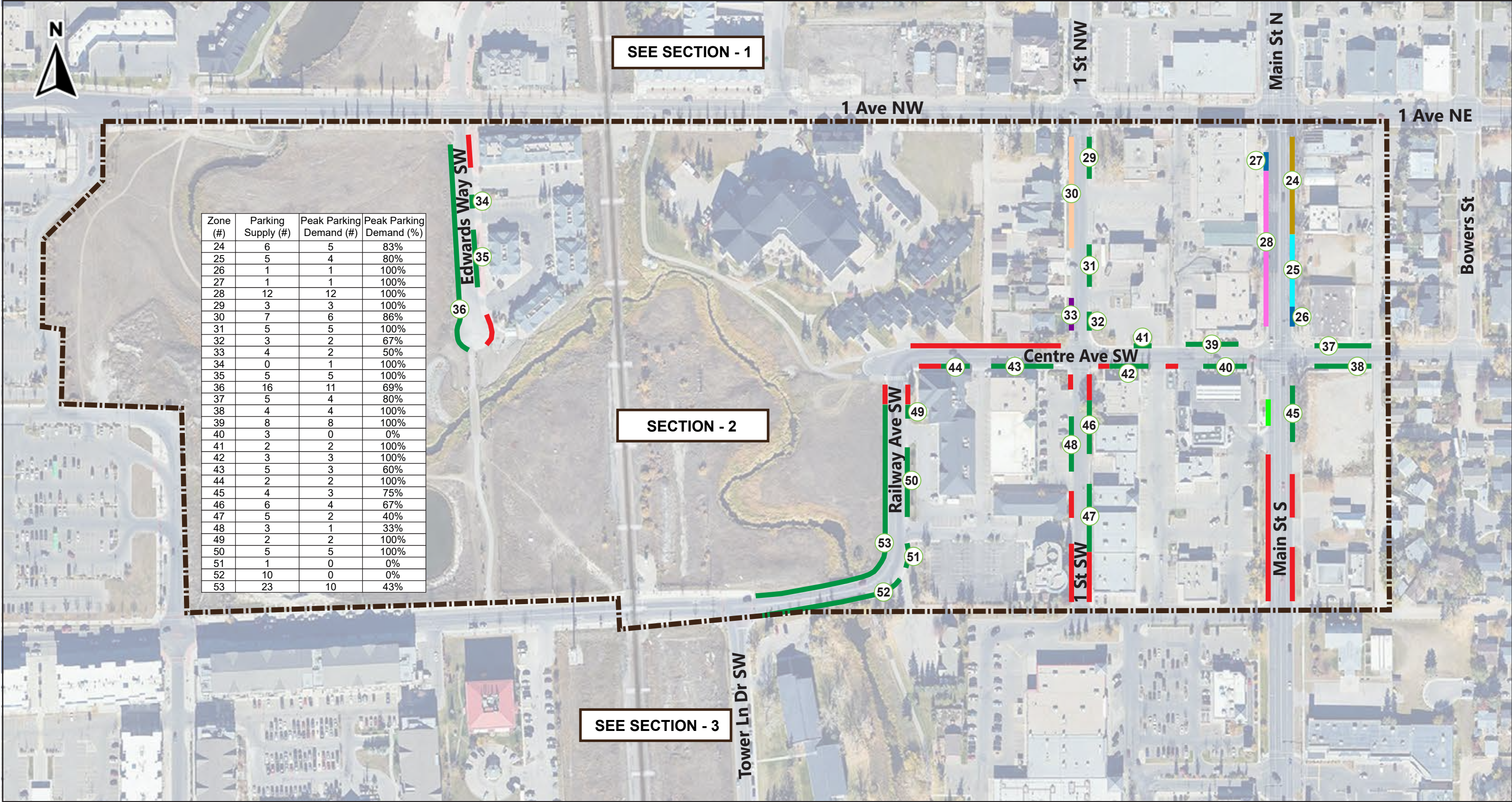
LEGEND

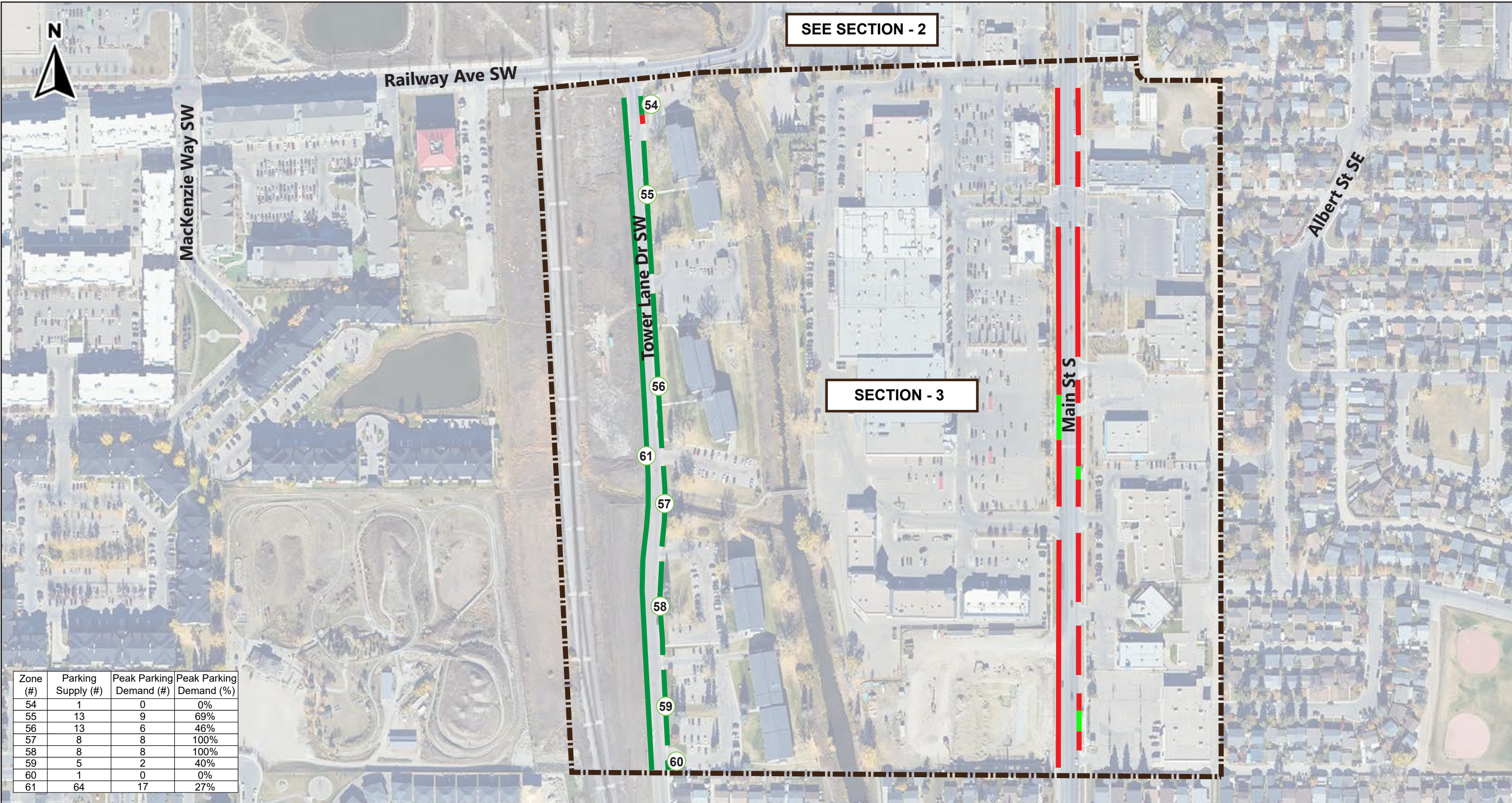
Study Area

Residential Use

Mixed-use or Non Residential Use

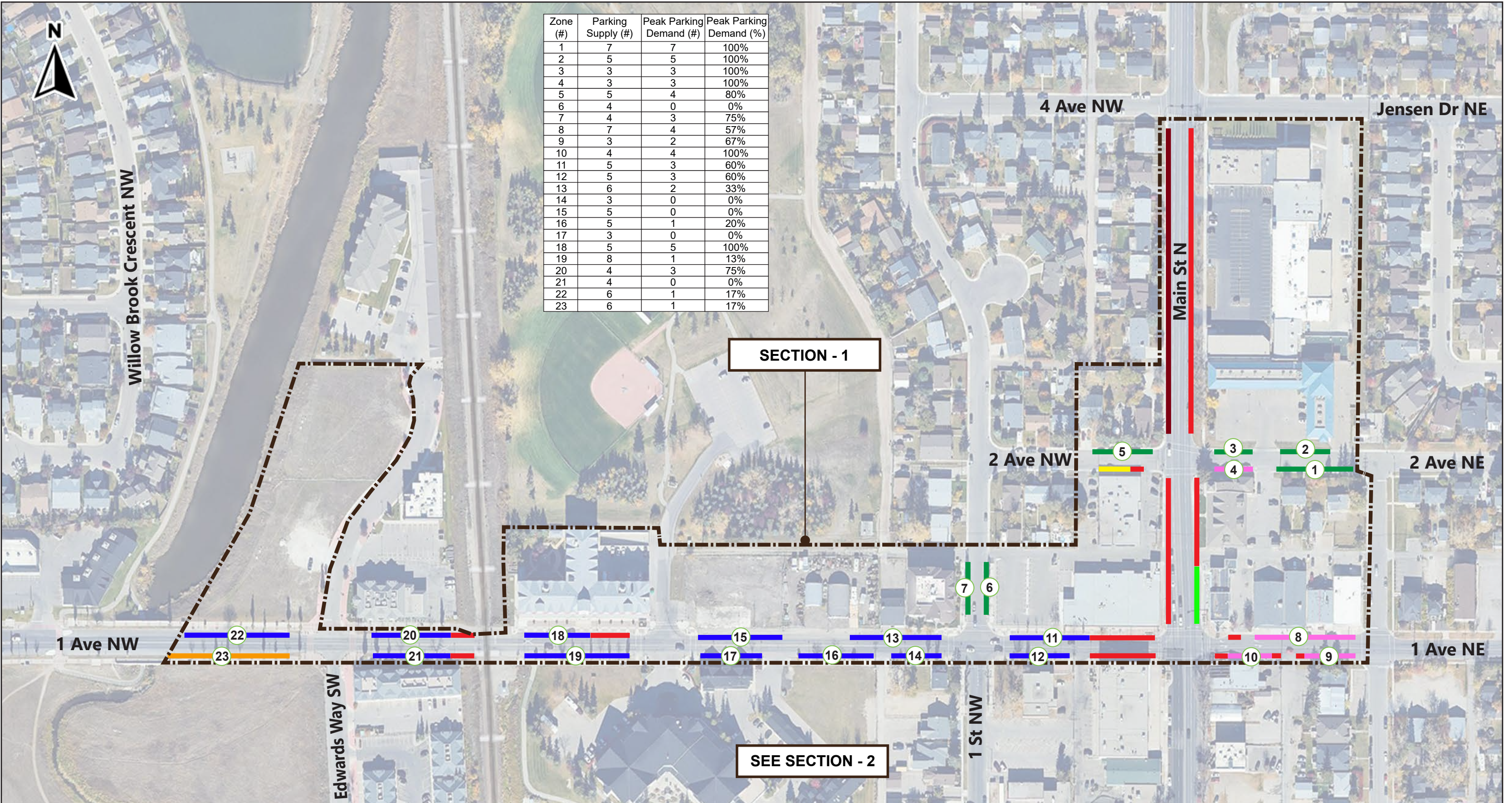






LEGEND

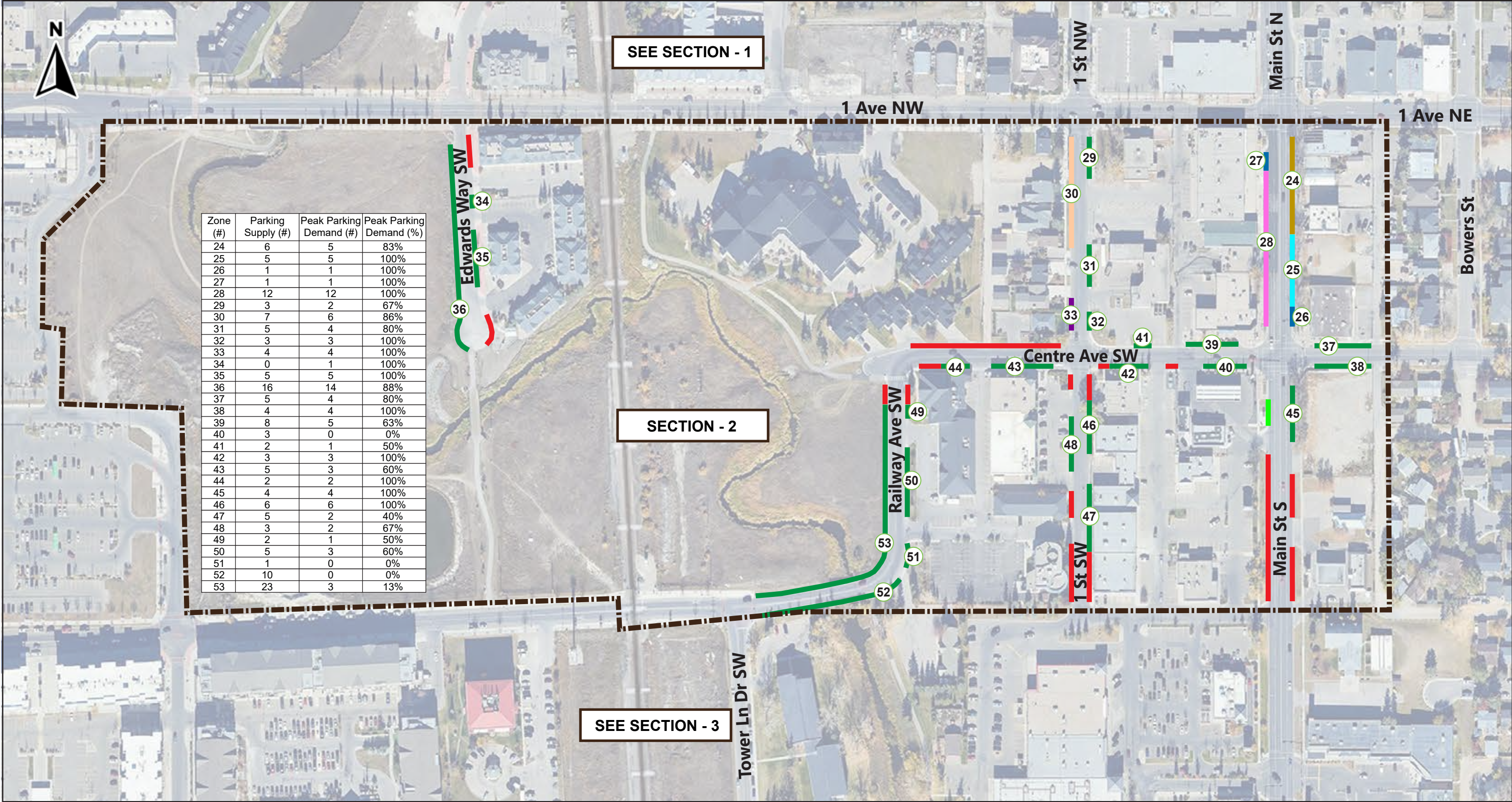
-  Study Area
-  Parking Zone Number
-  No Stopping / No Parking
-  No Restrictions
-  Bus Stop / No Parking Zone



Zone (#)	Parking Supply (#)	Peak Parking Demand (#)	Peak Parking Demand (%)
1	7	7	100%
2	5	5	100%
3	3	3	100%
4	3	3	100%
5	5	4	80%
6	4	0	0%
7	4	3	75%
8	7	4	57%
9	3	2	67%
10	4	4	100%
11	5	3	60%
12	5	3	60%
13	6	2	33%
14	3	0	0%
15	5	0	0%
16	5	1	20%
17	3	0	0%
18	5	5	100%
19	8	1	13%
20	4	3	75%
21	4	0	0%
22	6	1	17%
23	6	1	17%

SECTION - 1

SEE SECTION - 2



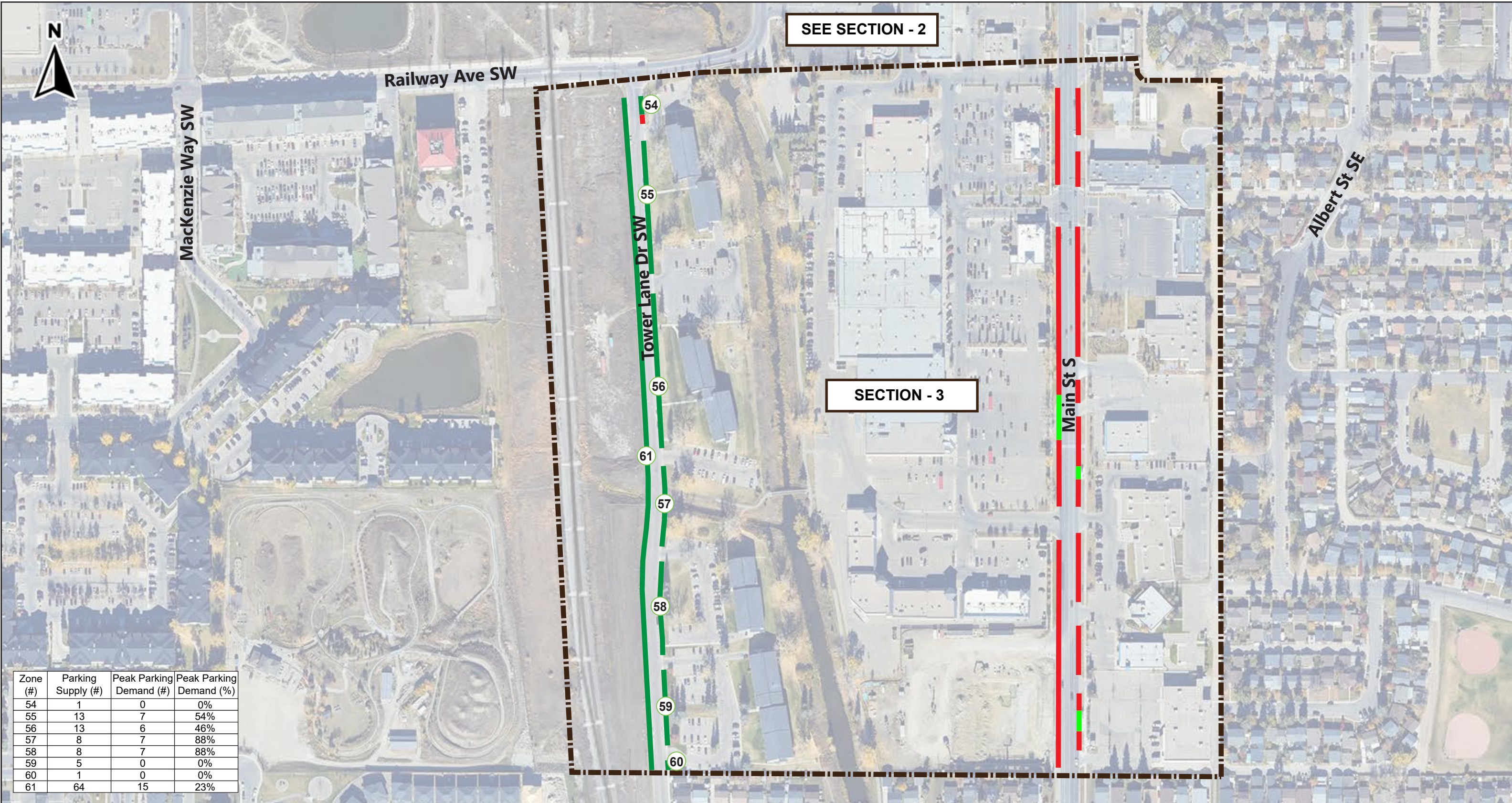
**ON-STREET PEAK HOUR PARKING
DEMAND: THURSDAY (1 PM - 5 PM)**

SECTION 2
FIGURE B-5B

LEGEND

- Study Area
- Parking Zone Number
- No Stopping / No Parking
- No Restrictions
- Bus Stop / No Parking Zone
- Accessible Parking

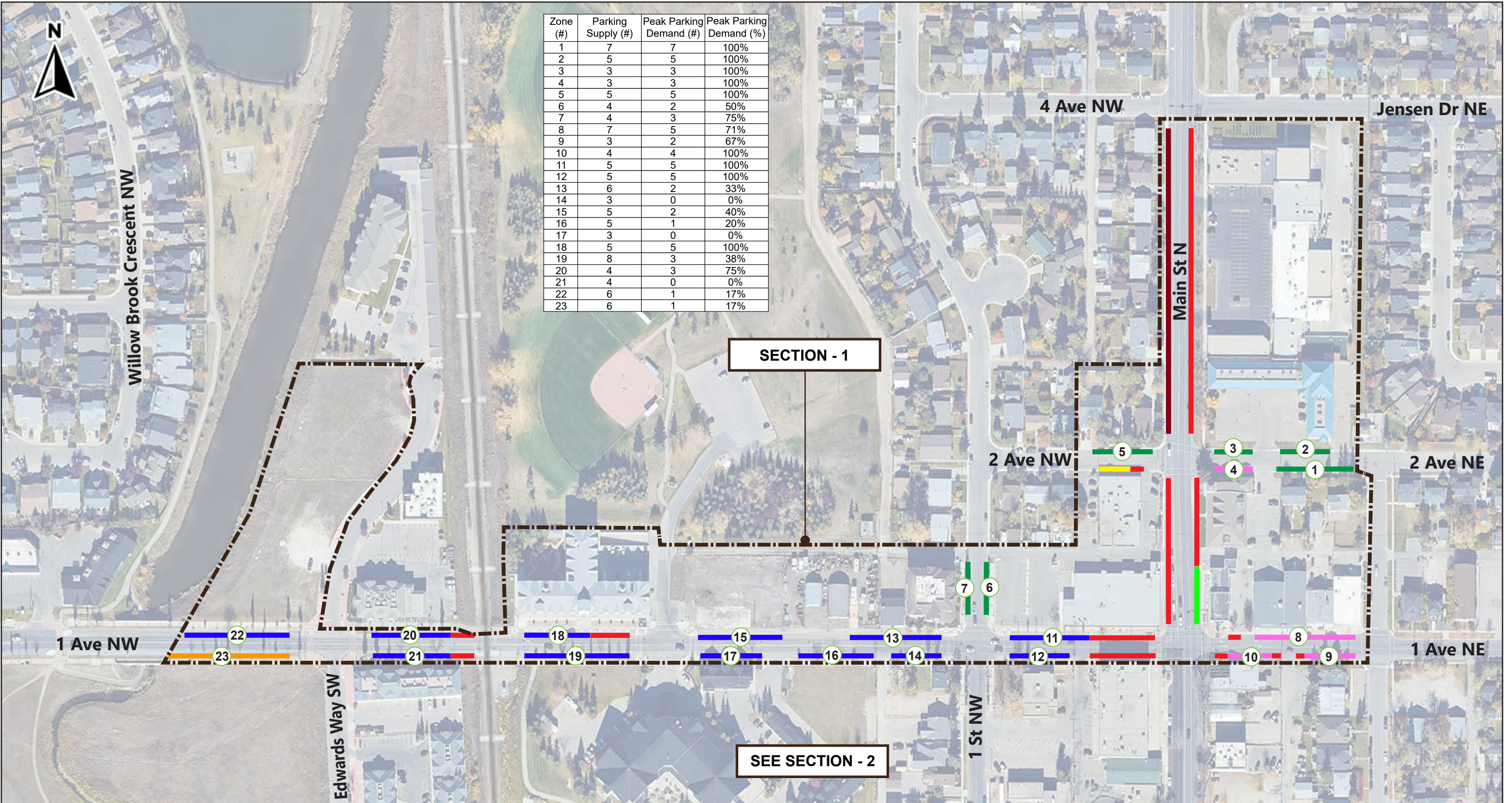
- 2hr Parking (8 AM - 5 PM Monday to Friday)
- 1hr Parking (9 AM - 6 PM Monday to Saturday)
- 1hr Parking (8 AM - 5 PM Monday to Friday)
- 1hr Parking (9 AM - 6 PM Saturday)
- 1hr Parking (9 AM - 9 PM Monday to Friday, 9 AM - 6 PM Saturday)



Zone (#)	Parking Supply (#)	Peak Parking Demand (#)	Peak Parking Demand (%)
54	1	0	0%
55	13	7	54%
56	13	6	46%
57	8	7	88%
58	8	7	88%
59	5	0	0%
60	1	0	0%
61	64	15	23%

LEGEND

-  Study Area
-  Parking Zone Number
-  No Stopping / No Parking
-  No Restrictions
-  Bus Stop / No Parking Zone



Zone (#)	Parking Supply (#)	Peak Parking Demand (#)	Peak Parking Demand (%)
1	7	7	100%
2	5	5	100%
3	3	3	100%
4	3	3	100%
5	5	5	100%
6	4	2	50%
7	4	3	75%
8	7	5	71%
9	3	2	67%
10	4	4	100%
11	5	5	100%
12	5	5	100%
13	6	2	33%
14	3	0	0%
15	5	2	40%
16	5	1	20%
17	3	0	0%
18	5	5	100%
19	8	3	38%
20	4	3	75%
21	4	0	0%
22	6	1	17%
23	6	1	17%

**ON-STREET PEAK HOUR PARKING
DEMAND: WEEKDAY (8 AM - 5 PM)**

SECTION 1
FIGURE B-6A

LEGEND

- 

Study Area
- 

Parking Zone Number
- 

No Stopping / No Parking
- 

No Restrictions
- 

Bus Stop / No Parking Zone
- 

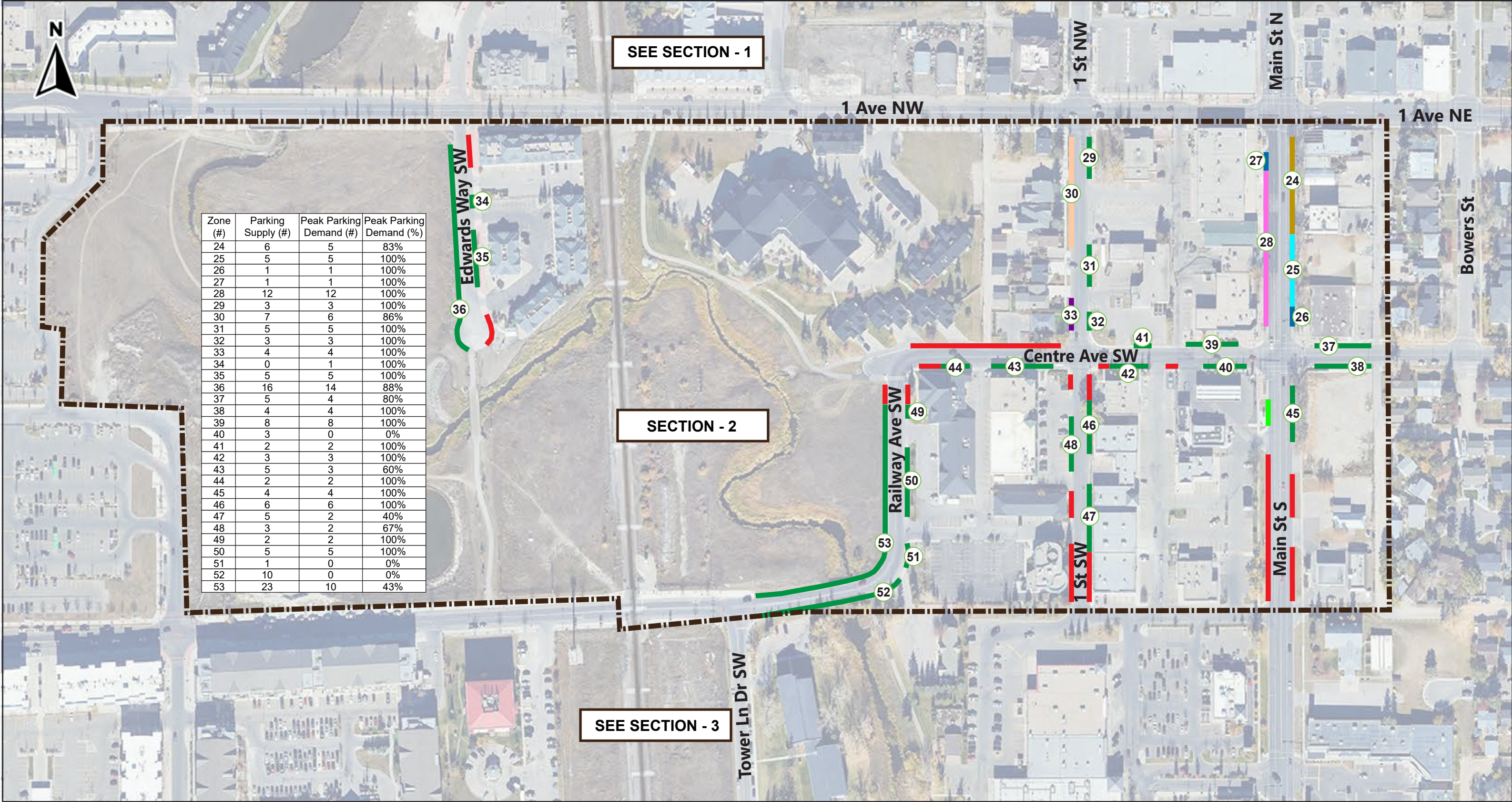
Loading Zone
- 

2hr Parking (9 AM - 6 PM Monday to Friday)
- 

2hr Parking (7 AM - 6 PM Monday to Friday)
- 

1hr Parking (9 AM - 6 PM Monday to Saturday)
- 

No Parking (9 AM - 5 PM Monday to Friday)

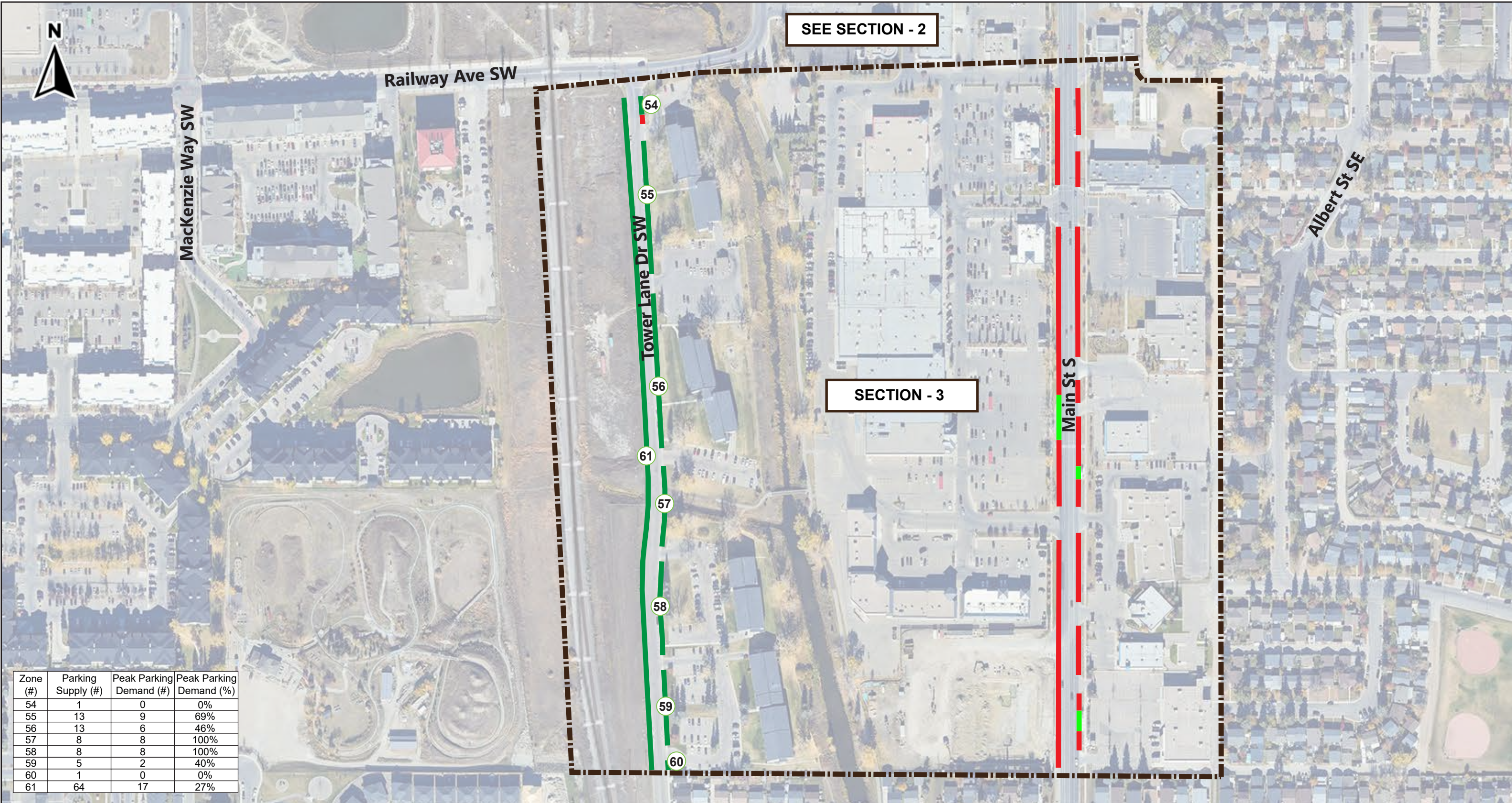


**ON-STREET PEAK HOUR PARKING
DEMAND: WEEKDAY (8 AM - 5 PM)**

**SECTION 2
FIGURE B-6B**

LEGEND

- Study Area
- Parking Zone Number
- No Stopping / No Parking
- No Restrictions
- Bus Stop / No Parking Zone
- Accessible Parking
- 2hr Parking (8 AM - 5 PM Monday to Friday)
- 1hr Parking (9 AM - 6 PM Monday to Saturday)
- 1hr Parking (8 AM - 5 PM Monday to Friday)
- 1hr Parking (9 AM - 6 PM Saturday)
- 1hr Parking (9 AM - 9 PM Monday to Friday, 9 AM - 6 PM Saturday)



ON-STREET PEAK HOUR PARKING DEMAND: WEEKDAY (8 AM - 5 PM)

SECTION 3
FIGURE B-6C

LEGEND

-  Study Area
-  Parking Zone Number
-  No Stopping / No Parking
-  No Restrictions
-  Bus Stop / No Parking Zone



**OFF-STREET PARKING OCCUPANCY:
TUESDAY (8 AM - 1 PM)**

SECTION 1
FIGURE 3-5A

- LEGEND**
- Study Area
 - Parking Lot Number
 - Occupancy ≤ 85%
 - Occupancy > 85%



**OFF-STREET PARKING OCCUPANCY:
TUESDAY (8 AM - 1 PM)**

SECTION 2

FIGURE 3-5B

LEGEND

- Study Area
- Parking Lot Number
- Occupancy ≤ 85%
- Occupancy > 85%



LEGEND

-  Study Area
-  Parking Lot Number
-  Occupancy ≤ 85%



**OFF-STREET PARKING OCCUPANCY:
THURSDAY (1 PM - 5 PM)**

SECTION 1
FIGURE 3-6A

LEGEND

- Study Area
- Parking Lot Number
- Occupancy ≤ 85%
- Occupancy > 85%



**OFF-STREET PARKING OCCUPANCY:
THURSDAY (1 PM - 5 PM)**

SECTION 2

FIGURE 3-6B

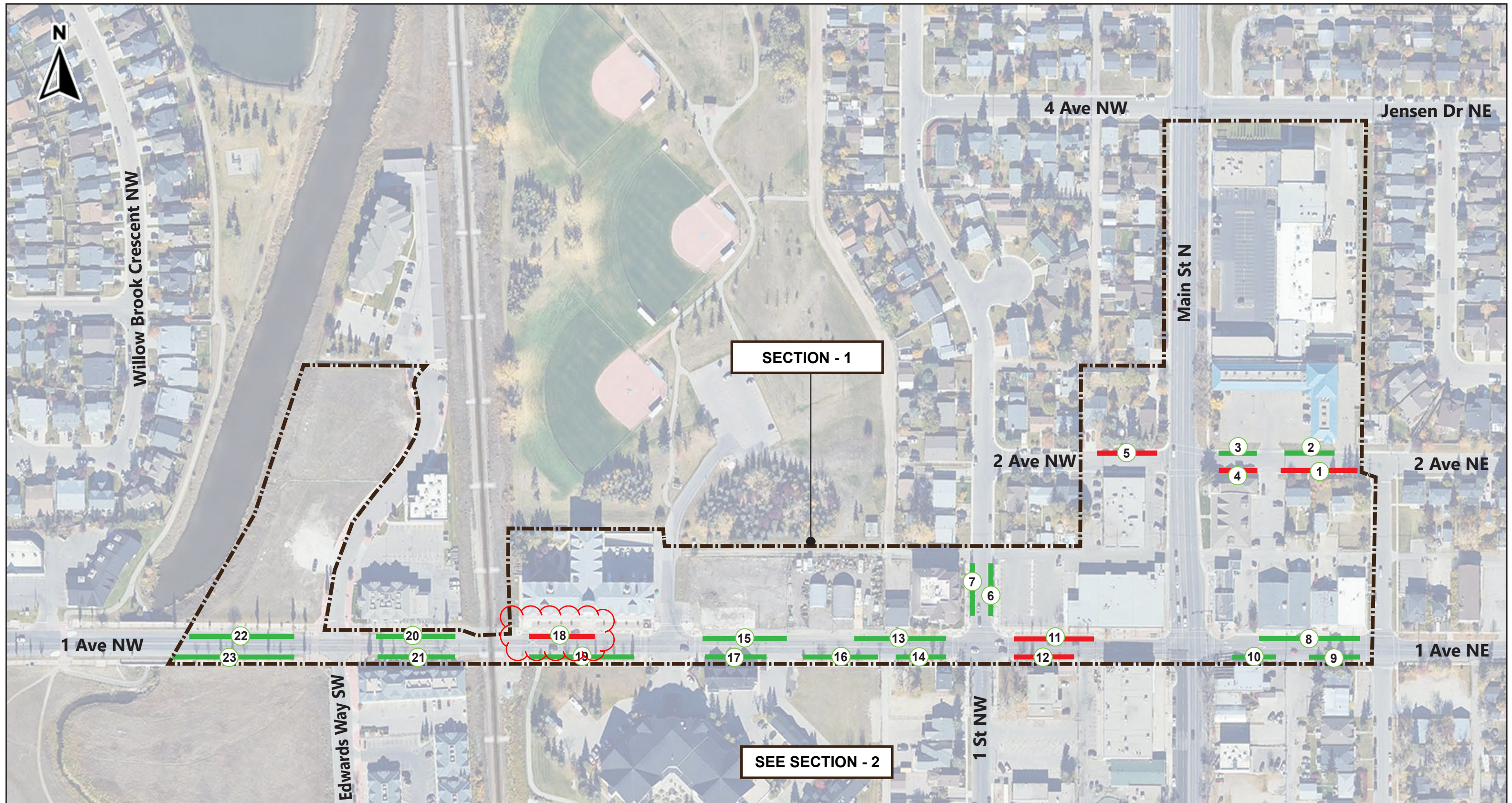
LEGEND

- Study Area
- Parking Lot Number
- Occupancy ≤ 85%
- Occupancy > 85%



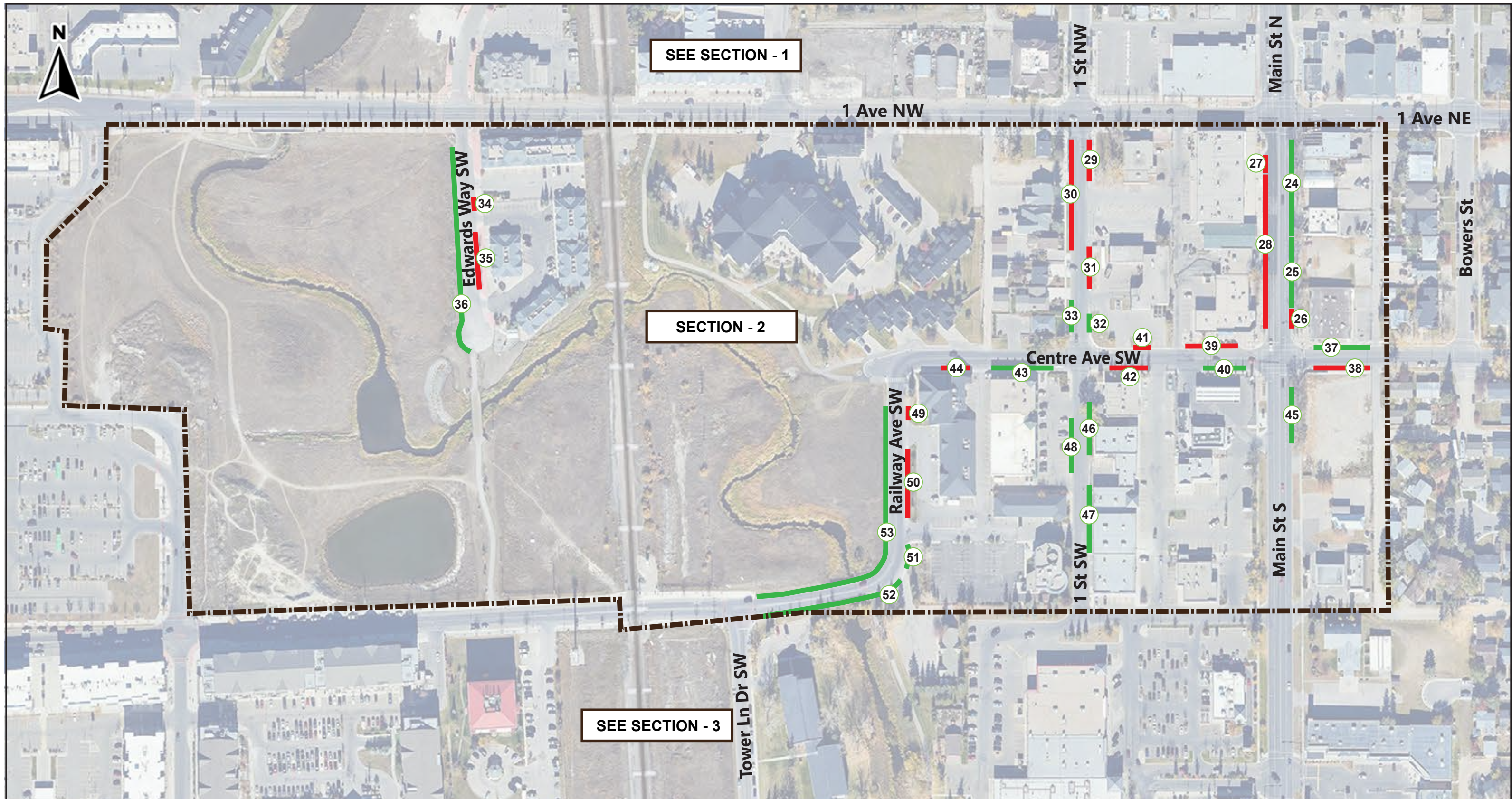
LEGEND

-  Study Area
-  Parking Lot Number
-  Occupancy ≤ 85%



LEGEND

-  Study Area
-  Parking Zone Number
-  Occupancy ≤ 85%
-  Occupancy > 85%



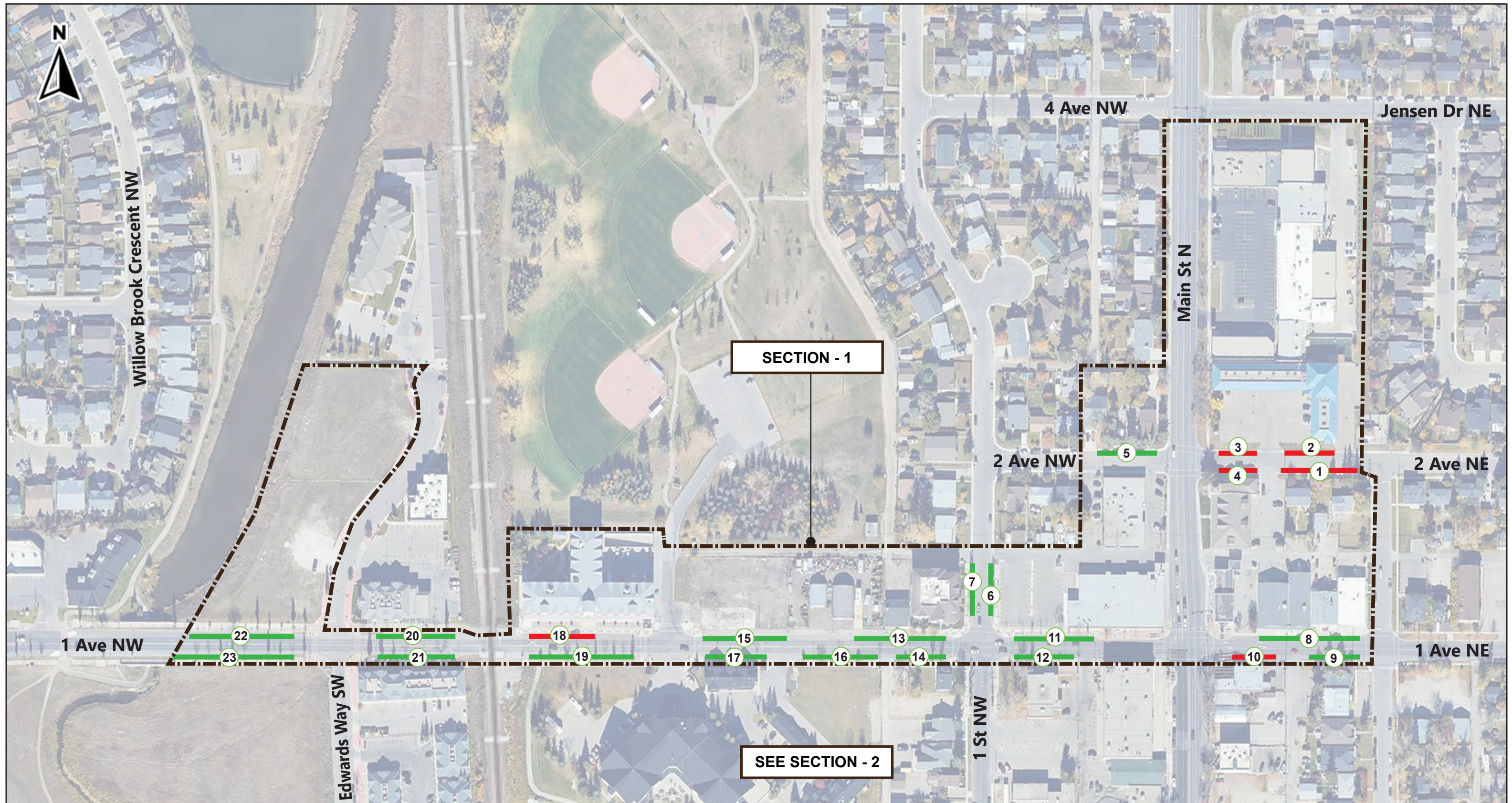
LEGEND

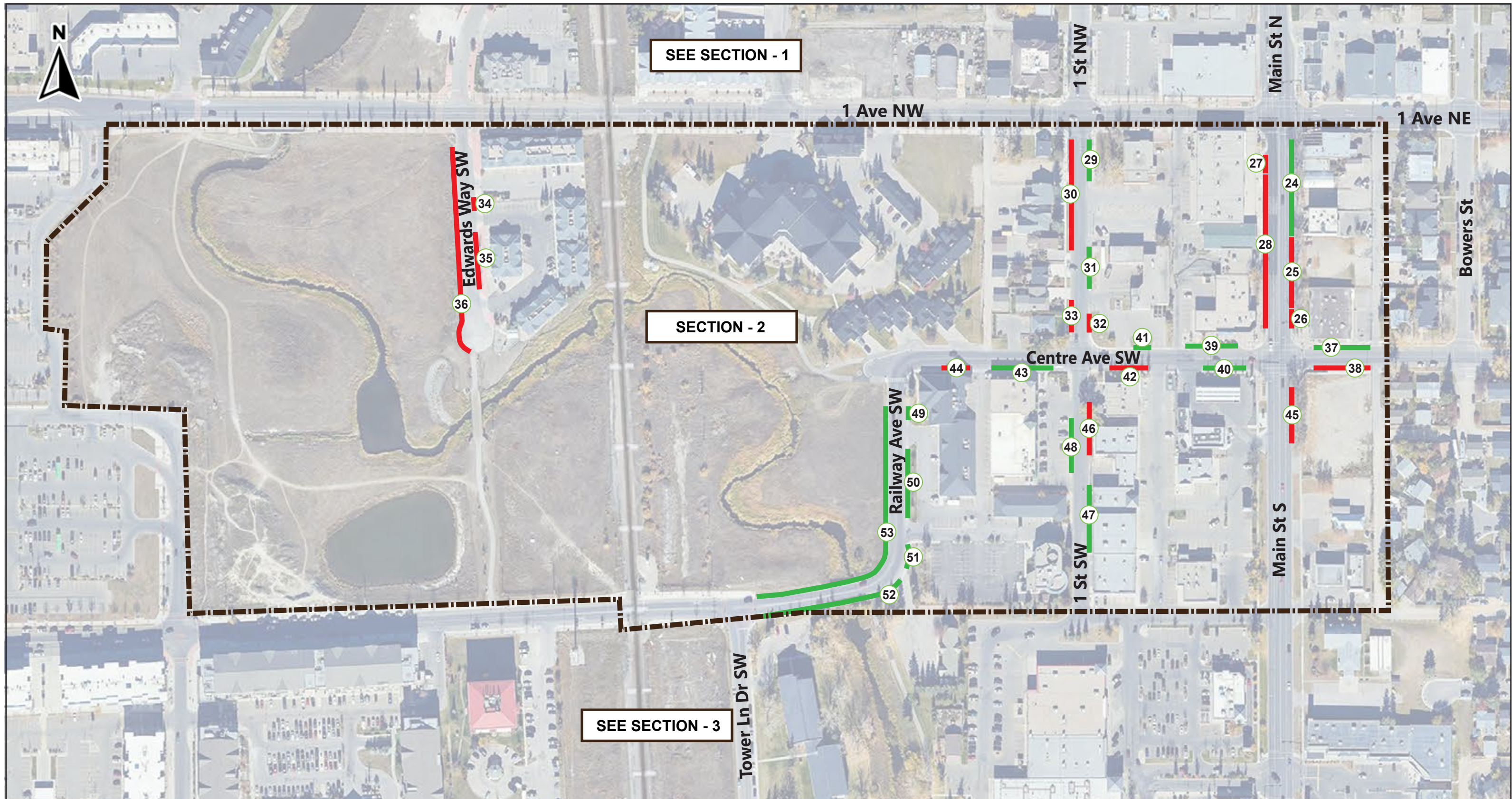
- Study Area
- # Parking Zone Number
- Occupancy ≤ 85%
- Occupancy > 85%



LEGEND

-  Study Area
-  Parking Zone Number
-  Occupancy ≤ 85%
-  Occupancy > 85%

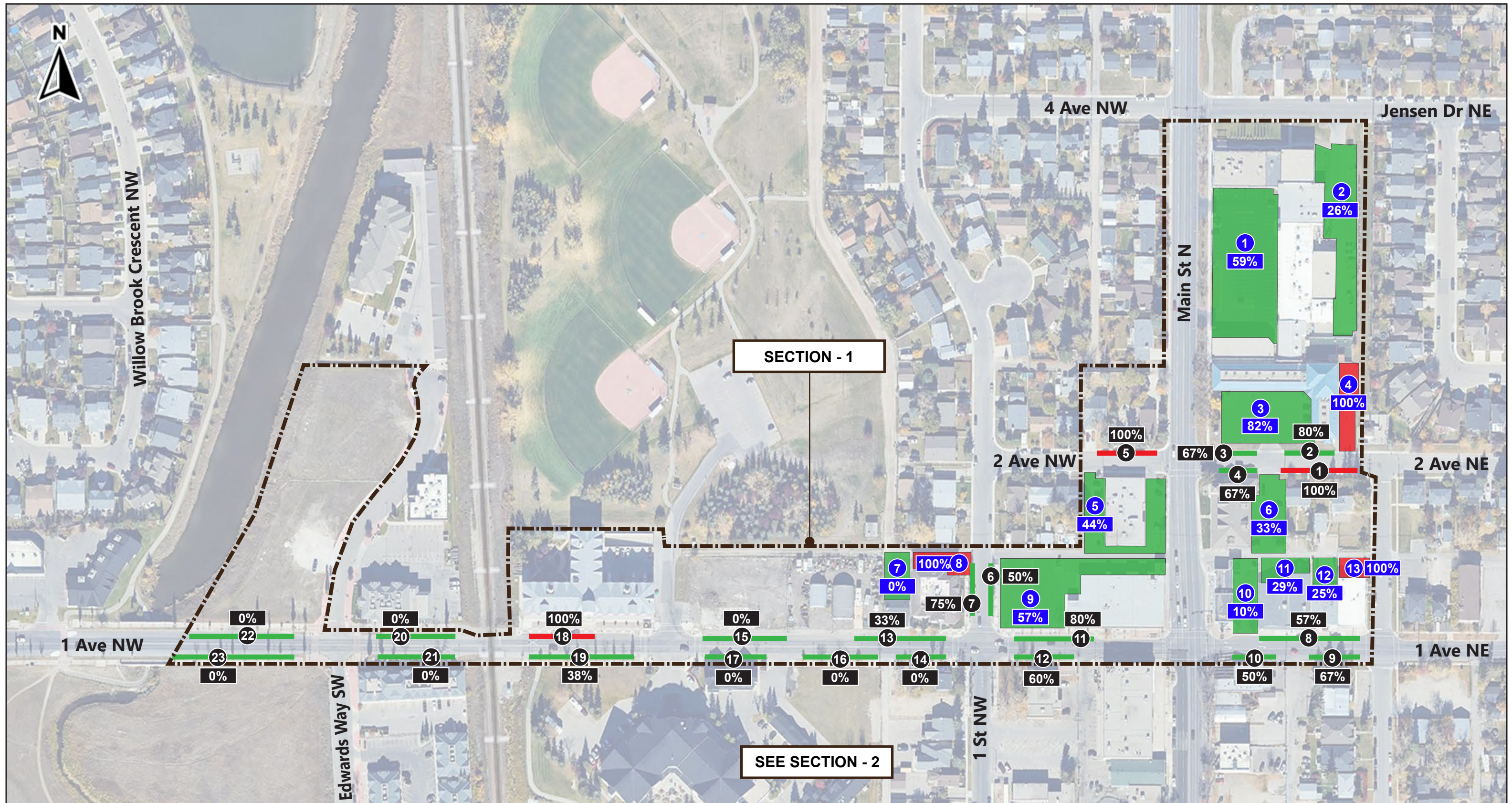




LEGEND

-  Study Area
-  Parking Zone Number
-  Occupancy ≤ 85%
-  Occupancy > 85%



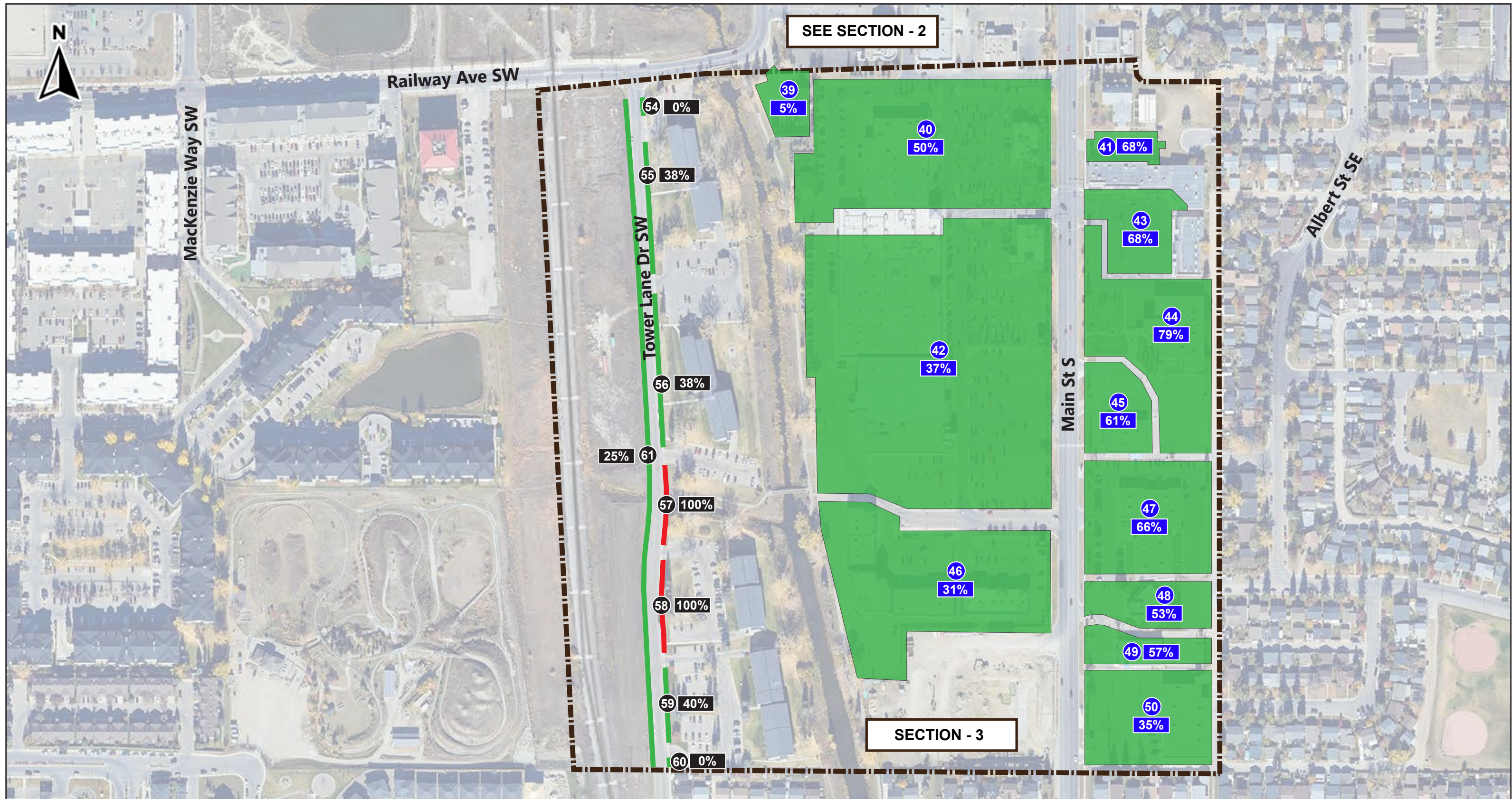


PARKING DEMAND WITHIN THE STUDY
AREA DURING 10 AM - 11 AM ON
TUESDAY - SECTION 1

FIGURE 3-9A

LEGEND

-  Study Area
-  Off-Street Parking Lot Number
-  On-Street Parking Zone Number
-  Off-Street Peak Hour Parking Demand (Percentage of Stalls Utilized)
-  On-Street Peak Hour Parking Demand (Percentage of Stalls Utilized)
-  Off-Street Parking Occupancy ≤ 85%
-  Off-Street Parking Occupancy > 85%
-  On-Street Parking Occupancy ≤ 85%
-  On-Street Parking Occupancy > 85%

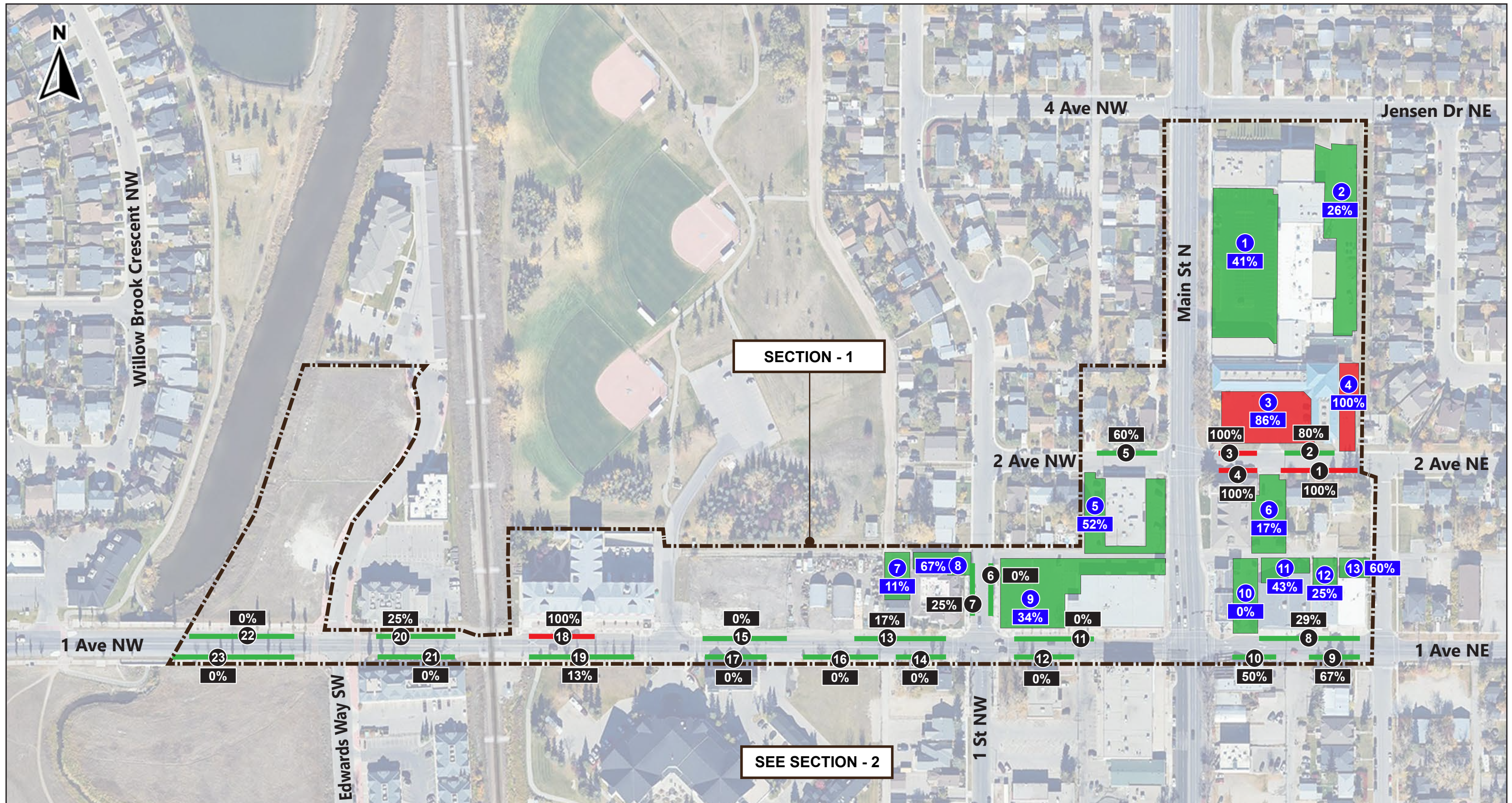


**PARKING DEMAND WITHIN THE STUDY
AREA DURING 10 AM - 11 AM ON
TUESDAY - SECTION 3**

FIGURE 3-9C

LEGEND

- Study Area
- Off-Street Parking Lot Number
- On-Street Parking Zone Number
- Off-Street Peak Hour Parking Demand (Percentage of Stalls Utilized)
- Off-Street Parking Occupancy ≤ 85%
- On-Street Parking Occupancy ≤ 85%
- On-Street Parking Occupancy > 85%
- On-Street Peak Hour Parking Demand (Percentage of Stalls Utilized)

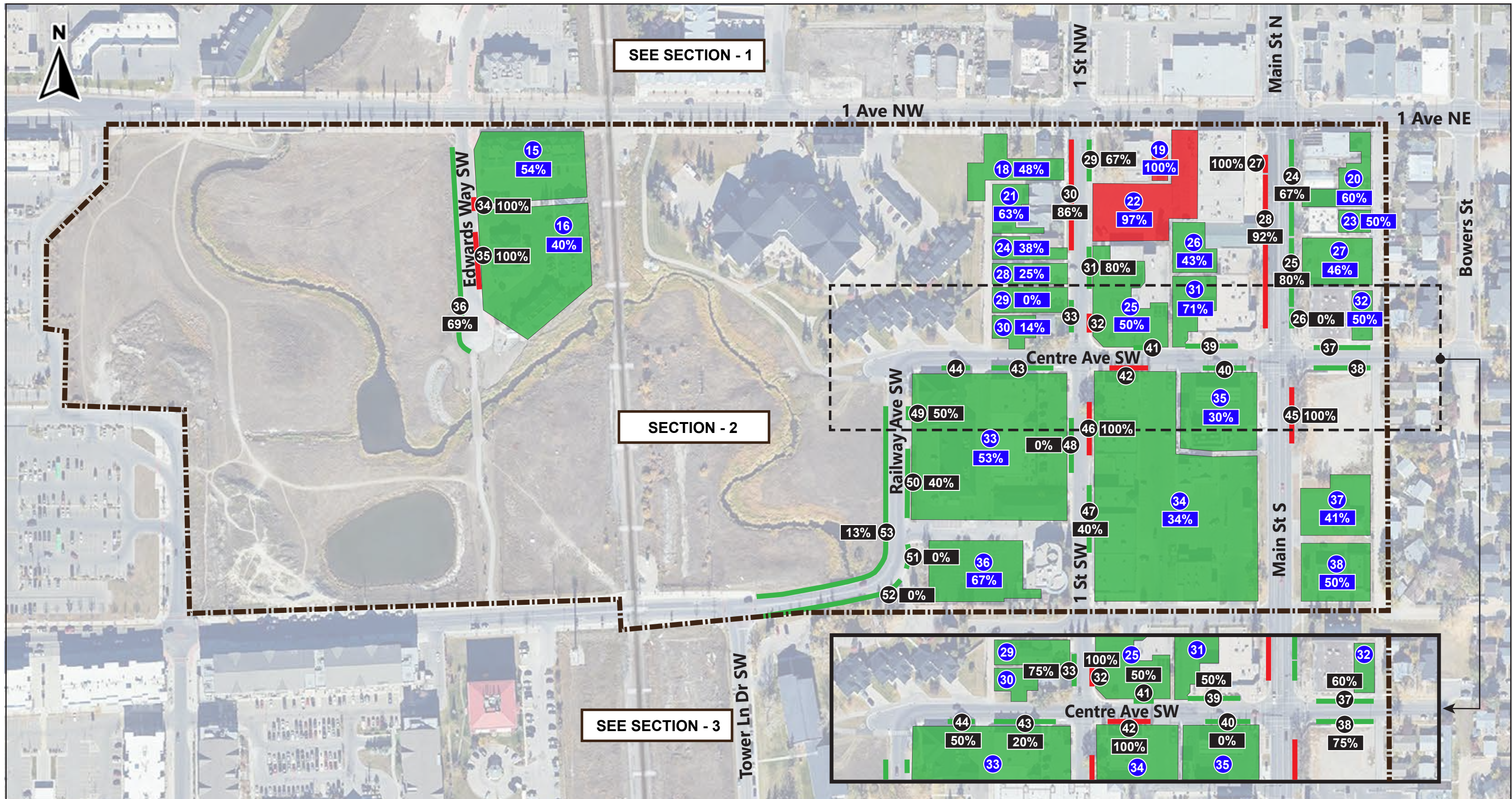


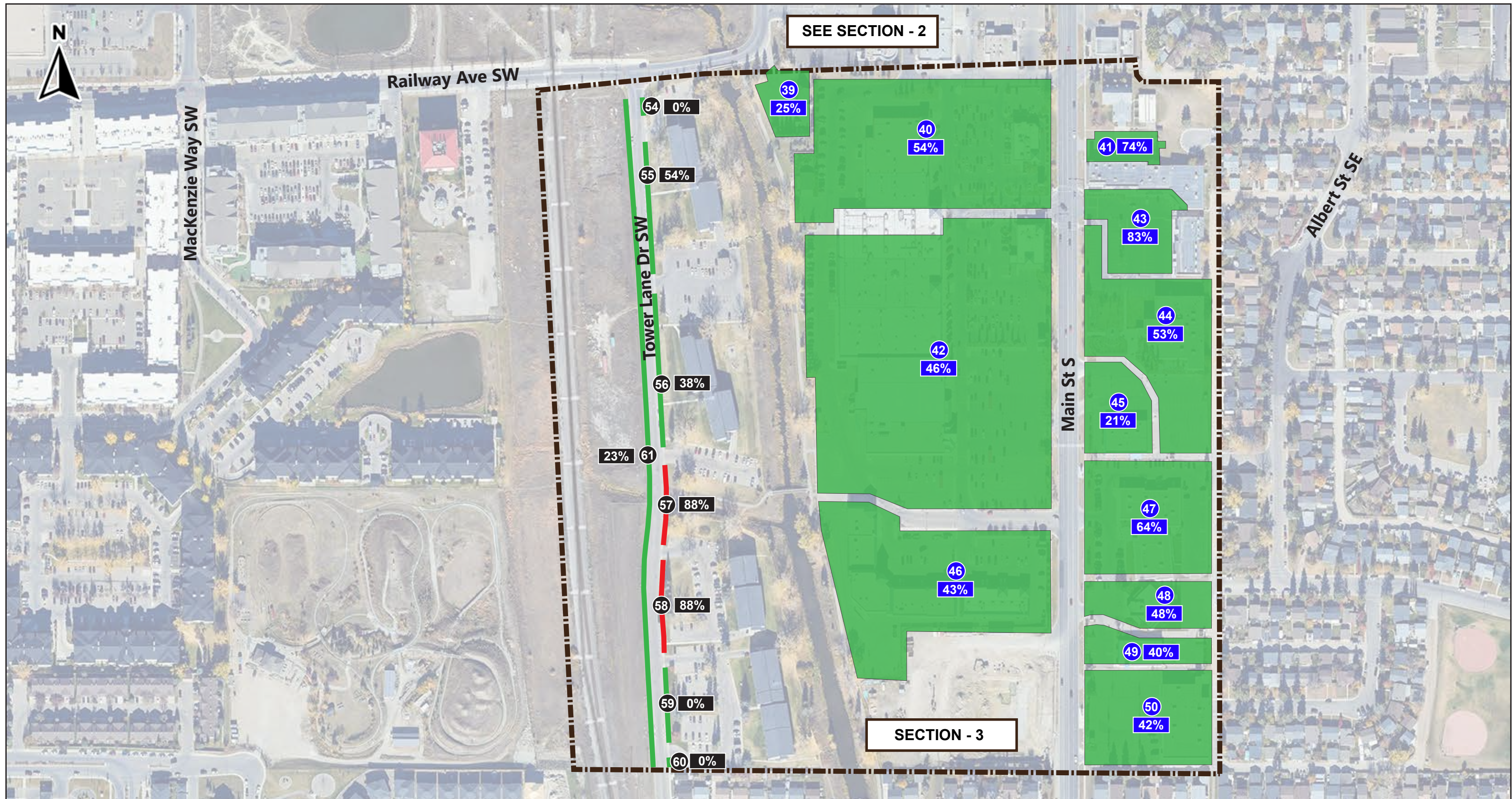
PARKING DEMAND WITHIN THE STUDY
AREA DURING 1 PM - 2 PM ON
THURSDAY - SECTION 1

FIGURE 3-10A

LEGEND

-  Study Area
-  Off-Street Parking Lot Number
-  On-Street Parking Zone Number
-  Off-Street Peak Hour Parking Demand (Percentage of Stalls Utilized)
-  On-Street Peak Hour Parking Demand (Percentage of Stalls Utilized)
-  Off-Street Parking Occupancy ≤ 85%
-  Off-Street Parking Occupancy > 85%
-  On-Street Parking Occupancy ≤ 85%
-  On-Street Parking Occupancy > 85%





**PARKING DEMAND WITHIN THE STUDY
AREA DURING 1 PM - 2 PM ON
THURSDAY - SECTION 3**

FIGURE 3-10C

LEGEND

- Study Area
- Off-Street Parking Lot Number
- On-Street Parking Zone Number
- Off-Street Peak Hour Parking Demand (Percentage of Stalls Utilized)
- On-Street Peak Hour Parking Demand (Percentage of Stalls Utilized)
- Off-Street Parking Occupancy ≤ 85%
- On-Street Parking Occupancy ≤ 85%
- On-Street Parking Occupancy > 85%

APPENDIX C: DOWNTOWN PARKING TURNOVER SUMMARY

Table 3-8: Off-Street Parking Turnover Summary - Tuesday (8 AM - 1 PM)

Section	Lot	Parking Duration									
		<1 hr	(%)	1-2 hrs	(%)	2-3 hrs	(%)	3-4 hrs	(%)	4+ hrs	(%)
1	1	100	73%	14	10%	11	8%	6	4%	6	4%
	2	10	45%	6	27%	2	9%	3	14%	1	5%
	3	56	64%	17	19%	7	8%	5	6%	3	3%
	4	6	33%	2	11%	7	39%	3	17%	0	0%
	5	23	72%	5	16%	2	6%	1	3%	1	3%
	6	18	82%	3	14%	1	5%	0	0%	0	0%
	7	0	0%	1	100%	0	0%	0	0%	0	0%
	8	1	13%	1	13%	2	25%	1	13%	3	38%
	9	39	54%	14	19%	12	17%	4	6%	3	4%
	10	0	0%	0	0%	0	0%	1	100%	0	0%
	11	1	33%	1	33%	0	0%	1	33%	0	0%
	12	4	67%	1	17%	1	17%	0	0%	0	0%
	13	3	38%	0	0%	3	38%	2	25%	0	0%
	14	12	60%	3	15%	2	10%	1	5%	2	10%
2	15	29	64%	7	16%	3	7%	6	13%	0	0%
	16	17	57%	6	20%	4	13%	2	7%	1	3%
	17	57	61%	12	13%	4	4%	19	20%	2	2%
	18	2	14%	3	21%	3	21%	6	43%	0	0%
	19	2	22%	1	11%	2	22%	1	11%	3	33%
	20	12	60%	1	5%	5	25%	1	5%	1	5%
	21	0	0%	3	60%	1	20%	0	0%	1	20%
	22	21	32%	9	14%	10	15%	7	11%	18	28%
	23	11	52%	6	29%	4	19%	0	0%	0	0%
	24	0	0%	0	0%	0	0%	0	0%	2	100%
	25	2	13%	2	13%	1	6%	1	6%	10	63%
	26	4	50%	3	38%	1	13%	0	0%	0	0%
	27	7	44%	3	19%	5	31%	1	6%	0	0%
	28	0	0%	0	0%	0	0%	1	100%	0	0%
	29	1	33%	0	0%	2	67%	0	0%	0	0%
	30	0	0%	0	0%	0	0%	1	100%	0	0%
	31	14	61%	4	17%	0	0%	1	4%	4	17%
	32	14	93%	0	0%	1	7%	0	0%	0	0%
	33	73	55%	19	14%	9	7%	16	12%	15	11%
	34	78	63%	16	13%	11	9%	14	11%	4	3%
	35	3	100%	0	0%	0	0%	0	0%	0	0%
	36	37	42%	17	19%	10	11%	17	19%	8	9%
	37	7	50%	1	7%	3	21%	3	21%	0	0%
	38	5	100%	0	0%	0	0%	0	0%	0	0%
3	39	26	96%	0	0%	1	4%	0	0%	0	0%
	40	118	68%	16	9%	15	9%	14	8%	11	6%
	41	12	33%	6	17%	9	25%	6	17%	3	8%
	42	532	80%	77	12%	28	4%	18	3%	13	2%
	43	91	69%	30	23%	3	2%	8	6%	0	0%
	44	107	54%	24	12%	28	14%	30	15%	9	5%
	45	36	68%	8	15%	2	4%	6	11%	1	2%
	46	87	71%	16	13%	8	7%	10	8%	1	1%
	47	111	60%	31	17%	20	11%	13	7%	10	5%
	48	52	75%	6	9%	7	10%	2	3%	2	3%
	49	16	55%	7	24%	5	17%	0	0%	1	3%
	50	99	81%	16	13%	4	3%	2	2%	1	1%
	51	1	7%	1	7%	3	20%	2	13%	8	53%
	52	8	21%	7	18%	3	8%	4	11%	16	42%
	53	4	22%	2	11%	1	6%	1	6%	10	56%
	54	3	14%	1	5%	2	10%	1	5%	14	67%
	55	5	13%	5	13%	2	5%	2	5%	24	63%

Table 3-7: Off-Street Parking Turnover Summary - Thursday (1 PM - 5 PM)

Section	Lot	Parking Duration							
		<1 hr	(%)	1-2 hrs	(%)	2-3 hrs	(%)	3+ hrs	(%)
1	1	82	66%	20	16%	11	9%	11	9%
	2	2	13%	1	6%	5	31%	8	50%
	3	62	68%	8	9%	9	10%	12	13%
	4	3	21%	3	21%	2	14%	6	43%
	5	18	67%	6	22%	1	4%	2	7%
	6	21	84%	3	12%	1	4%	0	0%
	7	0	0%	0	0%	0	0%	1	100%
	8	0	0%	2	33%	1	17%	3	50%
	9	9	26%	13	37%	5	14%	8	23%
	10	0	-	0	-	0	-	0	-
	11	0	0%	2	50%	0	0%	2	50%
	12	0	0%	1	33%	0	0%	2	67%
	13	2	40%	0	0%	2	40%	1	20%
	14	3	38%	2	25%	1	13%	2	25%
2	15	26	62%	6	14%	1	2%	9	21%
	16	21	55%	7	18%	5	13%	5	13%
	17	15	29%	7	14%	9	18%	20	39%
	18	4	25%	2	13%	2	13%	8	50%
	19	8	62%	3	23%	1	8%	1	8%
	20	4	31%	4	31%	3	23%	2	15%
	21	3	20%	4	27%	0	0%	8	53%
	22	32	39%	13	16%	15	18%	23	28%
	23	3	27%	3	27%	2	18%	3	27%
	24	2	33%	0	0%	3	50%	1	17%
	25	12	50%	3	13%	5	21%	4	17%
	26	6	50%	5	42%	1	8%	0	0%
	27	2	22%	2	22%	1	11%	4	44%
	28	6	75%	1	13%	1	13%	0	0%
	29	0	-	0	-	0	-	0	-
	30	0	0%	0	0%	0	0%	1	100%
	31	7	41%	3	18%	2	12%	5	29%
	32	12	86%	0	0%	1	7%	1	7%
	33	85	63%	16	12%	15	11%	18	13%
	34	66	58%	17	15%	20	18%	10	9%
3	35	6	67%	2	22%	1	11%	0	0%
	36	62	64%	15	15%	11	11%	9	9%
	37	6	50%	2	17%	4	33%	0	0%
	38	1	33%	1	33%	1	33%	0	0%
	39	5	100%	0	0%	0	0%	0	0%
	40	176	69%	31	12%	23	9%	25	10%
	41	9	27%	9	27%	3	9%	12	36%
	42	275	66%	57	14%	32	8%	50	12%
	43	104	72%	19	13%	16	11%	6	4%
	44	67	53%	25	20%	17	13%	18	14%
	45	13	59%	2	9%	1	5%	6	27%
	46	103	69%	25	17%	10	7%	11	7%
	47	74	53%	30	22%	16	12%	19	14%
	48	19	53%	4	11%	10	28%	3	8%
	49	11	48%	7	30%	0	0%	5	22%
	50	61	73%	5	6%	5	6%	13	15%
	51	2	20%	1	10%	1	10%	6	60%
	52	9	28%	3	9%	6	19%	14	44%
	53	5	29%	3	18%	1	6%	8	47%
	54	9	38%	1	4%	0	0%	14	58%
	55	16	36%	8	18%	5	11%	15	34%

Table 3-6: On-Street Parking Turnover Summary - Tuesday (8 AM - 1 PM)

Section	Zone	Time Restrictions	Parking Duration					Percentage of Vehicles Violating Time-Restricted Parking
			<1 hr	1-2 hrs	2-3 hrs	3-4 hrs	4+ hrs	
1	1	No Restriction	1	0	1	2	4	N/A
	2	No Restriction	0	0	0	2	2	N/A
	3	No Restriction	0	2	0	2	0	N/A
	4	1hr Parking (09:00 - 18:00 Monday to Saturday)	3	0	1	1	0	40%
	5	No Restriction	0	1	1	0	3	N/A
	6	No Restriction	1	1	1	0	0	N/A
	7	No Restriction	0	1	3	0	0	N/A
	8	1hr Parking (09:00 - 18:00 Monday to Saturday)	10	0	2	0	0	17%
	9	1hr Parking (09:00 - 18:00 Monday to Saturday)	5	0	0	0	0	0%
	10	1hr Parking (09:00 - 18:00 Monday to Saturday)	5	0	0	0	0	0%
	11	2hr Parking (09:00 - 18:00 Monday to Friday)	5	4	1	0	1	18%
	12	2hr Parking (09:00 - 18:00 Monday to Friday)	5	0	0	3	0	38%
	13	2hr Parking (09:00 - 18:00 Monday to Friday)	1	0	1	0	0	50%
	14	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	0	-
	15	2hr Parking (09:00 - 18:00 Monday to Friday)	2	0	0	0	0	0%
	16	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	0	-
	17	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	0	-
	18	2hr Parking (09:00 - 18:00 Monday to Friday)	5	2	0	2	0	22%
	19	2hr Parking (09:00 - 18:00 Monday to Friday)	6	2	1	0	0	11%
	20	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	0	-
	21	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	0	-
	22	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	0	-
	23	2hr Parking (07:00 - 18:00 Monday to Friday)	0	0	0	0	0	-
Section 2	24	1hr Parking (09:00-21:00 Monday to Friday, 09:00-18:00 Saturday)	10	2	0	0	0	17%
	25	1hr Parking (09:00 - 18:00 Saturday)	12	2	0	0	0	N/A ¹
	26	Accessible Parking (No Restriction)	1	1	0	0	0	N/A
	27	Accessible Parking (No Restriction)	2	0	0	0	0	N/A
	28	1hr Parking (09:00 - 18:00 Monday to Saturday)	21	8	1	3	0	36%
	29	No Restriction	1	0	1	1	0	N/A
	30	1hr Parking (08:00 - 17:00 Monday to Friday)	6	0	1	2	0	33%
	31	No Restriction	0	0	0	1	4	N/A
	32	No Restriction	0	0	0	1	1	N/A
	33	No Restriction	4	0	0	0	0	N/A
	34	No Restriction	0	0	0	0	1	N/A
	35	No Restriction	1	0	0	5	0	N/A
	36	No Restriction	2	1	1	7	1	N/A
	37	No Restriction	3	0	0	1	1	N/A
	38	No Restriction	9	0	2	0	0	N/A
	39	No Restriction	5	0	1	4	3	N/A
	40	No Restriction	0	0	0	0	0	N/A
	41	No Restriction	0	0	0	0	2	N/A
	42	No Restriction	0	0	0	1	2	N/A
	43	No Restriction	4	1	0	1	0	N/A
	44	No Restriction	1	0	0	1	0	N/A
	45	No Restriction	3	0	1	1	0	N/A
	46	No Restriction	3	2	0	3	1	N/A
	47	No Restriction	2	1	0	0	0	N/A
	48	No Restriction	1	0	0	0	0	N/A
	49	No Restriction	1	0	1	0	1	N/A
	50	No Restriction	2	2	0	1	1	N/A
	51	No Restriction	0	0	0	0	0	N/A
	52	No Restriction	0	0	0	0	0	N/A
	53	No Restriction	14	9	13	5	0	N/A
Section 3	54	No Restriction	0	0	0	0	0	N/A
	55	No Restriction	6	5	0	1	2	N/A
	56	No Restriction	1	0	0	0	5	N/A
	57	No Restriction	0	0	0	0	8	N/A
	58	No Restriction	1	0	0	1	7	N/A
	59	No Restriction	1	0	0	1	1	N/A
	60	No Restriction	0	0	0	0	0	N/A
	61	No Restriction	1	2	0	0	15	N/A

Note:

¹ The parking time restriction is not applicable on weekdays.

Table 3-9: On-Street Parking Turnover Summary - Thursday (1 PM - 5 PM)

Section	Zone	Time Restrictions	Parking Duration				Percentage of Vehicles Violating Time-Restricted Parking
			<1 hr	1-2 hrs	2-3 hrs	3+ hrs	
1	1	No Restriction	0	1	0	6	N/A
	2	No Restriction	1	2	2	1	N/A
	3	No Restriction	0	0	0	3	N/A
	4	1hr Parking (09:00 - 18:00 Monday to Saturday)	2	5	0	0	71%
	5	No Restriction	2	1	0	2	N/A
	6	No Restriction	0	0	0	0	N/A
	7	No Restriction	2	0	0	1	N/A
	8	1hr Parking (09:00 - 18:00 Monday to Saturday)	5	2	0	1	38%
	9	1hr Parking (09:00 - 18:00 Monday to Saturday)	4	1	0	0	20%
	10	1hr Parking (09:00 - 18:00 Monday to Saturday)	7	1	0	0	13%
	11	2hr Parking (09:00 - 18:00 Monday to Friday)	3	0	0	0	0%
	12	2hr Parking (09:00 - 18:00 Monday to Friday)	1	2	0	0	0%
	13	2hr Parking (09:00 - 18:00 Monday to Friday)	1	0	0	1	50%
	14	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	-
	15	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	-
	16	2hr Parking (09:00 - 18:00 Monday to Friday)	1	0	0	0	0%
	17	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	-
	18	2hr Parking (09:00 - 18:00 Monday to Friday)	7	0	0	1	13%
	19	2hr Parking (09:00 - 18:00 Monday to Friday)	2	0	0	0	0%
	20	2hr Parking (09:00 - 18:00 Monday to Friday)	2	2	0	0	0%
	21	2hr Parking (09:00 - 18:00 Monday to Friday)	0	0	0	0	-
	22	2hr Parking (09:00 - 18:00 Monday to Friday)	1	0	0	0	0%
	23	2hr Parking (07:00 - 18:00 Monday to Friday)	1	0	0	0	0%
2	24	1hr Parking (09:00-21:00 Monday to Friday, 09:00-18:00 Saturday)	6	2	1	1	40%
	25	1hr Parking (09:00 - 18:00 Saturday)	3	1	3	0	N/A ¹
	26	Accessible Parking (No Restriction)	1	0	0	0	N/A
	27	Accessible Parking (No Restriction)	2	0	0	0	N/A
	28	1hr Parking (09:00 - 18:00 Monday to Saturday)	17	6	2	1	35%
	29	No Restriction	0	1	1	0	N/A
	30	1hr Parking (08:00 - 17:00 Monday to Friday)	6	2	2	1	45%
	31	No Restriction	4	2	2	0	N/A
	32	No Restriction	1	0	2	1	N/A
	33	No Restriction	7	1	0	1	N/A
	34	No Restriction	0	0	0	1	N/A
	35	No Restriction	2	0	0	4	N/A
	36	No Restriction	0	0	3	11	N/A
	37	No Restriction	5	2	2	0	N/A
	38	No Restriction	2	1	1	1	N/A
	39	No Restriction	8	1	0	2	N/A
	40	No Restriction	0	0	0	0	N/A
	41	No Restriction	0	0	1	0	N/A
	42	No Restriction	0	0	2	1	N/A
	43	No Restriction	4	0	0	1	N/A
	44	No Restriction	0	0	1	1	N/A
	45	No Restriction	2	0	0	2	N/A
	46	No Restriction	2	0	4	1	N/A
	47	No Restriction	3	0	0	1	N/A
	48	No Restriction	2	0	0	0	N/A
	49	No Restriction	0	0	1	0	N/A
	50	No Restriction	6	1	0	0	N/A
	51	No Restriction	0	0	0	0	N/A
	52	No Restriction	0	0	0	0	N/A
	53	No Restriction	4	0	0	0	N/A
3	54	No Restriction	0	0	0	0	N/A
	55	No Restriction	3	0	1	4	N/A
	56	No Restriction	1	0	0	5	N/A
	57	No Restriction	0	6	1	0	N/A
	58	No Restriction	0	0	7	0	N/A
	59	No Restriction	0	0	0	0	N/A
	60	No Restriction	0	0	0	0	N/A
	61	No Restriction	3	3	3	7	N/A

Note:

¹ The parking time restriction is not applicable on weekdays.

APPENDIX D:

PEER MUNICIPAL COMPARISONS

Appendix A: Jurisdictional Scan of Minimum Parking Requirements

Land Use	Airdrie, AB ¹	Cochrane, AB ²	St. Albert, AB ³	Leduc, AB ⁴	Okotoks, AB ⁵	Ajax, ON ⁶	Maple Ridge, BC ⁷
Multi-Residential Development	1.75 stalls per Dwelling Unit, of which 0.25 stalls per unit shall be specifically designated for visitor parking - min of 1 space shall be assigned per unit - visitor parking shall be clearly signed and accessible - tandem parking configurations may be permitted for multi-residential development, at the discretion of the Development Authority	Multi-Unit Dwelling (on a single parcel): 1.5 stalls per Dwelling Unit	Downtown District: i) 0.80 stalls per Dwelling unit, or Dwelling (loft unit); ii) 0.00 stalls per Dwelling (studio unit), for the first 10% of Dwelling (studio units) within a building, and then 0.60 stalls per Dwelling (studio unit) thereafter All Other Districts: i) 1.0 stall per Dwelling unit, or Dwelling (loft unit); ii) 0.00 stalls per Dwelling (studio unit), for the first 10% of Dwelling (studio units) within a building, and then 0.60 stalls per Dwelling (studio unit) thereafter	Multi-Unit Development (on single site including condominiums): 1.0 stall per 1 bedroom Dwelling Unit; 2.0 stalls per 2 or more bedroom Dwelling Unit with a minimum of 1.0 stall assigned to each unit.	Maximum: 50 percent of total coverage of site	All areas excluding Downtown Central Area Zones and the Village Core Mixed Use Zones: Minimum: 1.5 stalls per Dwelling Unit Downtown Central Area Zones and Village Core Mixed Use Zones: Minimum: 1.25 stalls per Dwelling Unit Downtown Central Area Zones: Maximum: 1.5 stalls per Dwelling Unit	Citywide: 1.0-2.0 stalls per Dwelling Unit (depending on the Residential zone in which the building is located) Town Centre: 0.9 stalls per Dwelling Unit (for bachelors) 1.0 stall per Dwelling Unit (for 1 bedroom units) 0.1 stall per Dwelling Unit (for each additional bedroom)
Multi-Residential Development - Visitor	0.25 stalls per Dwelling Unit shall be designated visitor parking	1.0 stall for every 6 Dwelling Units to be provided as visitor parking	Downtown District: - 1.0 stall per 7 Dwelling units for visitor parking All Other Districts: - 1.0 stall per 7 Dwelling units for visitor parking.	1.0 stall for every 5 Dwelling Units to be designated as visitor parking	-	0.25 stalls per Dwelling Unit designated for visitor parking	Citywide: 0.2 stalls per Dwelling Unit Town Centre: 0.1 stalls per Dwelling Unit (where on-street supply is available) 0.2 stalls per Dwelling Unit (where no on-street supply is available)
Dwelling, Duplex	2.0 stalls per Dwelling Unit	2.0 stalls per Dwelling Unit	2.0 stalls per Dwelling unit.	2.0 stalls per 2 or more bedroom Dwelling Unit with a minimum of 1.0 stall assigned to each unit	Maximum: 50 percent of total coverage of site	Minimum 2.0 stalls per Dwelling Unit	Citywide: 1.5 stalls per Dwelling Unit
Dwelling, Semi-Detached	2.0 stalls per Dwelling Unit	2.0 stalls per Dwelling Unit	2.0 stalls per Dwelling unit.	2.0 stalls per 2 or more bedroom Dwelling Unit with a minimum of 1.0 stall assigned to each unit	Maximum: 50 percent of total coverage of site	Minimum 2.0 stalls per Dwelling Unit	Citywide: 2.0 stalls per Dwelling Unit
Dwelling, Live-Work Unit*	Parking as per the appropriate housing form (see residential use min. parking requirements), PLUS Parking required for the business aspect of the development, as outlined within this table.	At the disrection of the Development Authority	(a) 1.0 stall per Dwelling unit for the residential component; and (b) 1.0 stall per 50.00 sq.m of GFA for the commercial component.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	Maximum: 50 percent of total coverage of site	Minimum 2.0 stalls per Dwelling Unit	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Bylaw.
Mixed Use Development, Limited (Form other than an apartment building)	2.0 stalls per Dwelling Unit	At the disrection of the Development Authority	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	The number of stalls refer to appropriate housing types at the discretion of the Development Authority.	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Bylaw.
Mixed Use Development, General (Form other than an apartment building)*	Citywide: 2.0 stalls per Dwelling Unit Downtown: 1.5 stalls per Dwelling Unit	At the disrection of the Development Authority	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	The number of stalls refer to appropriate housing types at the discretion of the Development Authority.	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Bylaw.
Mixed Use Development, General (Taking the form of an apartment building)*	Citywide: 1.75 stalls per DU, of which 0.25 stalls per unit shall be specifically designated for visitor parking Downtown: 1.31 stalls per DU, of which 0.19 stalls per unit shall be specifically designated for visitor parking	At the disrection of the Development Authority	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	The number of stalls refer to appropriate housing types at the discretion of the Development Authority.	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	Town Centre: Residential Component: • Bachelor = 0.8 space/unit • 1 bedroom = 0.9 space/unit • Each additional bedroom = 0.1 space/unit Visitor Component: • 0.05 space/unit where on-street supply is available. • 0.10 space/unit where no on-street supply is available.
Dwelling, Secondary Suite	1.0 stall per suite plus parking as required for any other land uses provided on the site.	1.0 stall per Studio/ 1 bedroom Accessory Suite; 2.0 stalls per 2 or more bedroom Accessory Suite	Zero stall required per suite or 1.0 stall required when there are two secondary suites on a lot in the Low-Density Residential District	1.0 stall per bedroom along with 2.0 stall required for the principal dwelling (1.0 stall per dwelling may be in tandem)	Maximum: 50 percent of total coverage of site	Minimum 1.0 stall (in addition to requirements of the Dwelling unit)	Citywide: 1.0 stall per Dwelling Unit
Home Business, Limited*	Parking as required for the principal Dwelling, plus as outlined in Specific Use Regulations (Section 6.12 of the City's Land Use Bylaw)	At the disrection of the Development Authority	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	Maximum: 50 percent of total coverage of site	Minimum: 1.0 stall plus the parking requirements for the dwelling; however, no parking spaces beyond what are necessary for the dwelling are required if the home-based business is located in a Live-Work Unit	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Bylaw.
Retail, General*	Citywide: 2.5 stalls per 100 sq.m of GFA Downtown: 1.88 stalls per 100 sq.m of GFA	At the disrection of the Development Authority	Downtown District: 1.0 stall per 80 sq.m of GFA All Other Districts: 1.0 stall per 50 sq.m of GFA	1.0 stall per 25 sq.m of Public Floor Area	Maximum: 50 percent of total coverage of site	Minimum: 1.0 stall per 28.0 sq.m of GFA (with a total GFA up to 6000 sq.m, for any retail store with a total GFA in excess of 6,000 sq.m, the Shopping Centre parking requirement shall apply.) Maximum (Only in a Downtown Central Area Zone): 4.25 stalls per 100.0 sq.m of GFA	Town Centre: 1.0 stall per 100.0 sq.m of GFA Citywide: 1.0 stall per 30.0 sq.m of GFA
Shopping Centre	4.0 stalls per 100 sq.m of GFA	At the disrection of the Development Authority	Downtown District: 1.0 stall per 70 sq.m of GFA All other districts: 1.0 stall per 40 sq.m of GFA	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	Maximum: 50 percent of total coverage of site	All areas excluding Downtown Central Area Zones (Minimum): 1.0 stall per 19.0 sq.m of GFA Downtown Central Area Zones: Minimum: 3.75 stalls per 100.0 sq.m of GFA Maximum: 4.25 stalls per 100.0 sq.m of GFA	Citywide: 1.0 stall per 30.0 sq.m of GFA
Retail Store, Convenience*	Citywide: 3.5 stalls per 100 sq.m of GFA Downtown: 2.63 stalls per 100 sq.m of GFA	At the disrection of the Development Authority	Downtown District: 1.0 stall per 80 sq.m of GFA All Other Districts: 1.0 stall per 50 sq.m of GFA	1.0 stall per 25 sq.m of Public Floor Area	Maximum: 50 percent of total coverage of site	All areas excluding Downtown Central Area Zones and Village Core Mixed Use Zones (Minimum): 1.0 stall per 20.0 sq.m of GFA Downtown Central Area Zones and Village Core Mixed Use Zones: Minimum: 3.75 stalls per 100.0 sq.m of GFA Downtown Central Area Zones: Maximum: 4.25 stalls per 100.0 sq.m of GFA	Citywide: 1.0 stall per 30.0 sq.m of GFA
Retail Store Liquour *	Citywide: 3.5 stalls per 100 sq.m of GFA Downtown: 2.63 stalls per 100 sq.m of GFA	At the disrection of the Development Authority	a) In the Downtown District, 1.0 stall per 80.00 sq.m of GFA. (b) In all other Districts, 1.0 stall per 50.00 sq.m of GFA.	1.0 stall per 25sq.m of Public Floor Area	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	Citywide: 1.0 stall per 25.0 sq.m of GFA

Appendix A: Jurisdictional Scan of Minimum Parking Requirements

Land Use	Airdrie, AB ¹	Cochrane, AB ²	St. Albert, AB ³	Leduc, AB ⁴	Okotoks, AB ⁵	Ajax, ON ⁶	Maple Ridge, BC ⁷
Animal Service, Limited*	Citywide: 2.5 stalls per 100 sq.m of GFA Downtown: 1.88 stalls per 100 sq.m of GFA	At the discretion of the Development Authority	(a) In the Downtown District, 1.0 stall per 80.00 sq.m of GFA. (b) In all other Districts, 1.0 stall per 50.00 sq.m of GFA.	-	Maximum: 50 percent of total coverage of site	Minimum: 1.0 stall per 30.0 sq.m of GFA	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Bylaw.
Business Support Service*	Citywide: 2.2 stalls per 100 sq.m of GFA Downtown: 1.65 stalls per 100 sq.m of GFA	At the discretion of the Development Authority	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	Citywide: 1.0 stall per 40.0 sq.m of GFA
Pharmacy*	Citywide: 2.5 stalls per 100 sq.m of GFA Downtown: 1.88 stalls per 100 sq.m of GFA	At the discretion of the Development Authority	Downtown District: 1.0 stall per 80 sq.m of GFA All Other Districts: 1.0 stall per 50 sq.m of GFA	1.0 stall per 25 sq.m of GFA	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Bylaw.
Financial Services*	Citywide: 2.2 stalls per 100 sq.m of GFA Downtown: 1.65 stalls per 100 sq.m of GFA	At the discretion of the Development Authority	Downtown District: 1.0 stall per 80 sq.m of GFA All Other Districts: 1.0 stall per 50 sq.m of GFA	1.0 stall per 35 sq.m of Public Floor Area	Maximum: 50 percent of total coverage of site	All areas excluding Downtown Central Area Zones and Village Core Mixed Use Zones (Minimum): 1.0 stall per 20.0 sq.m of GFA Downtown Central Area Zones and Village Core Mixed Use Zones: Minimum: 3.75 stalls per 100.0 sq.m of GFA Downtown Central Area Zones: Maximum: 4.25 stalls per 100.0 sq.m of GFA	Citywide: 1.0 stall per 20.0 sq.m of GFA
Personal Services*	Citywide: 3.0 stalls per 100 sq.m of GFA Downtown: 2.25 stalls per 100 sq.m of GFA	At the discretion of the Development Authority	Downtown District: 1.0 stall per 80 sq.m of GFA All Other Districts: 1.0 stall per 50 sq.m of GFA	1.0 stall per 25 sq.m of Public Floor Area	Maximum: 50 percent of total coverage of site	Minimum: 1.0 stall per 30.0 sq.m of GFA Maximum (Only in a Downtown Central Area Zone and a Village Core Mixed Use Zone): 4.25 stalls per 100.0 sq.m of GFA	Citywide: 1.0 stall per 30.0 sq.m of GFA
Offices*	Citywide: 3.0 stalls per 100 sq.m of GFA Downtown: 2.25 stalls per 100 sq.m of GFA	At the discretion of the Development Authority	(a) In the Downtown District, 1.0 stall per 80.00 sq.m of GFA. (b) In all other Districts, 1.0 stall per 50.00 sq.m of GFA.	1.0 stall per 35 sq.m of Public Floor Area	Maximum: 50 percent of total coverage of site	All areas excluding Downtown Central Area Zones and Village core Mixed Use Zones (Minimum): 1.0 stall per 28.0 sq.m of GFA Downtown Central Area Zones: Minimum: 2.0 stalls per 100.0 sq.m of GFA Maximum: 3.0 stalls per 100.0 sq.m of GFA Village Core Mixed Use Zones (Minimum): 3.0 stalls per 100.0 sq.m of GFA	Town Centre: 2.0 stalls per 100.0 sq.m of GFA Citywide: 1.0 stall per 40.0 sq.m of GFA
Restaurants*	Citywide: 12.0 stalls per 100 sq.m of GFA of seating area plus minimum 3.0 staff parking stalls Downtown: 9.0 stalls per 100 sq.m of GFA of seating area plus minimum 3.0 staff parking stalls	At the discretion of the Development Authority	Downtown District: 1.0 stall per 6 seats All Other Districts: 1.0 stall per 4 seats	1.0 stall per 4 seats	Maximum: 50 percent of total coverage of site	All areas excluding Downtown Central Area Zones and Village Core Mixed Use Zones (Minimum): 1.0 stall per 10.0 sq.m of GFA Downtown Central Area Zones and Village Core Mixed Use Zones (Minimum): 6.0 stalls per 100.0 sq.m of GFA Downtown Central Area Zones (Maximum): 7.0 stalls per 100.0 sq.m of GFA	Citywide: for Zones (C-1, C-2, C-3, C-4, C-5, C-7, CRM, H-1 and H-2) - 1.0 stall per 30.0 sq.m of GFA plus 5 car stack up for drive-through use for Zones (CS-1, CS-2, CS-3, CS-4 and CS-5)- 1.0 stall per 4 seats plus 5 car stack up for drive-through use
Microbrewery*	Citywide: 12.0 stalls per 100 sq.m of GFA of seating area plus minimum 3.0 staff parking stalls Downtown: 9.0 stalls per 100 sq.m of GFA of seating area plus minimum 3.0 staff parking stalls	At the discretion of the Development Authority	Downtown District: 1.0 stall per 6 seats All Other Districts: 1.0 stall per 4 seats	1.0 stall per 4 seats	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	Citywide: 1.0 stall per 4 seats
Indoor Recreation, Limited*	Citywide: 3.0 stalls per 100 sq.m of classroom space Downtown: 2.25 stalls per 100 sq.m of classroom space	At the discretion of the Development Authority	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	Citywide: 1.0 stall per 30.0 sq.m of GFA
Health Care, Limited (Medical/Dental Clinic)*	Citywide: 4.0 stalls per 100 sq.m of GFA Downtown: 3.0 stalls per 100 sq.m of GFA	At the discretion of the Development Authority	Downtown District: 1.0 stall per 80 sq.m of GFA All Other Districts: 1.0 stall per 50 sq.m of GFA	1.0 stall per 35 sq.m of Public Floor Area	Maximum: 50 percent of total coverage of site	All areas excluding Downtown Central Area Zones and Village Core Mixed Use Zones (Minimum): 1.0 stall per 20.0 sq.m of GFA Downtown Central Area Zones and Village Core Mixed Use Zones (Minimum): 3.5 stalls per 100.0 sq.m of GFA Downtown Central Area Zones (Maximum): 5.0 stalls per 100.0 sq.m of GFA	Citywide: 1.0 stall per 30.0 sq.m of GFA
Artist Studio*	Citywide: 3.0 stalls per 100 sq.m of GFA of classroom space plus 1.0 stall per 10 students (maximum class size) signed for temporary parking for drop-offs Downtown: 2.25 stalls per 100 sq.m of GFA of classroom space plus 1.0 stall per 10 students (maximum class size) signed for temporary parking for drop-offs	At the discretion of the Development Authority	As required by the Development Authority.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Bylaw.
Government Services*	Citywide: 5.0 stalls per 100 sq.m of GFA Downtown: 3.75 stalls per 100 sq.m of GFA	At the discretion of the Development Authority	Downtown District: - 1.0 stall per 10 seats OR -1.0 stall per 80 sq.m of GFA WHICHEVER IS GREATER In all other Districts: -1.0 stall per 8 seats OR - 1.0 stall per 50 sq.m of GFA WHICHEVER IS GREATER	1.0 stall per 35 sq.m of Public Floor Area	Maximum: 50 percent of total coverage of site	All areas excluding Downtown Central Area Zones and Village Core Mixed Use Zones (Minimum): 1.0 stall per 28.0 sq.m of GFA Downtown Central Area Zones (Minimum): 2.0 stalls per 100 sq.m of GFA Downtown Central Area Zones (Maximum): 3.0 stalls per 100 sq.m of GFA Village Core Mixed Use Zones (Minimum): 3.0 stalls per 100 sq.m of GFA	Citywide: 1.0 stall per 40 sq.m of GFA
Public Assembly*	Citywide: 8.0 stalls per 100 sq.m of GFA or 1.0 stall for every 5 seats To be exercised at the discretion of the Development Authority. Downtown: 6.0 stalls per 100 sq.m of GFA or 0.75 stalls for every 5 seats To be exercised at the discretion of the Development Authority.	At the discretion of the Development Authority	Downtown District: - 1.0 stall per 10 seats OR - 1.0 stall per 60 sq.m of GFA WHICHEVER IS GREATER All Other Districts: - 1.0 stall per 8 seats - 1.0 stall per 50 sq.m of GFA WHICHEVER IS GREATER	1.0 stall per 3 seating spaces	Maximum: 50 percent of total coverage of site	Minimum: the greater of 1.0 stall per 3 seat capacity or 1.0 stall per 12 sq.m of GFA.	Citywide: 1.0 stall per 5 fixed seats plus 1.0 stall per 15 sq.m of assembly area without fixed seats.

Appendix A: Jurisdictional Scan of Minimum Parking Requirements							
Land Use	Airdrie, AB ¹	Cochrane, AB ²	St. Albert, AB ³	Leduc, AB ⁴	Okotoks, AB ⁵	Ajax, ON ⁶	Maple Ridge, BC ⁷
Other Education or Institutional Uses	2.5 stalls per 100 sq.m of GFA	At the disrection of the Development Authority	Downtown District: - 1.0 stall per 10 seats OR -1.0 stall per 80 sq.m of GFA WHICHEVER IS GREATER In all other Districts: -1.0 stall per 8 seats OR - 1.0 stall per 50 sq.m of GFA WHICHEVER IS GREATER	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Land Use Bylaw.	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	Town Centre: 1.0 stall per 100 sq.m of GFA Citywide: 1.0 stall per 93 sq.m of GFA
Vehicle Service, Limited**	Citywide: 2.0 stalls per 100 sq.m of GFA This does not include on-site vehicle storage or queuing spaces required for an associated drive-through. Downtown: 1.5 stalls per 100 sq.m of GFA This does not include on-site vehicle storage or queuing spaces required for an associated drive-through.	At the disrection of the Development Authority	1.0 stall per 50 sq.m of GFA	When providing in a building with other uses, a minimum of 5.0 stalls must be provided (ex. Booth in a hotel, strip mall etc.)	Maximum: 50 percent of total coverage of site	Minimum: 1.0 stall per 45.0 sq.m of floor space dedicated to accessory retail sales	Citywide: 1.0 stall per 20 sq.m of GFA (service bays also qualify as parking stalls)
Child Care*	Citywide: 0.1 stall per child for pick-up and drop-off for the facility (based on the maximum capacity of the facility) plus 1.0 stall per staff only. Downtown: 0.1 stall per child for pick-up and drop-off for the facility (based on the maximum capacity of the facility) plus 0.75 stalls per staff only.	1.0 stall per 10 children and 1.0 stall per employee	Downtown District: - 4.0 stalls OR - 1.0 stall per 3 employees required during the maximum working shift, and 1.0 stall per 15 patrons, WHICHEVER IS GREATER All Other Districts: -4.0 stalls OR -1.0 stall per 3 employees required during the max working shift, and 1.0 stall per 10 patrons WHICHEVER IS GREATER	1.0 stall per 10 patrons	Maximum: 50 percent of total coverage of site	Minimum: 2.0 stalls/classroom plus 1.0 additional stall for every 4 children licensed capacity	Citywide: 1.0 stall per 20 sq.m of GFA
Supportive Housing, Limited*	Parking as per the appropriate residential housing form.	At the disrection of the Development Authority	(a)1.0 stall per Dwelling Unit; (b) 1.0 stall per 5 Sleeping Units; (c) 1.0 stall per 7 Dwelling Units or Sleeping Units for visitor parking; and (d) 1.0 stall per employee required during the maximum shift.	0.6 stalls per Dwelling Unit plus 1.0 visitor stall per 5 units	Maximum: 50 percent of total coverage of site	There is no appropriate land use that is defined similar to this land use in this jurisdiction's Zoning By-law.	Town Centre: 0.35 spaces per bed or Dwelling Unit Citywide: 1 space per 4 Sleeping Units plus 0.2 spaces per sleeping unit designated for visitors

Note:
GFA = Gross Floor Area
*Permitted use in Downtown Core Mixed Use District (M3)
**Discretionary use in Downtown Core Mixed Use District (M3)

¹ Parking requirements obtained from the City of Airdrie Land Use Bylaw B-01/2016, consolidated February 5, 2025. Minimum parking requirements in Downtown Airdrie were obtained by applying a 25 percent reduction to the Citywide minimum parking requirements, as stated in Section 4.4 (10) of the Land Use Bylaw.

² Parking requirements obtained from the Town of Cochrane Land Use Bylaw 01/2022.

³ Parking requirements obtained from the City of St. Albert Land Use Bylaw 18/2024.

⁴ Parking requirements obtained from the City of Leduc Land Use Bylaw 809-2013.

⁵ Parking requirements obtained from the Okotoks Land Use Bylaw 17-21, adopted June 14, 2021. The parking requirements were obtained from the Neighbourhood Core and Downtown Districts. As such, the parking requirements are same in both districts.

⁶ Parking requirements obtained from the Town of Ajax Zoning By-law 95-2003, consolidated on November 1, 2023.

⁷ Parking requirements obtained from the City of Maple Ridge Bylaw No. 4350-1990. Maple Ridge has separate parking requirements for its Town Centre as listed in Section 10.0 of the Bylaw, while parking requirements for the rest of the City are listed in Scheduled "A" of the Bylaw. The Citywide rates in this table correspond to the rates included in Schedule "A."

APPENDIX E:

FUTURE DOWNTOWN PARKING DEMAND

FUTURE PARKING DEMAND PROJECTIONS

The future parking demand projections have been performed for a 5-year scenario, i.e. for year 2030. As per the City of Airdrie's population forecast, the City will have a population of 118,195 by 2030. The Airdrie Transportation Master Plan Mode Update Draft Report prepared by ISL in January 2025 reviewed the following four growth horizons, as shown in the table below.

Population and Employment Projections under Different Growth Horizons

Horizon		Jobs
110K Population	110,000	28,440
144K Population	144,000	39,200
203K Population	203,000	71,840
Ultimate	265,000	92,660

As per the TMP Model Update, in the 110K horizon scenario, 1,750 residents and 1,750 jobs will be added in the Downtown through its revitalization, while for the 144K horizon scenario, 3,500 residents and 3,500 jobs will be added. This information is based on the projections obtained from the City's Downtown Revitalization Plan, which projects 7,000 new residents and jobs in the Downtown in the future. Based on a linear interpolation, approximately 2,172 additional residents and 2,172 additional jobs can be expected in Downtown Airdrie when the City's population is 118,195 in year 2030. It can be assumed that new residents in the Downtown will have sufficient private parking and will not require any public parking. Therefore, public parking will only be required for the new employees/visitors.

As per the Downtown Revitalization Plan, Downtown Airdrie had 1,364 jobs in year 2022. Therefore, in 8 years, the employment growth would be approximately 160% (a linear growth of 20% per year). The peak demand for public parking in the Downtown as obtained from the surveys conducted in November/December 2024 was 1,398. Considering an increase in parking demand proportional to the employment growth, the parking demand is anticipated to increase by 120% in 6 years. Therefore, the anticipated peak parking demand in 2030 will be 3,068. Based on discussion with City staff, it is our understanding that the City currently does not have any plans to reduce parking supply in the Downtown through redevelopment projects. However, as per the City's Paid Parking Benchmarking Report, prepared in December 2023, the new library in the Downtown is expected to add approximately 176 parking spaces, thereby increasing the Downtown's parking supply to 3,015. No other increase in parking supply is planned at this point of time. Therefore, based on the projected parking demand of 3,068 spaces, there will be an anticipated shortage of 53 parking spaces in the Downtown in the year 2030 scenario. The Downtown parking analysis under year 2030 conditions is summarized in the table below. To address the parking deficiency in the future, additional parking will be required in the Downtown in the form of surface parking lots and/or parkades.

Overall Parking Analysis within Study Area under Year 2030 Conditions

Existing Parking Supply	Loss of Parking Supply due to Redevelopment	Additional Parking Supply due to Library	Total Future Parking Supply	Projected Future Parking Demand	Parking Deficiency
2,839	0	176	3,015	3,068	53