

PART 8 PARKING, LOADING, CURB CUTS AND ROAD ACCESS REGULATIONS

SECTION 8-1 ESTABLISHMENT OF PARKING AND LOADING PROVISIONS

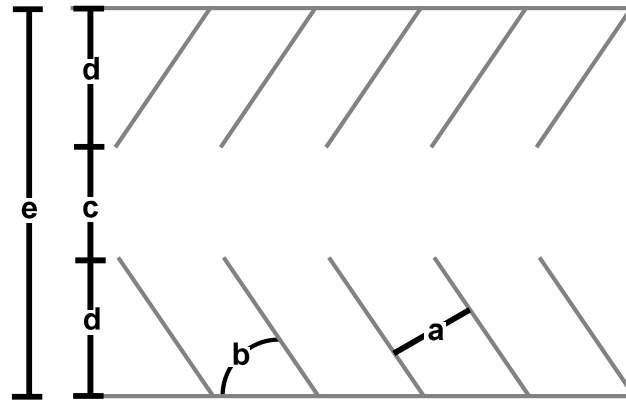
Parking, loading, curb cuts, and road access provisions shall be set forth in Part 8 and may be amended in the same manner as any other Part or Section of this Bylaw.

SECTION 8-2 OFF-STREET PARKING DEVELOPMENT REGULATIONS

1. Parking stalls and loading spaces shall be clearly marked in the parking facility. Such marking shall be regularly maintained to ensure legibility to users and shall be to the satisfaction of the Development Authority.
3. All off-street parking facilities shall be separated from streets by a curbed soft landscaped area of at least 1.0m in width.
4. All off-street parking facilities shall be so constructed that:
 - a) necessary curb cuts are located and flared to the satisfaction of the Development Authority;
 - b) every off-street parking space provided, and the access thereto shall be hard-surfaced if the access is from a street or lane which is hard-surfaced;
 - c) parking facilities used at night shall have adequate lighting for the entire parking facility with such lighting being directed away from abutting residential properties and other properties where, in the opinion of the Development Authority would have adverse effects;
 - d) grades and drainage shall dispose of surface water, and in no case shall grades be established that would permit surface drainage to cross any sidewalk or site boundary without the approval of the Development Authority;
 - e) parking for the physically handicapped shall also be provided as Provincial regulations require and shall be considered as part of the number of stalls required for the project;
 - f) a maximum of 5% of the total number of stalls required may be required to be provided for the handicapped by the Development Authority, provided that a maximum of three stalls may be required for any project, unless exceptional circumstances due to the magnitude of development would warrant more than three stalls;
 - g) commercial, industrial, multi family residential, or institutional driveways and parking areas that are connected to a paved roadway must be paved or otherwise hard surfaced or the Whitecourt provided security to ensure paving is completed within two years of occupancy, and
 - h) residential driveways connecting to a street shall be paved or otherwise hard surfaced within two (2) years of occupancy.
5. Off-street parking lots in any commercial District shall be landscaped by the planting of trees in the amount of at least one tree for every 185m² of parking lot area. The trees shall be of a type and size approved by the Development Authority. Trees required shall be located within the parking area in locations where visibility for the safe movement of persons and traffic is not impaired.

SECTION 8-3 MINIMUM PARKING FACILITY DIMENSIONS

The minimum dimensions of maneuvering aisles and parking stalls shall be in accordance with the following diagram and table.



Stall Width (a)	Parking Angle (b)	Aisle Width (c)		Stall Depth Perpendicular to Aisle (d)	Parking Unit Depth (e)	
		One-Way	Two-Way		One-Way	Two-Way
7.0m	0° (parallel)	3.4m	6.7m	3.4m	10.2m	13.5m
2.75m	30°	3.1m	6.7m	5.4m	13.9m	17.5m
2.75m	45°	3.4m	6.7m	6.2m	15.8m	19.1m
2.75m	60°	5.5m	6.7m	6.6m	18.7m	19.9m
2.75m	90°	6.7m	6.7m	6.0m	18.7m	18.7m

SECTION 8-4 NUMBER OF OFF-STREET PARKING STALLS REQUIRED

1. Where a building is enlarged, or altered, or a change in the use occurs in such a manner as to cause a more intensive use of that building, provisions shall be made for the additional parking spaces required under the Bylaw. The calculations shall be based on the number of additional parking spaces required as a result of the enlargement, alteration or change in the use of the building, in addition to parking spaces that may have been removed due to the enlargement or alteration.
2. The minimum number of off-street parking stalls required for each use of building or development shall be as follows:

Residential	
Single family and duplex dwellings	2 per dwelling unit.
Multiple family dwellings of one bedroom or less per dwelling unit.	1.7 per dwelling unit.

Residential	
Multiple family dwellings of two or more bedrooms per dwelling unit.	2 per dwelling unit.
Senior citizen self-contained dwelling units.	1 per dwelling unit.
Manufactured Home Park	2 per dwelling unit

Commercial	
Business, public administration and offices, including doctor and dentist.	1 for every 50m ² of gross leasable area.
Retail and Service Shops.	1 for every 50m ² of gross leasable area.
Eating & Drinking establishments	1 for every 6 seats, minimum of 3 stalls.
Drive-in restaurants.	1 for every 50m ² of gross leasable area.
Automotive repair/services; automobile sales lots and showrooms; automobile accessory sales and service; recreational vehicle sales and service; auto body repair and paint shops, and tire sales and services.	1 for every 50m ² of gross leasable area.
Hotels and Motels.	1 per sleeping unit and 1 space per 3 employees on maximum shift.

Industrial	
Light manufacturing plants; warehouse space; wholesale and storage buildings and yards; servicing and repair establishments; research laboratories; and public utility buildings. Medium to heavy manufacturing plants, mills or shops.	1 space for every 70m ² of gross floor area or one space per employee on maximum shift plus a number of visitor parking spaces as specified by the Development Authority.
The industrial regulations may be varied at the discretion of the Development Authority to accommodate up to one employee on a maximum shift where it is anticipated the workers would be employed in yards or outdoor areas.	

Places of Assembly	
Auditoriums, churches, halls, theatres and other amusement or recreational places.	1 per 10 seating spaces or 1 per 10m ² used by the patrons, whichever is deemed to be the most applicable standard given the nature of the application as determined by the Development Authority.

Day Care Facilities	
Day care facilities and nursery schools.	1 per 50m ² of gross floor area.

Schools	
Elementary and Junior High Schools.	3 per classroom.
Senior High Schools	7 per classroom for auditorium.
Post-secondary or adult education facilities including universities, educational consortiums and other college-type facilities <u>or commercial schools.</u>	7 per classroom.

Hospitals and Similar Uses	
Hospitals.	<u>2 per bed.</u>
Sanitariums, convalescent homes, group care facilities, senior citizens lodges and nursing homes.	<u>1 per bed.</u>

3. Where, in the opinion of the Development Authority, parking facilities have previously been provided to specifically serve a proposed project, the number of parking stalls required on a site pursuant to Subsection 2 may be reduced accordingly.
4. The number of parking stalls required may be reduced where, in the opinion of the Development Authority, the parking required by various users on a site will vary according to time so that all needs as defined in this Bylaw can be met at any given time by the reduced number of stalls.
5. In the case of a use not specified in Subsection 2, the number of stalls provided shall be the same as for a similar use as determined by the Development Authority.
6. Where a development on a parcel falls within more than one use of a building or development, the required number of spaces shall be the sum of the requirements for each of the uses as specified under Subsection 2.
7. Where there are a fractional number of parking spaces required by this Bylaw, the next highest number of stalls shall be provided.
8. The design of the parking area can be altered where the Development Authority considers that the situation warrants variance of the standard design.

SECTION 8-5 SHARED PARKING FACILITIES

1. Parking may be supplied at a site other than the site of the principal use provided that it is in accordance with the following regulations:
 - a) On other than residential property and subject to the approval of the Development Authority, an owner of land or a group of such owners may pool his or their required off-street parking stalls within one or more shared parking facilities and may thereby collectively fulfill the requirements of Section 8-4.
 - b) Where a group of uses is served by a shared parking facility, the requirement for such facility shall be the sum of the off-street parking requirements for each of the uses served by the parking facility.

- c) Where a group of uses or businesses pool their parking requirements onto one lot, such a shared lot shall be located no more than 120 from the site of any benefiting use.
- d) At the option of the Development Authority and in lieu of providing off-street parking, an owner of land proposed for development shall pay the Whitecourt to provide the equivalent parking area. The amount of money required will be determined by Resolution of Council and shall be based on the amount needed to construct the required number of parking stalls on land owned or proposed to be purchased by the Whitecourt. Money so received by the Whitecourt will be used only for the development or improvement of municipal, off-street parking facilities.

SECTION 8-6 OFF-STREET LOADING

1. Where a proposed development will, from time to time, require pick-up or delivery of people or materials, adequate space for loading and unloading shall be provided and maintained on the site to the satisfaction of the Development Authority.
2. Pursuant to Subsection 1, the Development Authority shall consider the following criteria when reviewing off-street loading requirements:
 - a) off-street loading spaces shall have dimensions of not less than 4.0m in width and 8.0m in length;
 - b) have overhead clearance of not less than 5.3m above grade;
 - c) have vehicular access to and exit from a street or lane either directly or by a clearly defined traffic aisle;
 - d) be sited at an elevation or elevations convenient to a major floor level in the building or to a utility elevator serving each major floor level;
 - e) be so graded and drained as to dispose of all surface water. In no case shall grades be established that would permit drainage to cross site boundaries or sidewalks without the approval of the Development Authority;
 - f) be paved or hard-surfaced where an off-street parking facility is required to be paved or hard-surfaced;
 - g) have adequate lighting to the satisfaction of the Development Authority, and
 - h) be screened on each side abutting or fronting on any property in a residential District by a wall, fence, earth berm or hedge of not less than 2.0m in height, to the satisfaction of the Development Authority.
3. As a condition of a development permit, a letter of guarantee or an irrevocable letter of credit may be required.

SECTION 8-7 VEHICLE ORIENTED USES

1. Vehicle oriented uses shall include drive-in food services, gas bars, services stations, drive-through vehicular services and other developments providing drive-in services in which patrons generally remain inside their vehicles.
2. Vehicle oriented uses shall be located only where the Development Authority is satisfied that the development will not adversely affect the functioning of surrounding public roadways.
3. The minimum site width shall be 25m.

4. Queuing space shall be provided as follows:
 - a) for drive-in food services, and other development having a service window, a minimum of three inbound queuing spaces shall be provided for vehicles approaching the service window, or
 - b) for drive-through vehicle services, a minimum of five inbound queuing spaces shall be provided for each service bay, except that in the case of a complete service car wash a minimum of five inbound queuing spaces shall be provided for each bay and a minimum of five outbound queuing spaces shall be provided prior to exiting into the public roadway;
 - c) Each queuing space shall be a minimum of 6.0m long and 3.0m wide. Queuing lanes shall provide sufficient space for turning and maneuvering.

SECTION 8-8 BICYCLE PARKING

1. Unless otherwise allowed by the Development Authority, the required number of bicycle parking stalls for a use shall be as set forth in the following table:

Use	Number of Bicycle Parking Spaces
Residential Uses with 10 or more dwelling units and all non-residential uses except education uses	5% of car parking requirement but in no case less than 4 stalls
All commercial uses	10% of car parking requirement but in no case less than 2 stalls
All education uses	10% of students based on projected design capacity

2. In lieu of bicycle stalls, bicycle racks may be provided.
3. Size and Location of Bicycle Stalls:
 - a) Each bicycle parking space shall be a minimum of 0.6m in width and 1.8m in length, with a minimum overhead clearance of at least 2.1m.
 - b) Required bicycle parking spaces shall be wholly provided on the same site as the building.
 - c) Adequate access to and exit from individual bicycle parking spaces shall be provided to the satisfaction of the Development Officer, with an aisle of not less than 1.5m in width to be provided and maintained beside or between each row of bicycle parking.
 - d) Bicycle parking shall be separated from vehicle parking by a physical barrier or a minimum 1.5m of open space.
 - e) Bicycle parking spaces shall be visibly located where possible and provided in one or more of the following ways, to the satisfaction of the Development Authority:
 - i) Secure bicycle storage rooms, lockers, racks or railings or other such device inside the building;
 - ii) Secure bicycle storage rooms, lockers, racks or railings or other similar device in any accessory parking area, and,
 - iii) Within a required or non-required yard or building setback of a site but not more than 15.2m from a principal entrance of the building.
4. Bicycle parking shall be designed so that bicycles may be securely locked to the rack, railing or other similar device without undue inconvenience and will be reasonably safeguarded from intentional or accidental damage.

SECTION 8-9 CURB CUTS

1. For corner lots in residential Districts, the nearest edge of a proposed curb cut to the nearest curb-line of the street intersection shall not be less than 12.0m.
2. In residential Districts:
 - a) one driveway up to 6.0m in width or a shared driveway up to 12m in width, may be developed between a front property line and the roadway, or
 - b) one driveway with a maximum width of 7.25m or a shared driveway up to 14.5m in width may be developed between a front property line and the roadway if an uninterrupted distance of 7.0m is available on the roadway abutting the property for on-street parking.
3. In commercial and industrial Districts:
 - a) the nearest edge of a proposed curb cut to the nearest curb-line of the street intersection shall not be less than 20.0m., and
 - b) the maximum width at the curb cut shall not exceed 13m at curb line and 9.0m at property line.
4. No part of a driveway shall be closer than 7.0m from the intersection of a lane with a roadway.

SECTION 8-10 LIMITED ACCESS TO ROADS

1. No access for vehicles will be permitted from an arterial road as designated by a Statutory Plan to any residential site, unless the access serves three or more dwelling units.
2. No vehicle access to a public road will be allowed from any commercial, industrial, institutional, or multi family residential site, unless turning space is provided on the site such that vehicles entering upon the site may turn before re-entering the street.
3. Access to highways shall be limited to arterial roads, collector and service roads, and where no service roads are provided access shall be limited to those access points approved by Alberta Infrastructure and Transportation.