

## PART 10 PARKING AND LOADING FACILITIES

### 10.1 GENERAL PARKING AND LOADING REGULATIONS

- (1) The requirements on this Part shall apply to all parking and loading facilities required by this Bylaw.
  - (a) Notwithstanding the requirements of this Part, specific rules contained in any land use district shall govern the parking and loading requirements for that district.
- (2) If vehicles entering onto public roadways may exceed 9.00 metres in length the applicant may be required to provide evidence, in the form of diagrams that appropriate entrance geometrics have been incorporated, to the satisfaction of the Development Authority.
- (3) For the construction of a new building, the enlargement, or change of use of an existing building, which generates the need for new or additional parking or loading spaces, the owner of the building shall provide the required parking or loading spaces in a finished condition as required in this Bylaw, prior to the completion of development or first occupancy of the building, whichever is sooner.
- (4) In the event seasonal conditions prohibit the completion of lot surfacing, the lot shall be compacted and maintained in a manner to allow access by emergency vehicles, and all hard surfacing shall be completed within 1 year.
- (5) The applicant may be required to provide an irrevocable Letter of Credit or other form of security acceptable to the Development Authority to guarantee completion of the lot surfacing.
- (6) Parking areas which are intended for public use shall only be used for the temporary parking of motor vehicles and shall not be used for extended storage of motor vehicles.
- (7) Where the Development Authority finds that the use of a parking area is not in accordance with this Bylaw, the Development Authority may, by written notice of contravention, and/or written stop order notice, notify or order the registered owner, the person in possession of the parking area or the person responsible for the contravention or all, or any of them to:
  - (a) stop the use of the parking area in whole or in part as directed by the notice; or
  - (b) take such other measures as are specified in the notice so that the use of the parking area is in accordance with the Development Permit or this Bylaw as the case may be, within the time specified by the notice.
- (8) Notwithstanding the provisions of Section 10.1, all provisions of Section 5.3 are applicable at the discretion of the Development Authority.
- (9) Parking areas and loading spaces shall be designed and located so as to minimize any disruption to the continuity of the pedestrian system and adjacent public roadways.
- (10) To facilitate the determination of parking and loading requirements, a parking and loading assessment prepared to a professional standard acceptable to the Development Authority, may be required to document the parking and loading demand and supply characteristics associated with the proposed development.

- (a) The Development Authority shall not be bound by any recommendations of such a parking or loading assessment, but may consider such recommendations in exercising discretion to allow a reduction of the minimum number of spaces specified in this Bylaw.
- (11) The Development Authority may refuse to grant a development permit to an applicant not fully complying with parking or loading requirements.

## **10.2 RESIDENTIAL USES**

- (1) All residential parking stalls and loading spaces required by this Bylaw shall be located on the same site as the use requiring them.
  - (a) Surface parking areas for apartments are subject to setback and yard requirements of the districts where they are located.
- (2) The parking or loading stalls required for all residential uses shall be hard surfaced as defined in this Bylaw, as per the City of Cold Lake Municipal Engineering Standards, or as otherwise provided in a Development Agreement.
- (3) Parking or loading spaces for an apartment building shall not be located in the front yard of a site or between the front of a building and the boundary of the street on which the building faces unless otherwise approved by the Development Authority.

## **10.3 NON-RESIDENTIAL USES**

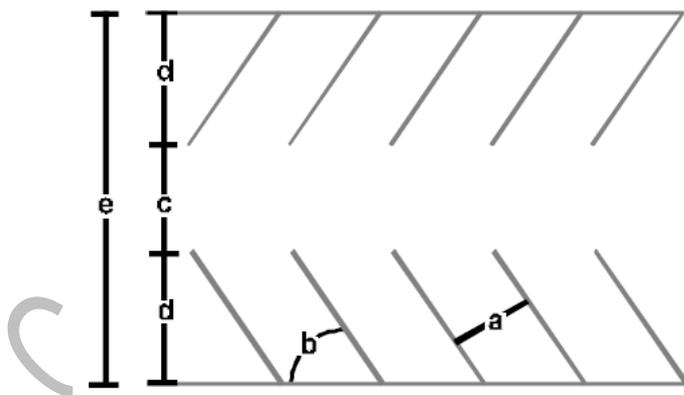
- (1) The parking or loading stalls required for all non-residential uses shall be hard surfaced as defined in this Bylaw as per the City of Cold Lake Municipal Engineering Standards.
- (2) The location of on-site parking or loading spaces on a school site shall be to the satisfaction of the Development Authority.
- (3) Non-residential parking or loading spaces shall not be located in the front yard of a site or between the front of a building and the boundary of the street on which the building faces, unless otherwise approved by the Development Authority.
- (4) If a non-residential parking or loading area is located on a site immediately adjacent to a Residential District, the parking or loading area shall be designed as required by Section 10.2.

## **10.4 PARKING REQUIREMENTS**

- (1) This Section is subject to Section 10.1, Section 10.2 and Section 10.3.
- (2) All parking spaces, loading spaces, manoeuvring aisles and driveways shall be surfaced and maintained to the satisfaction of the Development Authority.
- (3) All parking spaces, loading spaces, manoeuvring aisles and driveways shall be demarcated to the satisfaction of the Development Authority.

- (4) The parking or loading layout of all developments shall be designed, located and constructed to meet the following standards to the satisfaction of the Development Authority:
- (a) each parking aisle may have a curbed island at each end, measuring a minimum of 1.00 metre in width;
  - (b) In accordance with the City of Cold Lake Municipal Engineering Standards, any industrial or commercial parking lot containing more than 100 parking spaces and in which a parking space intended for visitor or customer use is further than 50 metres from the entrance to any destination building on the site, shall be oriented to ensure safe and efficient pedestrian traffic flow, and incorporated into any adjoining trail system;
  - (c) lot design shall provide for adequate stacking and queuing lanes for vehicles to ensure that traffic flow both on-site and on public roads is not adversely affected in any way;
  - (d) the parking or loading area must be accessible to and appropriate for :
    - (i) vehicles using it and the frequency of use; and
    - (ii) the parking or loading area must be appropriately surfaced and drained as required by the Development Authority.
- (5) Size of Parking Stalls and Drive Aisles:
- (a) parking angles may have a value of 90 degrees or range from 90 degrees to 45 degrees;
  - (b) unless otherwise allowed by the Development Authority, the minimum dimensions for the design of parking facilities shall be as set out in Figure 10.4-1: Illustration of Parking Standard Dimensions and Table 10.4-1: Minimum Parking Standards.

**Figure 10.4-1: Illustration of Parking Standard Dimensions**



**Table 10.4-1: Minimum Parking Standards**

Stall Width (a)	Parking Angle(in Degrees) (b)	Aisle Width (c)	Stall Depth Perpendicular to Aisle (d)	Parking Unit Depth (e)
2.60	0	3.20	5.50	8.4
2.60	45	2.60	5.20	13.00
2.60	90	5.20	4.90	15.00

- (c) parking dimensions for parking angles between 90 degrees and 45 degrees shall be calculated using a straight-line interpolation between dimensions;
  - (d) for parallel parking, the length of the parking spaces shall be 5.50 metres;
  - (e) manoeuvring aisles and driveways serving as fire lanes shall be at least 6.00 metres wide;
  - (f) parking stalls shall be clear of all obstructions, other than wheel stops; and,
  - (g) the maximum grade of a parking stall shall not exceed 4% in any direction.
- (6) The portion or portions of a parking lot used for parking must:
- (a) be marked off or physically divided to delineate clearly each parking stall, loading space or drive aisle; and,
  - (b) have suitable barriers to prevent motor vehicles from encroaching onto landscaped areas and to protect fences, walls or buildings.
- (7) Wheel stops shall not exceed 0.10 metre in height above the parking stall surface and shall be placed perpendicular to the parking stall depth, 0.60 metre from the front of the parking stall.

## 10.5 NUMBER OF VEHICLE PARKING STALLS REQUIRED

- (1) Where the calculation of the required number of parking stalls or loading spaces results in a fraction number of parking spaces, the next higher number shall be taken.
- (2) Where a development falls within two or more of the categories listed in this Section, it shall comply with all parking regulations applicable to all of the categories.
  - (a) The highest requirement shall be used.
- (3) Parking stall requirements for uses other than those set out in this Section shall be determined by the Development Authority, having regard to similar uses for which specific parking stall requirements are set.
- (4) Unless otherwise allowed by the Development Authority, the required number of vehicle parking stalls for any use shall be as set forth in the following tables (where Gross Floor Area = GFA and Dwelling Unit = du):

**Table 10.5-1 Parking Requirements for Accommodation Establishments and Eating and Drinking Establishments**

<b>LAND USE</b>	<b>MINIMUM PARKING REQUIREMENT</b>
Hotel/Motel/Bed and Breakfast	1 stall per bedroom sleeping unit (including suite) and 1 stall per 3 employees
Eating and Drinking Establishment	1 stall per 4 seats

**Table 10.5-2 Parking Requirements for Businesses**

<b>LAND USE</b>	<b>MINIMUM PARKING REQUIREMENT</b>
Adult Entertainment Establishment	5.3 stalls 100 m <sup>2</sup> + minimum of 3 staff stalls
Adult Retail Establishment	2.5 Stalls per 100m <sup>2</sup> of GFA, with a minimum of 2.0 stalls per store
Greenhouse and Plant Nursery	3 stalls per 100m <sup>2</sup> GFA plus a minimum of 2 staff parking stalls
Kennel	2 stalls plus a minimum of 1 staff parking stall
Automotive and Recreation Vehicle Sales and Rental	2 stalls per 100 m <sup>2</sup> GFA designated for customer parking plus a minimum of 3 stalls for staff parking
Professional and Financial Services	2 stalls per 100 m <sup>2</sup> GFA
Automotive and Equipment Repair	2 stalls per 100 m <sup>2</sup> GFA
Industrial Vehicle and Equipment	0.5 stall per staff plus a minimum of 5 stalls for visitor parking
Personal Service Facility	2 stalls per 100 m <sup>2</sup> GFA
Warehousing and Storage (except self-storage)	1.1 stalls per 100 m <sup>2</sup> GFA up to 2000 m <sup>2</sup> GFA and 0.2 stalls per 100 m <sup>2</sup> GFA thereafter
Self-Storage	Minimum of 6 stalls for customers plus 2 staff stalls

**Table 10.5-3 Parking Requirements for Education Services**

LAND USE	MINIMUM PARKING REQUIREMENT
Elementary/Junior High Schools	1.0 stall per staff
Senior High School	0.5 stall per student and 1.0 stall per staff
College/University	0.4 stalls per student plus 1.0 stall/staff
Commercial School	0.7 stalls per student plus 1.0 stall/ staff

**Table 10.5-4 Parking Requirements for Government Services**

LAND USE	MINIMUM PARKING REQUIREMENT
Public Buildings and Services	4.1 stalls per 100 m <sup>2</sup> GFA

**Table 10.5-5 Parking Requirements for Health Services**

LAND USE	MINIMUM PARKING REQUIREMENT
Child Care Facility	1 stall per staff on duty plus 0.2 stall per child
Health Service	1.1 stalls per 100 m <sup>2</sup> GFA
Hospital	1 stall per bed
Supportive Living Accommodation	0.2 stall per bed plus 0.8 stall per staff
Veterinarian	4 stalls per 100 m <sup>2</sup> GFA

**Table 10.5-6 Parking Requirements for Residential Developments**

LAND USE	MINIMUM PARKING REQUIREMENT
Single Detached Dwelling / Semi-Detached Dwelling/Duplex/Row house	2 stalls per du
Apartment – Bachelor / 1 Bedroom	1 stall per du plus 0.15 stalls per du designated as visitor parking
Apartment - 2 Bedroom	1.5 stalls per du plus 0.15 stalls per du designated as visitor parking
Apartment - 3 or more Bedroom	2 stalls per du plus 0.15 stalls per du designated as visitor parking
Secondary Suite	1 stall per suite
Secondary Suite – 3 or more Bedroom	2 stalls per suite <i>Amended on April 9, 2013, by Bylaw #474-LU-13.</i>
Manufactured Home Subdivision	2 stalls per du plus 0.15 stalls per du designated as visitor parking

**Table 10.5-7 Parking Requirements for Social/Recreational Services**

LAND USE	MINIMUM PARKING REQUIREMENT
Adult Entertainment Establishment	5.3 Stalls per 100m <sup>2</sup> + minimum of 3 staff stalls <i>Amended June 23, 2015 by Bylaw #559-LU-15.</i>
Participant Recreation Facility, Indoor	10 stalls per 100 m <sup>2</sup> GFA
Casino	30 stalls per 100 m <sup>2</sup>
Religious Assembly	5.0 stalls per 100 m <sup>2</sup> of assembly area
Spectator Entertainment	5.3 stalls per 100 m <sup>2</sup>

**Table 10.5-8 Parking Requirements for Retail Business**

LAND USE	MINIMUM PARKING REQUIREMENT
Adult Retail Establishment	2.5 stalls per 100 m <sup>2</sup> GFA, with a minimum 2.0 stalls per store <i>Amended June 23, 2015 by Bylaw #559-LU-15.</i>
Gas Bar / Service Station	2.2 stalls per 100 m <sup>2</sup> per GFA plus 1.0 stall per staff on duty
Convenience Retail / Retail Store	2.5 stalls per 100 m <sup>2</sup> GFA, with a minimum 2.0 stalls per store
Shopping Mall	4.1 stalls per 100 m <sup>2</sup> GFA

- (5) Where two adjacent developments can demonstrate to the satisfaction of the Development Authority that opportunities to share parking facilities exist, the Development Authority may consider an appropriate relaxation of the number of vehicle parking stalls subject to Section 10.8.

## 10.6 ON-SITE LOADING REQUIREMENTS

- (1) This Section is subject to Section 10.1, Section 10.2 and Section 10.3.
- (2) A loading space shall be designed and located so that all vehicles using that space can be parked and manoeuvred entirely within the bounds of the site without backing to or from adjacent streets.
- (3) A loading space situated within a setback distance from a street or lane shall not be counted for the purposes of this Section.
- (4) A loading space shall be a minimum width of 3.00 metres and a minimum depth of 9.00 metres and maintain a minimum overhead clearance of 4.30 metres.

- (5) The Development Authority, having regard to the types of vehicles that are likely to use the loading space, may change minimum loading space dimensions.
- (6) For apartment buildings or multi-attached dwellings with more than twenty (20) units, adequate loading space shall be provided to the satisfaction of the Development Authority.
- (7) Loading space requirements for uses other than those set out in this Section shall be determined by the Development Authority, having regard to similar uses for which specific loading facility requirements are set.
- (8) Unless otherwise allowed by the Development Authority, the required on-site loading space for any use shall be as follows:

**Table 10.6-1 Required Number of Loading Spaces:**

<b>USE OF BUILDING OR SITE</b>	<b>NUMBER OF LOADING SPACES</b>
Eating and Drinking Establishment	1 space per 9000 m <sup>2</sup> of GFA
Funeral Services	1 space per 9000 m <sup>2</sup> of GFA
Health Service	1 space per 9000 m <sup>2</sup> of GFA
Hotel	1 space per 9000 m <sup>2</sup> of GFA
Light Industrial	1 space per 2000 m <sup>2</sup> of GFA
Office Buildings	1 space per 9000 m <sup>2</sup> of GFA
Public Building	1 space per 9000 m <sup>2</sup> of GFA
Retail and Wholesale Sales	1 space per 9000 m <sup>2</sup> of GFA
Spectator Entertainment	1 space per 9000 m <sup>2</sup> of GFA
Warehousing and Storage	1 space per 2000 m <sup>2</sup> of GFA

## **10.7 MULTI-USE OR MIXED USE DEVELOPMENTS**

- (1) Developments containing or providing for more than one use shall provide parking stalls and loading spaces equal to the sum of the requirements of individual uses, unless the applicant can otherwise demonstrate to the Development Authority through the use of a qualified Transportation Engineer that there is a complementary or overlapping use of the parking facilities which would warrant a reduction in the parking requirements.
- (2) Parking and loading spaces for a shopping mall shall not be calculated on the basis of individual use within the mall, but rather the shopping mall parking space requirement shall determine the required number of spaces.

## **10.8 COMBINED OR SHARED PARKING**

- (1) The Development Authority may allow two or more developments to share parking spaces.
  - (a) Up to 50% of the required parking may be combined or shared parking.
- (2) Permission to share parking spaces may only be granted by the Development Authority in the following circumstances:
  - (a) the developments are in close proximity to each other and within 100.00 metres of the site on which the parking spaces are located;
  - (b) the demand for parking spaces for each development is not likely to occur at the same time;
  - (c) the Development Authority is satisfied that the arrangement between the owners of the developments for the sharing of parking spaces is to be permanent unless an alternative permanent arrangement is made that is satisfactory to the Development Authority; and,
  - (d) an agreement acceptable to the Development Authority is provided.

## **10.9 PARKING EXCEPTIONS IN THE DOWNTOWN COMMERCIAL (C1) AND LAKESHORE COMMERCIAL (LC) DISTRICTS**

- (1) In order to promote a pedestrian friendly environment within the Downtown Commercial (C1) and Lakeshore Commercial (LC) Districts and to encourage higher density mixed-use developments, the following shall apply:
  - (a) The Development Authority may give credit for on-street parking providing such on-street parking stalls about the development and provided that the use of said stalls have not been pre-empted by a fire hydrant, yellow-curb line, loading zone, entrance or some obstruction which prevents the use of the said stalls for public parking;
  - (b) If deemed acceptable, the Development Authority may:
    - (i) Accept payment-in-lieu of the number of off-street parking spaces deficient for a new development, expansion of an existing use or change of use of a building, which payment amount shall be based upon the amount of money Council deems reasonable (taking into consideration the current market value of land and the current construction costs) in return for the equivalent parking space to be provided by the City elsewhere in the District in which the development is proposed; or
  - (c) Notwithstanding the provisions of 1(a) and (b) above, the Development Authority may allow a reduction in off-street parking spaces required for a development if, in the opinion of the Development Authority, the proposal would not create an unacceptable demand for on-street parking and would not interfere with highway safety.

## **10.10 VEHICULAR-ORIENTED USES**

- (1) Vehicle-oriented uses may include drive-through food and bank 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 as established in the District.
- (4) Queuing space shall be provided as follows:
  - (a) for drive-through food services, and other development having a service window, a minimum of six 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; and,
  - (c) queuing lanes shall provide sufficient space for turning and manoeuvring, and be maintained by the registered owner or lessee.

## **10.11 PARKING SPACES AND LOADING ZONES FOR VEHICLES USED BY PHYSICALLY DISABLED PERSONS**

- (1) Parking spaces for physically disabled persons shall be located as close as possible to ramps, walkways, and building entrances.
- (2) Parking shall be arranged in such a way that users of wheelchairs are not required passing behind parked cars.
- (3) For conditions requiring more than two parking spaces for vehicles used by physically disabled persons, no more than two stalls shall be placed adjacent to each other. If there are several accessible building entrances, a stall shall be located near each entrance.
- (4) The design of parking spaces and loading zones for vehicles used by Physically Disabled Persons shall conform to the requirements of the Alberta Building Code.
- (5) Required number of parking spaces and loading zones for vehicles used by physically disabled persons for any use shall be as follows:
  - (a) parking for vehicles used by physically disabled persons shall be included as part of and not in addition to, the applicable minimum parking requirement;
  - (b) the number of parking stalls for vehicles used by Physically Disabled Persons shall conform to the requirements of the Alberta Building Code.

## 10.12 NUMBER OF BICYCLE PARKING STALLS REQUIRED

- (1) Unless otherwise required by the Development Authority, the required number of bicycle parking stalls for any use may be as set by the Development Authority.
- (2) Location of Bicycle Stalls:
  - (a) bicycle parking area shall be wholly provided on the same site as the building;
  - (b) bicycle parking area shall be separated from vehicle parking;
  - (c) bicycle parking area may be designed so that bicycles may be securely locked to the rack, railing or other similar device.

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