

## **EIGHT: Transportation Facilities**

### **Section 57: Parking**

#### 57.1 General Regulations:

- 57.1.1 All off-street parking facilities shall be separated from streets by a landscaped area of at least 1.0 m in width.
- 57.1.2 All off-street parking facilities shall be so constructed that:
  - (a) Necessary curb cuts are located and flared to the satisfaction of the Director of Operational Services;
  - (b) Every off-street parking space provided, and the access thereto shall be hard surfaced if the access is from a street or lane that is hard surfaced;
  - (c) Parking facilities used at night shall have adequate lighting for the entire parking facility. Such lighting shall be directed away from adjacent or other properties;
  - (d) Grades and drainage shall dispose of surface water. 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 Officer/Municipal Planning Commission in consultation with the Director of Operational Services; and
  - (e) Parking for the physically handicapped shall be provided as provincial regulations require and shall be considered as part of total number of stalls required for the project. A maximum of 5% of the total number of stalls required may be required to be provided for the handicapped by the M.P.C., provided that a maximum of three stalls may be required for any project, unless exceptional circumstances due to the magnitude of the development would warrant more than three stalls.

#### 57.2 Parking Location – Residential Uses:

- 57.2.1 All parking stalls and loading spaces required by this Bylaw shall be located on the same site as the use requiring them, subject to setback and yard requirements.
- 57.2.2 For any residential dwelling with required parking which accesses a paved street or land, the required parking stalls shall be surfaced with asphalt, concrete or a similar material within one year of occupancy of the development. 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 surfacing shall be completed prior to July 1<sup>st</sup> of the following year.
- 57.2.3 The applicant may be required to provide an irrevocable Letter of Credit or other form of security acceptable to the Development Officer/Municipal Planning Commission to guarantee completion of the lot surfacing.
- 57.2.4 To ensure compliance, and if the Development Officer/Municipal Planning Commission deems it appropriate, the Town may register a caveat under the Land Titles Act against the property being developed. This caveat shall be discharged when the Development Officer/Municipal Planning Commission accepts the lot surfacing as complete.

57.3 Parking Requirements:

57.3.1 All parking spaces, loading spaces, manoeuvring aisles and driveways shall be surfaced and maintained to the satisfaction of the Development Officer/Municipal Planning Commission.

57.3.2 All parking spaces, loading spaces, manoeuvring aisles and driveways shall be marked to the satisfaction of the Development Officer/Municipal Planning Commission.

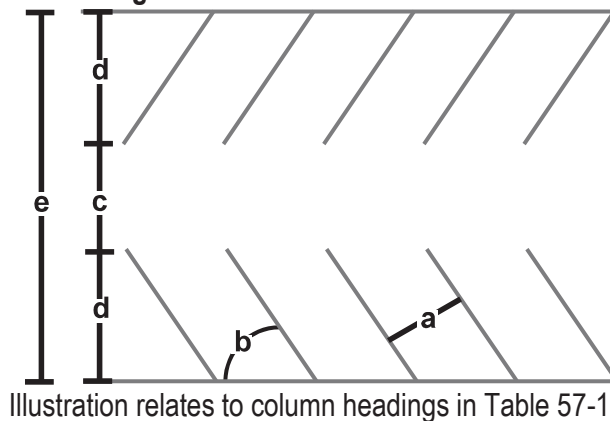
57.3.3 A parking lot shall be designed, located and constructed so that it:

- (a) Is accessible to and appropriate for types of motor vehicles using it and the frequency of use;
- (b) Is appropriately surfaced and drained as required by the Development Officer/Municipal Planning Commission; and
- (c) Does not interfere with pedestrian or traffic safety.

57.3.4 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 Officer/Municipal Planning Commission, the minimum dimensions for the design of parking facilities shall be as set out in Figure 57-1 and Table 57-1;
- (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 7.0 m, except that an end space with an open end shall be a minimum of 5.5 m;
- (e) Manoeuvring aisles and driveways serving as fire lanes shall be at least 7.0 m 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.

Figure 57-1: Illustration of Parking Standard Dimensions



**Table 57-1: Parking Stall Design Standards**

Stall Width (a)	Parking Angle (in Degrees) (b)	Aisle Width (c)	Stall Depth Perpendicular to Aisle (d)	Parking Unit Depth (e)
7.0 m	0	3.5 m	3.0 m	13.0 m
3.0 m	45	4.0 m	6.0 m	16.0 m
3.0 m	60	5.5 m	6.5 m	18.5 m
3.0 m	90	7.0 m	6.0 m	19.0 m

- 57.3.5 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.

57.3.6 Wheel stops shall not exceed 0.1 m in height above the parking stall surface and shall be placed perpendicular to the parking stall depth, 0.6 m from the front of the parking stall.

57.4 Number of Stalls Required:

- 57.4.1 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.
- 57.4.2 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. The highest requirement shall be used.
- 57.4.3 Parking stall requirements for uses other than those set out in this Section shall be determined by the Development Officer/Municipal Planning Commission, having regard to similar uses for which specific parking stall requirements are set.
- 57.4.4 Unless otherwise allowed by the Development Officer/Municipal Planning Commission, the required number of vehicle parking stalls for a use shall be as set forth in the following table (note GFA = Gross Floor Area).

**Table 57-2: Parking Requirements**

<b>Land Use</b>	<b>Minimum Parking Standard</b>
Abattoir	1 stall/100 m <sup>2</sup> GFA
Apartment - Bachelor/1 Bedroom	1 stall/dwelling unit plus 0.15 stalls/dwelling unit designated as visitor parking
Apartment - 2 Bedroom	1.5 stalls/dwelling unit plus 0.15 stalls/dwelling unit designated as visitor parking
Apartment - 3 or more Bedroom	2 stalls/dwelling unit plus 0.15 stalls/dwelling unit designated as visitor parking
Assisted Living Facility	0.5 stalls/dwelling unit + 1 stall/staff on duty
Auction Mart	1 stall/50 m <sup>2</sup> GFA
Autobody and Repair Shop	6 stalls/bay
Automobile Repair Garage	6 stalls/bay
Automobile Supply Store	1 stall/50 m <sup>2</sup> GFA
Bank / Financial Institution	2 stalls/100 m <sup>2</sup> GFA and a minimum of 5 stalls for staff
Basement Suite	1 stall/bedroom
Bed and Breakfast Facility	1 stall/rented room in addition to spaces required for dwelling unit
Boarding Facility	1 stall/rented room in addition to spaces required for dwelling unit
Bottled Gas Sales and Storage	1 stall/100 m <sup>2</sup> GFA
Bulk Chemical Storage	1 stall/100 m <sup>2</sup> GFA
Bulk Fuel Station	1 stall/100 m <sup>2</sup> GFA
Caterer	1 stall/100 m <sup>2</sup> GFA
Clinic	1 stall/50 m <sup>2</sup> GFA
Club	Discretion of Development Authority
Community Hall	Discretion of Development Authority
Contracting Services - Major	1 stall/50 m <sup>2</sup> GFA for office space and 1 stall/100 m <sup>2</sup> GFA for other buildings
Contracting Services – Minor	1 stall/50 m <sup>2</sup> GFA for office space and 1 stall/100 m <sup>2</sup> GFA for other buildings
Convenience Food Store	1 stall/25 m <sup>2</sup> GFA
Day Care Facility	1 stall/staff on duty plus 0.2 stalls/child (design capacity)
Drinking Establishment (Adult Entertainment Prohibited)	1 stall/4 seats
Drinking Establishment (Adult Entertainment Permitted)	1 stall/4 seats
Dry Cleaning and Laundry Depot / Plant	1 stall/100 m <sup>2</sup> GFA
Dwelling - Duplex	2 stalls/dwelling unit
Dwelling - Fourplex	2 stalls/dwelling unit
Dwelling - Rowhouse	2 stalls/dwelling unit
Dwelling – Single Detached	2 stalls

<b>Land Use</b>	<b>Minimum Parking Standard</b>
Dwelling - Triplex	2 stalls/dwelling unit
Farm Supply Store	1 stall/25 m <sup>2</sup> GFA
Feed Mills and Grain Elevators	1 stall/100 m <sup>2</sup> GFA
Florist Shop	1 stall/25 m <sup>2</sup> GFA
Food and Beverage Service Facility	1 stall/4 seats
Funeral Home	1 stall/5 seats
Gaming or Gambling Establishment	1 stall/3 seats
Gas Bar	3 stalls + 1 stall/25 m <sup>2</sup> GFA
Group Care Facility	0.5 stall/dwelling unit + 1 stall/staff on duty
Handicraft Business	1 stall/100 m <sup>2</sup> GFA
Heavy Equipment Sales, Service, Storage and Rentals	1 stall/100 m <sup>2</sup> GFA
Hotel	1 stall/guest room plus 1 stall/staff on duty
Industry / Manufacturing – Large Scale	1 stall/100 m <sup>2</sup> GFA
Industry / Manufacturing – Small Scale	1 stall/100 m <sup>2</sup> GFA
Industry Petrochemical	1 stall/100 m <sup>2</sup> GFA
Laboratory	1 stall/50 m <sup>2</sup> GFA
Laundromat	1 stall/50 m <sup>2</sup> GFA
Light Equipment Repair / Rental	1 stall/100 m <sup>2</sup> GFA
Livestock Auction Mart	1 stall/50 m <sup>2</sup> GFA
Mobile Home	2 stalls
Motel	1 stall/guest room plus 1 stall/staff on duty
Museum	2 stalls/100 m <sup>2</sup> GFA
Nursing Home	1 stall/4 beds
Office Building	1 stall/50 m <sup>2</sup> GFA
Oilfield Support Services	1 stall/100 m <sup>2</sup> GFA
Personal Service Shop	1 stall/50 m <sup>2</sup> GFA
Pharmacy	1 stall/50 m <sup>2</sup> GFA
Public Assembly	1 stall/50 m <sup>2</sup> GFA
Recreation Facility	Discretion of Development Authority
Recreational Amusement Park	Discretion of Development Authority
Restaurant	1 stall/6 seats
Restaurant – Drive Thru	1 stall/6 seats
Restaurant – Takeout/Delivery	3 stalls
Retail Store	1 stall/50 m <sup>2</sup> GFA
School – Elementary and Middle School	At the discretion of the Development Authority
School – High School	At the discretion of the Development Authority
Seed Cleaning Plant	1 stall/100 m <sup>2</sup> GFA
Senior Citizen Self Contained Units	2 stalls/dwelling unit plus 1 stall/staff on duty
Shopping Centre	1 stall/50 m <sup>2</sup> GFA
Taxi and Bus Depot	1 stall/50 m <sup>2</sup> GFA



Land Use	Minimum Parking Standard
Theatre	1 stall/10 seats
Theatre - Movie	1 stall/10 seats
Trade / Commercial School	1 stall/3 students (design capacity)
Transport / Truck Operation	1 stall/100 m <sup>2</sup> GFA
Truck and Mobile Home Sales and Rental	1 stall/100 m <sup>2</sup> GFA
Vehicle Wash	3 stalls
Veterinary Clinic	1 stall/50 m <sup>2</sup> GFA

57.5 Multi Use or Mixed Use Developments:

57.5.1 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 Officer/Municipal Planning Commission that there is a complementary or overlapping use of the parking facilities which would warrant a reduction in the parking requirements.

57.5.2 Use within a shopping mall shall not be calculated on a separate basis. The shopping mall parking space requirement shall determine the number of spaces.

57.6 Combined or Shared Parking:

57.6.1 The Development Officer/Municipal Planning Commission may allow two or more developments to share parking spaces. Up to 20% of the required parking may be combined or shared parking.

57.6.2 Permission to share parking spaces may only be granted by the Development Officer/Municipal Planning Commission in the following circumstances:

- (a) The developments are in close proximity to each other and within 50 m 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 Officer/Municipal Planning Commission 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 Officer/Municipal Planning Commission;
- (d) An agreement acceptable to the Development Officer/Municipal Planning Commission is provided; and
- (e) Loading spaces shall be required for all non-residential developments and apartments.

**Section 58: On-Site Loading Requirements**

58.1 Loading spaces shall be required for all non-residential developments.

58.2 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, except as deemed appropriate by the Development Authority.

- 58.3 A loading space situated within a setback distance from a street or lane shall not be counted for the purposes of this Section.
- 58.4 A loading space shall be a minimum width of 3.5 m and a minimum depth of 8.0 m and maintain a minimum overhead clearance of 4.6 m.
- 58.5 The Development Officer/Municipal Planning Commission, having regard to the types of vehicles that are likely to use the loading space, may change minimum loading space dimensions.
- 58.6 For apartment or multiple-family developments with more than twenty (20) units, adequate loading space shall be provided to the satisfaction of the Development Officer/Municipal Planning Commission.
- 58.7 Loading space requirements for uses other than those set out in this Section shall be determined by the Development Officer/Municipal Planning Commission, having regard to similar uses for which specific loading facility requirements are set.
- 58.8 Unless otherwise allowed by the Development Officer/Municipal Planning Commission, the required on-site loading space for any use shall be as follows: one space except for Industry – Large Scale and Warehouses which will require one space per 2000 m<sup>2</sup> of GFA.

### **Section 59: Vehicles**

- 59.1 Access to Sites:
- 59.1.1 All access locations and curb crossings require the approval of the Director of Operational Services.
- 59.1.2 All sites shall be designed so that backing manoeuvres necessary to access a parking stall, a loading door, a drive-through or any other area where vehicles operate, take place wholly on the site. Exceptions are single detached dwellings and individual parking stalls accessing a lane.
- 59.2 Vehicle Access to Buildings:
- 59.2.1 Any building into which a vehicle may enter from a lane shall have a driveway on the parcel at least 1 metre in length where the driveway enters a 8 metre or larger lane in width, all lanes under 8 metres in width shall have a minimum driveway of 3 metres in length.
- 59.2.2 Any building into which a vehicle may enter from the street shall have a driveway on the parcel which is equal to or greater than the minimum yard requirement for the building.
- 59.2.3 All work on public property pertaining to driveway improvements and access to privately owned properties requires an approved development permit, and shall be done by Town of Stettler employees or contractors hired by the property owner under the direct supervision of the Director of Operational Services.



59.3 Sight Lines at Intersections of Roadways:

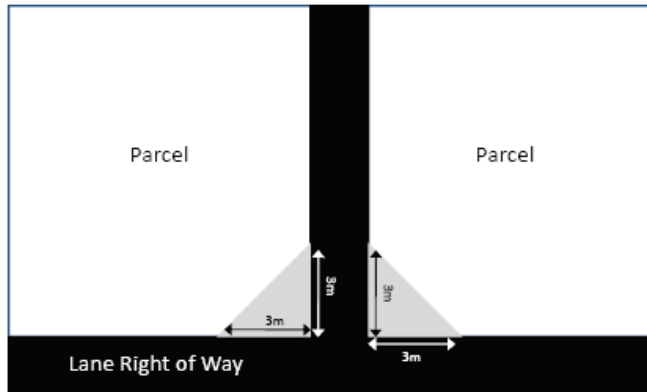
59.3.1 At the intersection of lanes, a 3 metre sight triangle shall be maintained.

59.3.2 At the intersection of other roadways, the Development Officer/Municipal Planning Commission may require the calculation of sight triangles where:

- (a) One or more rights of way is less than 15 metres in width;
- (b) Regulated vehicle speed exceeds 50 kilometres per hour, or
- (c) One of the carriageways is not centred in its right-of-way,
- (d) An intersection leg is curved or skewed, or
- (e) An intersection leg is sloped at 2 percent or greater.

59.3.3 Sight triangle calculations shall be in accordance with the recommended methods of the Roads and Transportation Association of Canada regarding crossing sight distances for roadways.

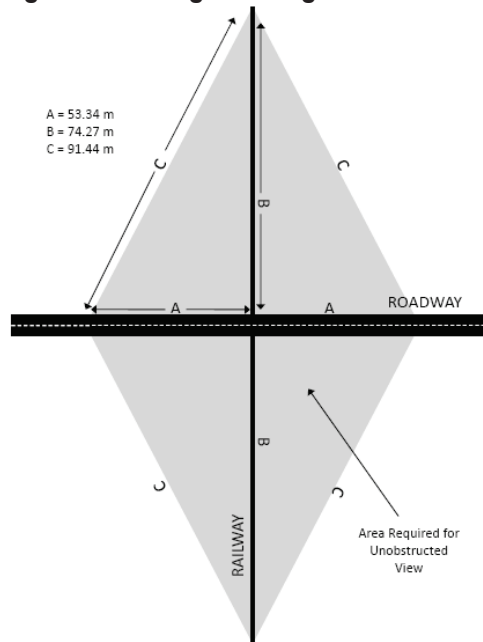
**Figure 59-1: Sight Triangle at Intersection of Lanes**



59.4 Sight Triangles at Road and Rail Intersections:

59.4.1 At the intersections of roadways and railways, which are unprotected by automatic warning signals, sight triangles shall be determined using the following figure:

**Figure 59-2: Sight Triangle at Road and Rail Intersections**



59.4.2 At the intersections of roadways and railways, which are protected by automatic warning signals, the Development Officer/Municipal Planning Commission may require the calculation of sight triangles where:

- (a) One or more of the rights-of-way is less than 15 metres in width, or
- (b) Regulated vehicle speed exceeds 50 kilometres per hour, or
- (c) Either the carriageway or the railway is not centred in its right-of-way, or
- (d) An intersection leg is curved or skewed, or
- (e) An intersection leg is sloped at 2 percent or greater.

59.4.3 Sight triangle calculations shall be in accordance with the recommended methods of the Roads and Transportation Association of Canada regarding crossing sight distances for roadways, with the provision that distance between the nearest rail and the front of the stopped motor vehicle between 5 metres and 15 metres as required by the Highway Traffic Act.

59.5 Driveways:

59.5.1 At street intersections, driveways shall be setback from the parcel boundaries which form the intersection not less than:

- (a) 6 metres where the driveway serves not more than 4 dwelling units, or
- (b) 15 metres for other uses, except where existing/planned traffic volumes indicate that a greater distance is needed to improve/maintain traffic safety and efficiency.

59.5.2 The maximum width of a driveway shall be 10 metres.

59.5.3 The minimum distance between driveways shall be:

- (a) Nil, where the driveways serve single dwelling units,
  - (b) 6 metres for other uses, except where existing/planned traffic volumes indicate that a greater distance is needed to improve/maintain traffic safety and efficiency.
- 59.5.4 The minimum angle for a driveway to a commercial, industrial, or high density residential use shall be 70 degrees.
- 59.5.5 Driveways are not allowed on the streets identified below, unless permission is granted by Alberta Infrastructure and Transportation:

Figure 59-3: Streets with No Front Driveway Access to Properties

