

Section 8: Parking and Loading

8.1 On-Site Vehicle Parking

8.1.1 Where any development is proposed, including new development, change of use of existing development, or enlargement of existing development, on-site vehicle parking shall be provided and maintained by the property owner in accordance with the requirements of this *Bylaw*. On-site parking spaces shall not be credited as on-site loading spaces or vice versa.

Number of Parking Spaces

8.1.2 The minimum number of on-site vehicle parking spaces required for each use is specified in the *Parking Requirements* (Table 8.1).

8.1.3 Where calculation of the total number of parking spaces yields a fractional number, the required number of spaces shall be the next highest whole number.

8.1.4 Where more than one calculation of parking space requirements is specified for a land use, the greater requirement shall be applied.

8.1.5 Where the *Parking Requirements* (Table 8.1) does not clearly define requirements for a particular development, the single use or combination of uses deemed by a Development Officer to be most representative of the proposed development shall be used to determine the parking requirement. Alternatively, a Development Officer may specify another parking requirement deemed appropriate for the development.

8.1.6 To facilitate the determination of parking requirements, a parking assessment may be prepared to a professional standard acceptable to a Development Officer to document the parking demand and supply characteristics associated with the proposed development. Strathcona County shall not be bound by any recommendations of such a parking assessment, but may consider such recommendations in exercising discretion to allow a reduction of the minimum number of spaces specified in this *Bylaw*.

8.1.7 Where a development consists of a mix of uses the total on-site parking requirement shall be the sum of the on-site parking requirements for each use, unless it is demonstrated that there will be a complementary or non-overlapping use of parking spaces that warrants a reduction in the total requirement. Where a Development Officer accepts such a reduction, the reduction and its justification shall be recorded on the permit.

8.1.8 Parking space for the disabled:

- a) shall be provided in accordance with the *Alberta Building Code*;
- b) shall be designated as parking space for the disabled using appropriate signing in accordance with Provincial standards; and
- c) shall be included in the calculation of the applicable minimum parking requirement.

8.1.9 Parking space for visitors shall be provided in accordance with the *Parking Requirements* (Table 8.1) and this *Bylaw*.

Location & Restrictions for Residential and Residential Related Uses

8.1.10 All required on-site parking shall be located on the site of the development served by the parking, and shall be subject to all setbacks and yard requirements specified elsewhere in this *Bylaw* except as specified herein.

8.1.11 On-site parking shall not be located in a required front yard or flanking side yard except:

- a) where a driveway provides access to required on-site parking that is not in the front or flanking side yard, in which case a single vehicle may be parked in front of each on-site parking space (ie: garage stall or equivalent); or

- b) where there is no driveway providing access to a garage or equivalent, one front yard parking area with a maximum width of 6m, may be considered by a Development Officer; or
- c) in a manufactured home park.
(Bylaw 16-2008)
- 8.1.12 For residential development, including home businesses, on-site parking space for heavy vehicles and/or mobile equipment shall be located indoors or outdoors in a location which is generally not visible from public roads or adjacent properties. Parking of heavy vehicles shall not be permitted in a front yard.
- 8.1.13 All visitor parking is to be easily accessible to the access points of the corresponding development and/or buildings.
- 8.1.14 Parking spaces may be configured in tandem for single dwellings, semi-detached housing, and duplex housing.
- 8.1.15 For apartment housing and town housing, a Development Officer may accept tandem parking spaces of a number equivalent to the total required parking minus the total number of dwellings and minus visitor parking. Visitor parking spaces shall not be in tandem.
- 8.1.16 A Development Officer may accept some or all required on-site parking space on property located remotely, but no further than 120 m from the boundaries of the site of the development served by the parking.
- 8.1.17 Where required on-site parking is located on property separate from the site of the development:
- a) the owner shall covenant that the remote lands required for on-site parking shall be so used as long as required under this *Bylaw*, and the owner shall pay the full cost of the preparation and registration of such covenant against the title to the remote lands;
- b) the owner shall give priority for any on-site parking to visitor use and provide staff parking on the remote site;
- c) remote parking shall be developed to the same standard as on-site parking; and
- d) required on-site parking shall be subject to all setbacks and yard requirements specified elsewhere in this *Bylaw*.
- Size**
- 8.1.18 Each required on-site parking space shall conform to the following provisions:
- a) except as provided in this clause below, each required space shall be a minimum of 2.6 m in width and a minimum of 5.5 m in length, exclusive of access driveways, aisles, ramps, columns, or work areas;
- b) parallel parking spaces shall be a minimum of 7.0 m in length, except those having open access at the end of a row may be a minimum of 5.5 m in length;
- c) required parking spaces may have a minimum length of 4.6 m if they
- (i) are not parallel parking spaces, disabled parking spaces, or recreational vehicle spaces;
- (ii) are clearly designated with signs reading "Small Car Only"; and
- (iii) do not exceed a total of 15% of the required number of parking spaces;
- d) parking spaces for the disabled shall be a minimum of 3.9 m in width;
- e) recreational vehicle spaces shall be a minimum of 3.0 m in width and a minimum of 7.0 m in length; and
- f) each required space shall have a vertical clearance of at least 2.0 m.
- 8.1.19 Aisles serving on-site parking space shall be a minimum of 7.5 m wide for 90° parking, 7.0 m wide for 75° parking, 5.5 m wide for 60° parking, and 3.6 m wide for 45° and parallel parking.

- 8.1.20 Where parking spaces are located with access directly off a lane, the required width of the aisle may be reduced by the width of the lane, but the entire parking space must be provided for on the site.
- 8.1.21 Proponents are encouraged to consider parking stall and aisle dimensions greater than the minimum specified herein, since a combination of all minimum dimensions may yield a confining design for parking areas.

8.2 On-Site Loading

- 8.2.1 Where any development is proposed, including new development, change of use of existing development, or enlargement of existing development, on-site loading space shall be provided and maintained by the property owner in accordance with the requirements of this *Bylaw*.

Number of Spaces

- 8.2.2 The number of on-site loading spaces required for each use is specified in the *Loading Requirements* (Table 8.2).
- 8.2.3 Where calculation of the total number of loading spaces yields a fractional number, the required number of spaces shall be the next highest whole number.
- 8.2.4 Where more than one calculation of loading space requirements is specified for a land use, the greater requirement shall be applied.
- 8.2.5 Where the *Loading Requirements* (Table 8.2) does not clearly define requirements for a particular development, the single use or combination of uses deemed by a Development Officer to be most representative of the proposed development shall be used to determine the loading requirement. Alternatively, a Development Officer may specify another loading requirement deemed appropriate for the development.
- 8.2.6 Where a development consists of a mix of uses, the total on-site loading requirement shall be the sum of the on-site loading requirements for each use, unless it is demonstrated that there will be a complementary or non-overlapping use of loading spaces that warrants a reduction in the total requirement. Where a Development Officer accepts such a reduction, the reduction and the justification for the reduction shall be recorded on the permit.

Location

- 8.2.7 On-site loading space shall be provided entirely within the development being served and is subject to all setbacks and yard requirements specified elsewhere in this *Bylaw*.

Size and Access

- 8.2.8 Access to any loading area shall be provided, wherever possible, internally to the development or from a lane adjacent to the development.
- 8.2.9 Access to any loading area shall be arranged such that no backing or turning movement of vehicles going to or from the site causes undue interference with traffic on the adjoining or abutting roads or lanes.
- 8.2.10 Each on-site loading space shall be of adequate size and accessibility to accommodate the vehicles expected to load and unload, but in no case shall a loading space be less than 28 m² in area, less than 4 m in width, or have less than 3.7 m in overhead clearance.

School Loading Requirements

- 8.2.11 Loading spaces for schools, if they serve primarily as passenger drop-off/pick-up spaces, shall be a minimum of 7.0 m in length. They may be a minimum of 2.6 m in width and may have less than 3.7 m in vertical clearance.

- 8.2.12 School bus loading spaces shall be a minimum of 15 m in length and (a) 3.0 m in width if adjacent to a sidewalk or passenger loading area or (b) 5.0 m width otherwise.
- 8.2.13 A Development Officer shall consult with the County Engineer and the applicable school board to obtain information relevant to determining the number and location of school loading spaces for a school. A Development Officer has discretion to increase the number of required loading spaces where a location will be used to transfer students to other locations.
- 8.2.14 Notwithstanding the foregoing, a Development Officer may reduce or eliminate the required number of school loading spaces for the development of new schools in new subdivisions, in consultation with the County Engineer and the applicable school board, where:
- a) there are demonstrated physical site constraints for a specific development which will limit the location and/or number of on-site school loading spaces which can be provided; or
 - b) there are no physical site constraints, but where all parties are agreed on alternate solutions to the development of school loading spaces, and where a Development Officer is satisfied that such alternate solutions are adequate.
- 8.2.15 The total number of school loading spaces shall be calculated on the basis of the ultimate loading requirements for all potential future school development on the site in question whether contained in a core facility or in attached portable pods.
- 8.2.16 School loading spaces located on land other than that used or designated for future use as required on-site parking and shall be located to the satisfaction of a Development Officer.
- 8.2.17 School loading spaces shall be oriented parallel to the flow of traffic to accommodate through-movement of vehicles and to eliminate the need for backing or significant turning movements.
- 8.2.18 Where an existing school building is to be enlarged to accommodate an increased enrolment of more than 100 students, or of more than 20% of existing student enrolment, whichever is less, a Development Officer shall apply the standards for school loading spaces based on the additional school capacity. Where a school development is proposed which is a change of use of an existing structure, the standards shall apply to the total school enrolment capacity. Where site constraints do not feasibly permit the full application of the standards identified in the *Loading Schedule*, a Development Officer may use discretion to apply a lesser standard.

8.3 On-Site Bicycle Parking

- 8.3.1 Where any development is proposed, including new development, change of use of existing development, or substantial enlargement of existing development, on-site bicycle parking shall be provided and maintained by the property owner in accordance with the requirements of this *Bylaw*.
- Number of Spaces**
- 8.3.2 The number of Class I and Class II on-site bicycle parking spaces required for each use is specified in the *Bicycle Parking Requirements* (Table 8.3).
- 8.3.3 Where calculation of the total number of parking spaces yields a fractional number, the required number of spaces shall be the next highest whole number.
- 8.3.4 Where more than one calculation of parking space requirements is specified for a land use, the greater requirement shall be applied.
- 8.3.5 Where the *Bicycle Parking Requirements* (Table 8.3) does not clearly define requirements for a particular development, the single use or combination of use most representative of the proposed development shall be used by a Development Officer to determine the parking requirement.

Design and Standards

- 8.3.6 Bicycle parking stalls shall be a minimum of 0.6 m in width and a minimum of 1.8 m in length, shall have a vertical clearance of at least 1.9 m, and shall be situated on a hard surface.
- 8.3.7 Aisles between parked bicycles should be a minimum 1.2 m in width.
- 8.3.8 Bicycle racks shall be located in a convenient, well-lit location that is easily located by visitors and subject to visual surveillance by occupants of the building served by the rack.
- 8.3.9 Bicycle racks shall:
- be constructed of theft-resistant material;
 - be securely anchored to the floor or ground;
 - support the bicycle frame above the centre of gravity; and
 - enable the bicycle frame and front wheel to be locked with a U-style lock that is CSA compliant.

8.4 Parking and Loading Development Standards**Vehicle Parking and Loading**

- 8.4.1 Every on-site parking or loading area required by this *Bylaw* and every access road to such required parking or loading, shall have a durable, dust-free hard surface of concrete, asphalt or similar material, except as otherwise permitted by a Development Officer. **(Bylaw 13-2003)**
- 8.4.2 Every on-site parking or loading area required by this *Bylaw* to accommodate three or more vehicles:
- shall clearly delineate individual parking spaces, manoeuvring aisles, entrances, and exits with pavement markings, signs, and/or other physical means;
 - shall be designed to allow forward entry to and exit from the property on which the parking or loading area is located;
 - shall restrict surface drainage, directly or via catch basins, to the public storm sewer system, if available, or alternatively to approved planting areas or an approved system of rock pit manholes, with no surface drainage flowing overland except within the boundaries of the site; and
 - shall be constructed with surface grades not exceeding 6%.
- 8.4.3 Where a parking or loading area is associated with a commercial or industrial development, and the development property abuts property with any residential or institutional districting, or abuts an adjacent road right-of-way, the parking or loading area shall have a landscaped screen sufficient to provide substantial interruption of view.
- 8.4.4 Every on-site parking or loading area and access to it shall have fencing, curbs, or secured wheel stops to prevent vehicles from encroaching upon property lines and required landscaping.
- 8.4.5 Every on-site parking or loading area that is illuminated shall have all lighting positioned in such a manner that light falling onto abutting properties is minimized.
- 8.4.6 Disabled parking shall be located as close to a main building entrance as possible, on a level non-skid surface.
- 8.4.7 Any trash storage or collection area co-existing with any parking or loading area:
- shall be clearly delineated as separate and in addition to required parking and loading spaces;
 - shall be located such that collection vehicles can gain access without undue interference with the operation of the parking or loading area;

- c) shall have a fence or landscaping (as defined in this *Bylaw*) of length, thickness, and height sufficient to provide substantial interruption of view from ground elevation to a height of 1.85 m.

Table 8.1: Parking Requirements

Type of Development (Land Use)	Required Parking Spaces
<i>Residential & Residential Related</i>	
Single Dwelling Semi-Detached Housing Manufactured Home not in a manufactured home park Secondary Dwelling	2 per dwelling unit
Agricultural Dwelling	1 per sleeping unit
Apartment Housing Fourplexes Town Housing	1 per studio dwelling unit, plus 1 per 1-bedroom dwelling unit, plus 1.5 per 2-bedroom dwelling unit, plus 2 per 3+ bedroom dwelling unit, plus 1 per 7 dwelling units as designated visitor parking
Boarding or Lodging House	1 per 2 sleeping rooms, plus spaces required for the corresponding base dwelling unit
Bed and Breakfast	1 per 2 guest rooms, plus spaces required for the corresponding base dwelling unit, plus spaces required for each employee
Care Centre, Minor Care Centre, Intermediate Care Centre, Major	1 per 2 employees, plus 1 per 10 patrons; minimum of 4
Congregate Housing	1 per 2 employees, plus 1 per 2 sleeping units; minimum of 4
Family Care Dwelling	No additional spaces required beyond spaces required for the corresponding base dwelling unit
Group Home, Minor Group Home, Major	1 per 2 employees, plus 1 per 3 residents; minimum of 4
Home Business, Minor Home Business, Major	1 per non-resident, on-site employee working on the site at the same time (in addition to the required residential parking)
Manufactured Home Park	1 per dwelling, plus 1 per 4 dwellings as designated visitor parking
Residential Sales Centre	2 per centre
Residential Security/Operator Unit	1 per unit
Secondary Suites (Bylaw 16-2008)	1 per dwelling

Agriculture	
Agricultural and Garden Stand	10 per 100 m ² GFA; minimum 5
Agricultural Support Service	1 per 100 m ² GFA; or 3 per tenant / establishment
Agricultural, General	None beyond spaces required for residential dwelling units
Agricultural, Intensive	2, plus 1 per employee
Animal Breeding and Boarding	2, plus 1 per employee
Equestrian Centre, Major and Minor	As determined by Development Officer
Greenhouse and Plant Nursery	2 per 100 m ² GFA of retail sales structure plus 1 per 100 m ² GFA of yard and/or warehouse
Commercial Logging	None
Commercial	
Amusement Arcade, Minor Amusement Arcade, Major	5 per 100 m ² GFA
Animal Hospital and Shelter Veterinary Service, Minor Veterinary Service Major	4 per veterinarian
Apartment Hotel (excluding accessory eating and drinking establishment)	1 per sleeping unit
Auctioneering Establishment	1 per 3.5 seating spaces, or 3.1 per 10 m ² GFA, whichever is greater
Autobody Repair and Paint Shop	2 per service bay
Bingo Hall	1 per 2 seating spaces, or 3.1 per 10 m ² GFA used by patrons, whichever is greater
Carnival, Major	No additional spaces required beyond spaces required for the corresponding site
Carnival, Minor	No additional spaces required beyond spaces required for the corresponding site
Commercial Storage	1.0 per 100 m ² GFA up to 2,000 m ² , plus 0.2 per additional 100 m ² GFA
Convenience Vehicle Rental	2, plus 1 per employee
Drive-Through Vehicle Service	2.2 per 100 m ² GFA; minimum 5
Entertainment, Adult	1 per 4 seats
Financial Service	3.4 per 100 m ² GFA
Flea Market	6.5 per 100 m ² GFA
Fleet Service	1 per employee
Food Service, Drive-in	2.2 per 100 m ² GFA; minimum 5
Food Service, Specialty Food Service, Restaurant Neighbourhood Pub Nightclub	1 per 4 seats
Funeral Service	1 per 5 seats
Gas Bar Service Station, Minor	1 per 2 employees on duty, plus additional 2.2 per 100m ² GFA

Health Service, Minor	4 per doctor or dentist
Hotel Motel	1 per sleeping unit, plus 1 per 4 seats of any associated eating or drinking establishment
Office Business Support Service	3.4 per 100 m ² GFA
Retail, Alcohol	4 per 100 m ² GFA
Retail, General Retail, Adult Retail Convenience Retail, Second-Hand Broadcasting Studio Equipment, Minor Household Repair Service Personal Service Establishment and any Commercial Use not listed separately in this schedule	
(a) GFA less than 2,000 m ²	(a) 2.2 per 100 m ² GFA
(b) GFA 2,000 m ² to 20,000 m ²	(b) 3.2 per 100 m ² GFA
(c) GFA greater than 20,000 m ²	(c) 4.3 per 100 m ² GFA
Service Station, Major	1 per 2 employees on duty, plus additional required spaces for other associated uses
Truck and Manufactured Home Sales/Rental	2.2 per 100 m ² GFA
Vehicle Repair, Minor (Bylaw 4-2002) Vehicle Repair, Major	2 per service bay
Vehicle Sale/Rental	2.2 per 100 m ² GFA
Warehouse Sales	5.0 per 100 m ² GFA
<i>Business/Industrial</i>	
Aircraft Sale/Rental	2 per business
Airport	As determined by Development Officer
Bulk Fuel Depot	As determined by Development Officer
Concrete and Asphalt Plant	As determined by Development Officer
Equipment, Major	As determined by Development Officer
Business, General Industrial, General Custom Indoor Manufacturing Contractor Service, General Contractor Service, Limited and any Industrial Use not listed separately in this schedule	1.0 per 100 m ² GFA; or 3 per tenant / establishment
Outdoor Storage	As determined by Development Officer
Recycling, Depot Recycling, Drop-off Recycling, Oil Depot	As determined by Development Officer
Warehousing and Storage	1.0 per 100 m ² GFA up to 2,000 m ² , plus 0.2 per additional 100 m ² GFA
Heavy Industrial, Wrecking Yard	As determined by Development Officer

<i>Institutional & Service</i>	
Cemetery	10 per ha
Commercial School	1 per 8 students
Correction Service	As determined by Development Officer
Education, Private Education, Public	
(a) Elementary or Junior High School	(a) 2.0 per classroom or 1.0 per 10 students, whichever is higher
(b) Senior High School	(b) 5.0 per classroom or 1.0 per 5 students, whichever is higher
Emergency Services	10.0 per 100 m ² GFA (excluding parking garages)
Government Service	5.0 per 100 m ²
Health Service, Major	1.1 per 100 m ² GFA
<i>Community & Recreational</i>	
Exhibition and Convention Facility	1 per 5 fixed seating spaces; plus 20.0 per 100 m ² of floor area used by patrons
Golf Course (Bylaw 15-2003)	6 parking spaces per hole, plus parking for any associated accessory use as per Land Use Bylaw standards
Library and Exhibit	3.6 per 100 m ² GFA
Marina	1 per 2 boat spaces
Model Aircraft Facility (Bylaw 17-2008)	1 per 4 persons
Park	As determined by Development Officer
Private Camp	As determined by Development Officer
Private Club	1 per 5 fixed seating spaces; plus 20 per 100 m ² of floor area used by patrons
Recreation, Community	11 per 100 m ² GFA, plus an additional 11.0 per 100 m ² GFA for area used for general assembly; a maximum of 50% of which may be provided on an immediately abutting school site
Recreation, Indoor	1 per 3.5 seats, or 31 per 100 m ² GFA used by patrons
Recreation, Outdoor	1 per 3.5 seats, or 3.1 per 10 m ² GFA used by patrons
Religious Assembly, Major (Bylaw 40-2004) Religious Assembly, Minor (Bylaw 40-2004)	1 per 3 fixed seating spaces; or 20 per 100 m ² of floor area used for assembly, recreation, or other ancillary uses
Spectator Entertainment	1 per 3.5 seats
Spectator Sport	1 per 3.5 seats
Tourist Campsite	1.1 per camping space

Utilities	
Utility Service, Major	As determined by Development Officer
Utility Service, Minor	As determined by Development Officer
Waste Management, Major	As determined by Development Officer
Waste Management, Minor	As determined by Development Officer

Table 8.2: Loading Requirements

Type of Development (Land Use)	Required Loading Spaces
Residential and Residential Related Uses	None
Commercial Uses, except those listed below Industrial Uses	1 per 1,900 m ²
Hotel Motel Food Services, Restaurant Neighbourhood Pub Nightclub	1 per 2,800 m ²
Institutional and Basic Service Uses Community, Recreational, & Cultural Uses	1 per 2,800 m ²
School, Elementary School, Junior High	3.0 per 100 students, minimum 5; plus minimum 5 bus loading spaces
School, Senior High University or College	1.5 per 100 students, minimum 5; plus minimum 5 bus loading spaces

Table 8.3: Bicycle Parking Requirements

Type of Development (Land Use)	Required Bicycle Parking Spaces
Apartment Housing Food Service, Restaurant Food Service, Specialty General Industrial Use Institutional Use Office, Business Office, Medical or Dental Office, Professional Personal Service Establishment Retail, Convenience Retail, General Town Housing	Class I: 5% of required number of vehicle parking spaces Class II: 6 per building
Educational Use	Class I: 1 per 25 employees plus 0.4 per 10 students at peak attendance Class II: 0.6 per 10 students at peak attendance

Class I Bicycle Parking is parking intended for the long-term use of development residents or employees, and may consist of attended facilities, bicycle lockers, or restricted access parking, in accordance with the standards specified in this *Bylaw* and any applicable standards approved by Strathcona County.

Class II Bicycle Parking is parking intended for the short-term use of development patrons or visitors, and may consist of bicycle racks located in an accessible outside location, in accordance with the standards specified in this *Bylaw* and any applicable standards approved by Strathcona County.