

## **PART 8 – PARKING REGULATIONS**

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### **SECTION 81 LIMITED ACCESS TO MAJOR STREETS**

- (1) No access for vehicles will be permitted from an Arterial Road as designated by the Transportation Master Plan and/or Area Structure Plans to:
  - (a) Any residential Site, unless the access serves more than four Dwellings;
  - (b) Any Site, other than residential, unless turning space is provided on the Site such that vehicles entering upon the Site may turn around before re-entering the Street; or
  - (c) Any Site, where in the opinion of the Development Officer, there would be an excessive number of access points onto the Street or there would be disproportionately adverse effects on traffic safety or traffic operations. If necessary the Development Officer may require an access review opinion by a qualified transportation engineer to determine the suitability of an access.

### **SECTION 82 ACCESS FROM STREETS AND ALLEYS**

- (1) All vehicular and pedestrian access points to a Site and circulation within a Site shall be designed and located to the satisfaction of the Development Officer.
- (2) All off Street parking areas shall be designed to provide:
  - (a) Adequate vehicle access and egress to and from the Parking Facility by means of clearly defined driveways; and
  - (b) Adequate vehicle access and egress to and from each Parking Stall at all times by means of clearly defined maneuvering aisles designed to the satisfaction of the Development Officer.
- (3) Multi-unit residential, commercial or industrial Sites shall be designed in a manner that provides for safe and clearly defined vehicular and pedestrian circulation.
- (4) For all Single Detached Dwellings, Semi-Detached Dwellings and Duplexes and Street-Oriented Row Housing, vehicular access shall be limited to one access per Site:
  - (a) In a subdivision developed with no Alley, one access off the Street; and
  - (b) In a subdivision developed with an Alley, one access off the Alley.
- (5) Notwithstanding (4) above, the Development Officer may allow access from both the Street and Alley as a Discretionary Use with consideration to the following:

- (a) The additional access may not cross a Boulevard that is composed of a sidewalk with a landscaped area between the street and sidewalk;
- (b) The lot must have a minimum Site Width of 12.0m;
- (c) The access configuration of other Sites in the area;
- (d) The impact to Adjacent Sites; and
- (e) The additional access is authorized by the Engineering Department.  
(Bylaw C-865-13, Feb. 10, 2014)

- (6) The Development Officer may allow vehicle access from the Street for Street Oriented Row Housing only where:
  - (a) There is no Boulevard;
  - (b) The subject Street Oriented Row Housing faces Development that is developed with an Alley;

In such circumstances, front attached garages shall be developed in pairs and designed such that the garage is attached to a shared common wall and includes a shared driveway apron.

- (7) Except for Zero Side Yard Development in the GPL – Greenbury Planned Lot District, for lots with a Site Width less than 11.0 m all driveway aprons must be designed and located in pairs.  
(Bylaw C-1000-17, June 27, 2017)  
(Bylaw C-1025-17, March 5, 2018)
- (8) Sites shall be designed to provide adequate access routes for firefighting and emergency vehicles and equipment in accordance with the Safety Codes Act.
- (9) Driveway extensions located over City Boulevards shall be made of concrete only.  
(Bylaw C-1104-19, May 29, 2020)

**SECTION 83 ON SITE PARKING REQUIREMENTS**

- (1) Parking Stalls and Loading Spaces shall be clearly marked on the Site and within the Parking Facility. Such marking shall be regularly maintained to ensure legibility to users and shall be to the satisfaction of the Development Officer.
- (2) Loading Spaces and Parking Facilities shall be separated from the property line or Street by a landscaped area at least 1.0 m in width.  
(Bylaw C-1226-22, December 05, 2022)
- (3) All On Site Car Share stalls must be signed as Car Share Parking Stalls and be located closer to the Building entrance doors than most non-car share Parking Stalls.

- (4) All Park and Ride Parking Stalls must be clearly signed as Park and Ride Parking Stalls and must be available on ordinary working days from 6:00 AM to 6:00 PM.
- (5) Parking Stalls, Loading Spaces and Parking Facilities shall be constructed so that:
  - (a) Necessary curb cuts are located and flared to the satisfaction of the Development Officer;
  - (b) Every On Site Parking Stall provided and the access thereto shall be Hard Surfaced if the access is from a Street or Alley which is Hard Surfaced; and  
(Bylaw C-981-16, Jan. 25, 2017)
  - (c) Parking Facilities used at night shall have adequate lighting for the entire Parking Facility. Such lighting shall be directed away from Adjacent Sites where, in the opinion of the Development Officer, the lighting would have adverse effects;  
(Bylaw C-865-13, Feb 10, 2014)
  - (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;  
(Bylaw C-1104-19, May 29, 2020)
  - (e) In all Districts except residential with four or less Dwellings, the number of Parking Stalls designated for persons with physical disabilities shall conform to the Barrier Free Design Guidelines of the Alberta Building Code, but in no case shall be less than one Parking Stall. The Barrier Free Design Guidelines shall also be used to determine the size and location of these Parking Stalls.  
(Bylaw C-1104-19, May 29, 2020)  
(Bylaw C-1226-22, December 05, 2022)

## **SECTION 84 MINIMUM PARKING STALL WIDTH AND DEPTH**

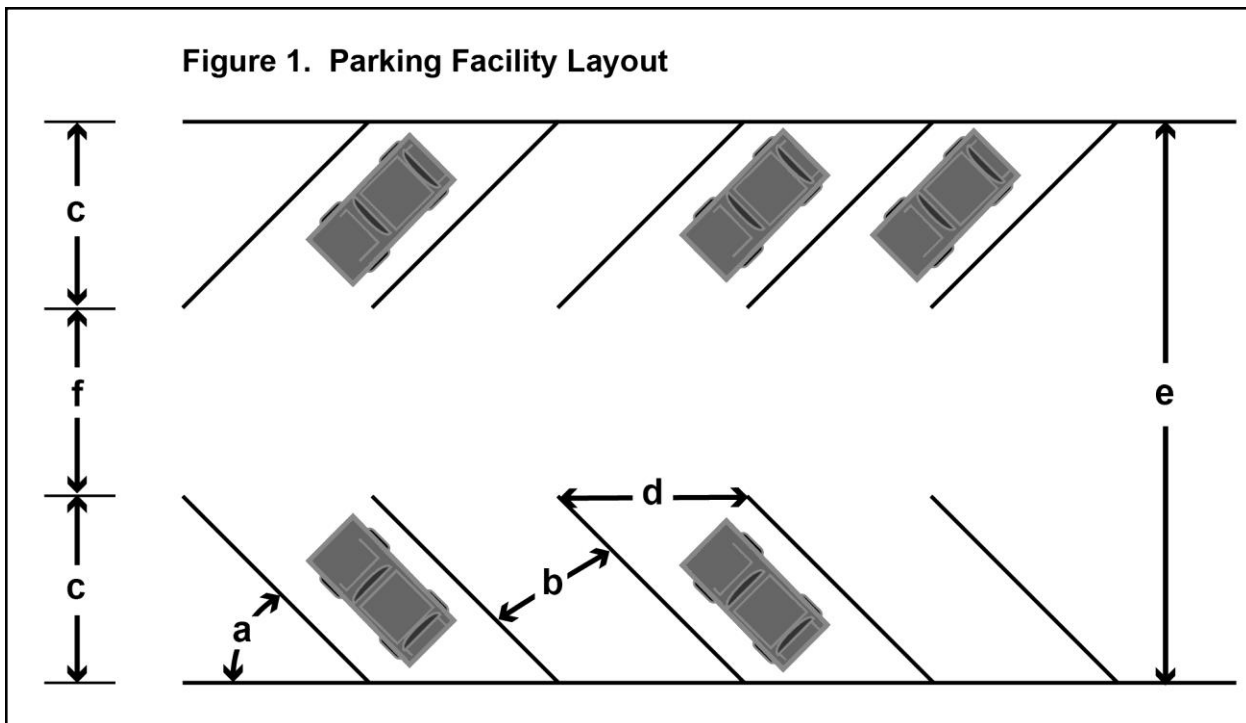
- (1) Minimum Parking Stall dimensions are set out in Table 1 and illustrated in Figure 1 below.
- (2) For all Parking Stalls whose long side is adjacent to a wall or column the minimum width shall be increased by 0.3 m.
- (4) For Parking Stalls whose long side is exposed to a doorway the width shall be increased by an additional 0.3 m.
- (4) Maneuvering aisles and driveways serving as fire lanes shall be at least 6.0 m wide.
- (5) Maneuvering aisles and driveways intended for two-way transport truck movements shall be at least 9.0 m wide.
- (6) Minimum overhead clearance for all Parking Stalls shall be 2.0 m.

- (7) Small car spaces may comprise 20% of the required number of parking spaces. Small car stalls must be clearly signed as “Small Car Only”.

Table 1 – Minimum Parking Space Dimensions

(a) Parking Angle	(b) Space Width	(c) Space Depth Perpendicular to Aisle	(d) Space Width Parallel to Aisle	(e) Overall Depth	(f) Manoeuvring Aisle Width
<b>Standard Car Spaces</b>					
0°	2.7m	2.7 m	7.0 m	9.0 m	One way 3.6 m
30°	2.7 m	5.2 m	5.5 m	14.0 m	One way 3.6 m
45°	2.7 m	5.8 m	4.0 m	15.2 m	One way 3.6 m
60°	2.7 m	6.1 m	3.0 m	18.2 m	One way 6.0 m
90°	2.7 m	6.0 m	2.7 m	19.5 m	7.3 m
<b>Small Car Spaces</b>					
0°	2.3 m	2.3 m	6.4 m	7.6 m	One way 3.0 m
30°	2.3 m	4.6 m	4.6 m	12.2 m	One way 3.0 m
45°	2.3 m	5.2 m	3.3 m	13.4 m	One way 3.0 m
60°	2.3 m	5.5 m	2.3 m	16.4 m	One way 5.4 m
90°	2.3 m	5.5 m	2.3 m	17.7 m	One way 6.7 m

(Bylaw C-942-15, Jan. 29, 2016)



## SECTION 85 NUMBER OF ON SITE 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 Stalls required under Part 8 of this Bylaw. The calculations shall be based on the number of additional Parking Stalls required as a result of the enlargement, alteration or change in the Use of the Building, in addition to Parking Stalls that may have been removed due to the enlargement or alteration.
- (2) The minimum number of On Site Parking Stalls required for each Use of Building or Development shall be as follows:

<b>RESIDENTIAL</b>	<b>MINIMUM NUMBER OF PARKING STALLS</b>
Single Detached, Semi-Detached, Duplex, Street Oriented Row Housing, Manufactured Homes in Subdivision or Court	Two Parking Stalls per Dwelling. One Parking Stall may be in tandem.  (Bylaw C-942-15, Jan. 29, 2016)
Multi-Unit Dwellings and Row Housing (excluding Street Oriented Row Housing)	For a one-bedroom Dwelling or a bachelor suite: One Parking Stall; for a two-bedroom Dwelling: 1.5 Parking Stalls; for a Dwelling with three or more bedrooms: two Parking Stalls.  In addition, One guest Parking Stall per every seven Dwellings shall be within line of sight of a public entrance of the Building and must be clearly identified as 'Guest Parking'.
Garage Suite, Garden Suite, Secondary Suite	One Parking Stall per suite.
Bed and Breakfast Establishments	One stall per guestroom.
Boarding or Lodging Establishments	One stall per two sleeping units
Home Occupations, Major and Minor	As required by the Development Officer  (Bylaw C-942-15, Jan. 29, 2016) (Bylaw C-1269-23, Feb. 12, 2024)
Private Developments and bare land condominium subdivisions	In addition to the number of parking stalls required for each dwelling, one guest Parking Stall per every seven Dwellings must be clearly identified as "Guest Parking". The tentative bare land condominium subdivision plan shall clearly delineate these additional parking stalls within the common property.  (Bylaw C-1057-18, March 18, 2019)
<b>COMMERCIAL</b>	<b>MINIMUM NUMBER OF PARKING STALLS</b>
Retail Store, Convenience with or without Gas Bars	2.5 stalls per 100.0 m <sup>2</sup> plus one per pump island.
Professional, Financial and Office; Business Support Services	One Parking Stall per 45.0 m <sup>2</sup> of Gross Floor Area.
Commercial Uses in the C1 – City Centre Commercial District	One Parking stall per 85.0 m <sup>2</sup> of Gross Floor Area.  (Bylaw C-942-15, Jan. 29, 2016) (Bylaw C-1162-21, April 11, 2023)

Any commercial Use not listed separately in this Section	For the first 1000.0 m <sup>2</sup> , one Parking Stall per 30.0 m <sup>2</sup> of Gross Floor Area; for the next 3000.0 m <sup>2</sup> , one stall per 25.0 m <sup>2</sup> of Gross Floor Area; for the remaining floor area, one stall per 20.0 m <sup>2</sup> of Gross Floor Area.
Eating and Drinking Establishments	One Parking Stall per 5.0 m <sup>2</sup> of seating area plus one Parking Stall for each two employees.
Hotels and Motels	One Parking Stall per rentable unit plus one Parking Stall for every three employees.
Health Services	One Parking Stall per 35.0 m <sup>2</sup> of Gross Floor Area.
Any commercial use where multiple tenants have common interior pedestrian circulation areas and shared access	For the first 1000.0 m <sup>2</sup> , one Parking Stall per 30.0 m <sup>2</sup> of Gross Leasable Area; for the next 3000.0 m <sup>2</sup> , one stall per 25.0 m <sup>2</sup> of Gross Leasable Area; for the remaining floor area, one stall per 20.0 m <sup>2</sup> of Gross Leasable Area. (C-870-14, Feb 24, 2014)

<b>PUBLIC ASSEMBLY</b>	<b>MINIMUM NUMBER OF PARKING STALLS</b>
Religious Assembly and Funeral Homes	One Parking Stall per 2.5 seats of the seating area; where a hall is part of the Building, the Parking Stalls required for the hall may include the Parking Stalls required for the Religious Assembly.
Theatres (including auditoriums and halls)	One Parking Stall per three seats, or one Parking Stall per 5.0 m <sup>2</sup> of the main gathering area used by the patrons, whichever is greater; plus one Parking Stall for each employee.
Cultural Exhibits	One Parking Stall per 10.0 m <sup>2</sup> of floor area used by patrons; plus one Parking Stall for each employee.
<b>SCHOOLS AND LIBRARIES</b>	
<b>MINIMUM NUMBER OF PARKING STALLS</b>	
Private and Public Elementary and Junior High Schools	Two Parking Stalls per classroom.
Private and Public High Schools	One Parking Stall per employee; plus one Parking Stall for every eight students based on the projected capacity of the facility.
Library	2.2 Parking Stalls per 100.0 m <sup>2</sup> of Gross Floor Area .
Recreational Developments	As required by the Development Officer.
Health and Fitness Clubs	One Parking Stall per every 10.0 m <sup>2</sup> of Gross Floor Area.
Curling Rinks	Eight Parking Stalls per curling sheet of ice; plus five for employee parking; plus one Parking Stall per five seating spaces or restaurant seats.
<b>INDUSTRIAL</b>	
<b>MINIMUM NUMBER OF PARKING STALLS</b>	
General Industrial Uses	One Parking Stall per 100.0 m <sup>2</sup> of Gross Floor Area.
<b>CARE FACILITIES</b>	
<b>MINIMUM NUMBER OF PARKING STALLS</b>	
Group Care Facilities, Special Care Facilities	One Parking Stall per 100 m <sup>2</sup> of Gross Floor Area.

Limited Group Homes	As required by the Development Officer.
Child Care Facility	One Parking Stall per 50.0 m <sup>2</sup> of Gross Floor Area; and one Parking Stall per employee.
Assisted Living Facility	0.5 parking stalls / unit, 1 visitor parking stall / 7 units, 1 parking stall per staff member at the peak staffing period, 1 loading bay for developments containing kitchen services.  (C-1104-19, May 25, 2020)
Designated Assisted Living Facility	0 parking stalls / unit, 1 visitor parking stall / 7 units, 1 parking stall per staff member at the peak staffing period, 1 loading bay for developments containing kitchen services.  (C-1104-19, May 25, 2020)
<b>REDUCTIONS</b>	
C4 – Integrated Mixed Use District	20% reduction of required Parking Stalls.
Residential Car Share	Reduce amount of required Parking Stall by four Parking Stalls for every car share vehicle, up to a maximum reduction of 20%.
Non-residential Car Share	Reduce amount of Parking Stall by three Parking Stalls for every Car Share vehicle, up to a maximum reduction of 20% for the use in question.
Mixed Use Development (shared customers, similar operating hours)	A reduction of no more than 50%, of the lowest individual number of required Parking Stalls for two Uses; no more than 65% of lowest individual number of required Parking Stall for three Uses; no more than 80% of lowest individual number of required Parking Stall for four Uses; no more than 100% of lowest individual number of required Parking Stall for five or more Uses. The overall reduction in the required number of Parking Stalls for all Uses should not exceed 10%.
Mixed Use Development (separate peak hours of use, and/or differing operating hours)	A reduction of no more than 50% of the lowest individual number of required Parking Stalls for two Uses; no more than 65% of lowest individual number of required Parking Stalls for three Uses; no more than 80% of lowest individual number of required Parking Stalls for 4 Uses; no more than 100% of lowest individual number of required Parking Stalls for five or more Uses. The overall reduction in the number of required Parking Stalls should not exceed 20% for all Uses, except in the case of a Park and Ride facility located on Sites developed with recreation centres (public) or Religious Assembly, where up to 50% of the Parking Stalls attributed to the land Uses can also be attributed for Park and Ride purposes.

- (3) Unless otherwise stated, the number of Parking Stalls required for On Site employee parking shall be at the discretion of the Development Officer who shall ensure that the number of Parking Stalls required for employee parking has been adequately addressed for the Development.
- (4) The number of Parking Stalls required may be reduced where, in the opinion of the Development Officer, the number of Parking Stalls required by various users on a Site vary according to the time of day, so long as all parking needs as defined in this Bylaw can be met at any given time.
- (5) In the case of a Use not specified in Section 85, the number of Parking Stalls provided should be the same as a similar Use as determined by the Development Officer.
- (6) Where there is a fractional number of Parking Stalls required by this Bylaw, the next highest whole number of Parking Stalls shall be provided.
- (7) The design of the parking area or Parking Facility as contained in this Section can be altered where the Development Officer considers that the situation warrants variance of the standard design.
- (1) In lieu of providing on-site parking, a developer may pay the City for provision of parking stalls as described in the *Cash in Lieu of Parking* policy, at the discretion of the Development Officer.

(Bylaw C-900-15, Feb. 23, 2015)

**SECTION 86 BICYCLE PARKING REQUIREMENTS**

- (1) The number of bicycle stalls required shall be as follows:

Use	Number of Bicycle stalls
Residential Uses with more than four Dwellings that do not have direct access to a private garage or suitable storage area and all non-residential uses except Educational uses	Five percent of required vehicle Parking Stalls; but in no case less than four.
All education uses	Ten percent of the number of students based on projected design capacity

- (2) The size and location of bicycle stalls shall be as follows:
  - (a) Each bicycle stall shall be minimum of 0.60 m in width and 1.8 m in length, with minimum overhead clearance of at least 2.1 m.
  - (b) Required bicycle stalls shall be wholly provided on the same Site as the Development.
  - (c) Adequate access to and exit from individual bicycle stalls shall be provided to the satisfaction of the Development Officer; with an aisle of not less than 1.5



m in width to be provided and maintained beside or between each row of bicycle parking.

- (3) Bicycle parking areas shall be separated from any vehicle parking area by a physical barrier or a minimum 1.5 m of open space.
  - (a) Bicycle stalls shall be visibly located and provided in one or more of the following ways, to the satisfaction of the Development Officer:
    - (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 Facility; and
    - (iii) Within a required or non-required Yard or Building Setback on a Site but not more than 15.0 m from a principal entrance of the Building.
  - (b) Bicycle stalls shall be designed so that bicycles may be securely locked to the rack, railing or other similar device by the bicycle frame.

## **SECTION 87 OFF STREET LOADING**

- (1) Where a proposed Development will, from time to time, require pickup or delivery of commodities, adequate space for loading and unloading shall be provided and maintained on the Site.
- (2) The person providing any parking or Loading Space under this Section shall design, locate and construct it so that:
  - (a) It is accessible to a vehicle intended to be accommodated in the space.
  - (b) The space can be properly maintained; and
  - (c) The space is of a size, shape, location and construction that is appropriate having regard to the nature and frequency of vehicles using it.
- (3) Off Street Loading Spaces shall:
  - (a) Have overhead clearance of not less than 4.3 m above Grade;
  - (b) Have vehicular access and egress to and from a Street or Alley either directly or by a clearly defined traffic aisle.
  - (c) Be sited at an elevation convenient to a major floor level in the Building or to a utility elevator serving each major floor level.

- (d) Be 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 Officer.
- (e) Be paved or Hard Surfaced where an Off Street Parking Facility is required to be paved or Hard Surfaced.
- (f) Have adequate lighting to the satisfaction of the Development Officer.
- (g) Be screened on each side adjoining or fronting on any Site in a residential District by a wall, Fence, berm or edge of not less than 1.8 m in Height, to the satisfaction of the Development Officer.
- (h) Have dimensions of not less than 3.1 m in width and 8.0 m in length, or a length greater than 8.0 m at the discretion of the Development Officer, taking into account the type of motor transport vehicle typically associated with delivering the commodities to the Site(s).

(4) The required number of Off Street Loading Spaces are:

<b>Land Use</b>	<b>Required Number of Off Street Loading Spaces</b>
All Uses in a commercial or industrial district	One Loading Space per loading door*.
Residential Use with five or more Dwellings in the same Building	One Loading Space for each Building.
Residential Use with four or less Dwellings	None
All other Uses	As required by the Development Officer

\*Loading door is defined as a door used primarily for loading; it does not include doors ordinarily used by the public or building tenants for person-access.