

**MUNICIPALITY OF CROWSNEST PASS  
IN THE PROVINCE OF ALBERTA**

**LAND USE BYLAW NO. 1165, 2023**

Council of the Municipality of Crowsnest Pass in the Province of Alberta enacts as follows:

BEING A BYLAW OF THE MUNICIPALITY OF CROWSNEST PASS, IN THE PROVINCE OF ALBERTA, TO REGULATE THE USE AND DEVELOPMENT OF LAND AND BUILDINGS WITHIN THE MUNICIPAL BOUNDARIES AND TO ESTABLISH THE AUTHORITIES REQUIRED TO EXERCISE THE RELATED POWERS, FUNCTIONS AND DUTIES ON BEHALF OF THE MUNICIPALITY, PURSUANT TO THE MUNICIPAL GOVERNMENT ACT, CHAPTER M-26, REVISED STATUTES OF ALBERTA 2000.

THIS BYLAW MAY BE CITED AS THE MUNICIPALITY OF CROWSNEST PASS LAND USE BYLAW.

**1 INTERPRETATION**

- 1.1 For Definitions, see Schedule 18.
- 1.2 Unless the context specifically implies otherwise, the land use definitions shall be interpreted to imply the requirement of the construction of a building as defined in this Bylaw.
- 1.3 If a regulation under a provincial act is repealed and a new regulation is substituted for it, any reference in this Bylaw to the repealed regulation shall be construed as a reference to the provisions of the new regulation relating to the same subject matter as the repealed regulation.

**2 SCHEDULES AND MAPS**

- 2.1 The Schedules and maps attached hereto form part of this Bylaw.

**3 DEVELOPMENT AUTHORITY AND SUBDIVISION AUTHORITY**

- 3.1 The office of "Development Authority" is established pursuant to the relevant provisions of the Act. It shall consist of the Development Officer, the Municipal Planning Commission and, in a Direct Control District, Council and, upon an appeal, the Subdivision and Development Appeal Board.
- 3.2 The incumbent(s) in the position(s) of Development Officer(s) and their direct supervisor, are hereby appointed as the "Development Officer" (or "Development Office") to fulfil that part of the Development Authority role assigned to the Development Officer in this Bylaw, with duties assigned by their supervisor in accordance with the applicable job description
- 3.3 Council shall, in accordance with the Municipal Planning Commission Bylaw, appoint the members of the Municipal Planning Commission (MPC).
- 3.4 The Development Officer, the Municipal Planning Commission, the Subdivision and Development Appeal Board and Council, as may be applicable, shall be the Development Authority for all purposes of the Act and shall exercise those powers, duties and functions assigned to them in this Bylaw and the Act.
- 3.5 Pursuant to the Municipal Planning Commission Bylaw, the MPC is the Subdivision Authority.

## Schedule 6

# OFF-STREET PARKING AND LOADING AREA STANDARDS

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## 1. REQUIREMENTS FOR PARKING AND LOADING AREAS

- 1.1 Off-street parking and loading facilities shall be accessible and shall be:
- (a) designed to eliminate tandem parking (which is the stacking of vehicles in parking spaces without providing a driving aisle to enter or exit the parking spaces).
  - (b) constructed so as to facilitate drainage, snow removal and maintenance;
  - (c) provided with a hard-surfaced, all-weather finish layer;
  - (d) designed so as to not interfere with either parking or traffic and pedestrian safety.
- 1.2 All developments except “Single-Detached Dwelling” and “Duplex / Semi-Detached Dwelling” shall be designed so that parking movements necessary to access and exit a driveway, a parking stall, a parking lot, a loading bay, or a drive-through establishment, from and onto a public street (except a lane), can safely be carried out wholly on the subject parcel of land.
- 1.3 Access from a public road or lane into and internal to each parking area and each loading area shall meet the applicable turning radius guidelines in “*Design Vehicle Dimensions for Use in Geometric Design*” (Transportation Association of Canada, 1997, as amended) or in “*Chapter D – At-grade Intersections – Highway Geometric Design Guide*” (Alberta Infrastructure, August 1999, as amended).

### Shared Parking Facilities

- 1.4 A required parking or loading facility shall be located on the same lot as the development for which it is required unless, in the opinion of the Development Authority, it is impractical to provide all of the required facilities on the same lot. In such a situation the Development Authority may:
- (a) allow all or some of the required parking spaces on an alternate lot located within 50 metres (164 ft) of the development, provided a parking agreement or other suitable instrument registrable onto a certificate of title, to which the Municipality is a Third-Party, is registered against the alternate lot concerned; or
  - (b) allow limited sharing of parking spaces between two uses where the *normal* hours of operation will not conflict, e.g. a church and a commercial use.

### Special Parking and Loading Provisions - Historic Commercial Areas Overlay District (HCA-OD)

- 1.5 The HCA-OD establishes special parking and loading area provisions and exemptions for the change of use or occupancy of an existing commercial property.

## 2. REQUIREMENTS SPECIFIC TO PARKING AREAS

- 2.1 Parking spaces shall be designed to comply with the layout alternatives shown in the diagrams provided in this Schedule, and the following dimensions:
- (a) 2.7 metres (9 ft) width;
  - (b) 6.1 metres (20 ft) length.
- 2.2 As a condition of development approval, the Development Authority may require that:
- (a) all or part of a specified parking area be hard-surfaced;
  - (b) a certain number of parking spaces for the handicapped be provided pursuant to provisions in this Schedule;

- (c) a proposed parking area with over four parking spaces be set back at least 2.4 metres (8 ft) from a street, lane or property line adjacent to a residential land use district, or be screened to the Development Officer's satisfaction;
  - (d) parking facilities for any use, other than a residential building with less than three dwelling units, be ***laid out and clearly marked*** in a manner which provides for safe and orderly parking, loading, and pedestrian movement;
  - (e) the dimensions and layout of parking spaces and access lanes be comparable to one of the alternatives shown on the diagrams in this Schedule.
- 2.3 In the case of multiple uses on a site, parking spaces equivalent to the total of the spaces required for each individual use shall be provided.
- 2.4 The minimum number of off-street parking spaces required for specific uses in **Table 1** shall be provided for these uses and shall be applicable in every land use district, except as provided for parking exemptions in the Historic Commercial Areas Overlay District, or unless otherwise specified in this Bylaw, and except as may be varied by a variance approved by the Development Authority.
- 2.5 The calculation of parking space requirements that results in a fractional number shall be rounded to the next highest number.

### 3. REQUIREMENTS SPECIFIC TO LOADING AREAS

- 3.1 The provision of off-street loading areas shall be as follows:
- (a) A minimum of one off-street loading area per building or one loading area for each loading door, whichever is greater, shall be provided in the C-1 and C-2 land use districts.
  - (b) A minimum of two off-street loading areas per building or one loading area for each loading door, whichever is greater, shall be provided in the I-1 and SIP-1 land use districts.
  - (c) The Development Authority may require the provision of off-street loading areas in other land use districts.
  - (d) The Development Authority may require additional loading areas or doors be provided for a specific development.
- 3.2 The Development Authority may allow a joint loading area for two adjacent developments where this would facilitate more orderly or economical development.
- 3.3 Loading areas shall be designed to comply with the following dimensions:
- (a) 3.0 metres (10 ft) width;
  - (b) 9.1 metres (30 ft) length;
  - (c) 27.9 m<sup>2</sup> (300 ft<sup>2</sup>) area;
  - (d) 4.3 m (14 ft) overhead clearance.
- 3.4 Each loading area shall be designed so that vehicles using it will not interfere with safe and convenient pedestrian movement, traffic flow or parking.

### 4. BARRIER-FREE PARKING SPACES

- 4.1 Barrier-free parking spaces shall be designed in accordance with best practices.
- 4.2 The number of designated barrier-free parking spaces shall be in accordance with **Table 2**.

**Table 1**  
**MINIMUM OFF-STREET PARKING SPACES**

PROPOSED USE	PARKING SPACES REQUIRED *
<b>Residential, except in the CM-1 District</b>	
Apartment <del>Building and Multi-Unit Residential Building</del>	<p>One-bedroom units – 1 per dwelling unit  Two-bedroom units – 1.25 per dwelling unit  Three-bedroom units – 1.50 per dwelling unit  Four-bedroom units – 2 per dwelling unit</p> <p><u>All developments:</u></p> <ul style="list-style-type: none"> <li>• <u>At the sole discretion of the Development Authority pursuant to s. 3.1(c) in this Schedule, the Development Authority may require one off-street <b>loading area</b> for each Apartment Building or parking lot, or may approve one (or more) on-street loading area(s) per Apartment Building or parking lot that requires traffic signage and enforcement by the Municipality; and further, when the Development Authority does not require a loading area, it shall not be deemed to be a variance.</u></li> <li>• <u>At the sole discretion of the Development Authority, <b>10% visitor parking</b> above the total dwelling unit parking requirement as follows:</u> <ol style="list-style-type: none"> <li>1) <u>having consideration for the length of street frontage of the subject parcel the Development Authority may consider those parking spaces for use by the Apartment Building occupants and visitors;</u></li> <li>or</li> <li>2) <u>where there is a lack of street frontage of the subject parcel, the Development Authority may require that the developer provides off-street designated visitor parking;</u></li> <li>or</li> <li>3) <u>the Development Authority may approve a combination of on-street and off-street visitor parking;</u></li> </ol> <p><u>and when the Development Authority does not require visitor parking it shall not be deemed to be a variance.</u></p> <p><del>1.75 per dwelling unit containing 2 or more bedrooms</del>  1.25 per dwelling unit containing no more than 1 bedroom</p> </li> </ul>
Seniors Supportive Housing Facility	0.5 per accommodation unit
Secondary Suite	1.0 per secondary suite
All Other Residential Uses	2 per dwelling unit
<b>Commercial, except in the CM-1, UTAR, and NUTAR Districts</b>	
Retail – Store, Small	1 per 45.1 m <sup>2</sup> (485 ft <sup>2</sup> ) net floor area (NFA) **
Retail – Store, Large	To be determined by the recommendations of a traffic engineering review
Service Station and Automobile or Equipment Repair	1 per 45.1 m <sup>2</sup> (485 ft <sup>2</sup> ) NFA; minimum 6 spaces per development
Office and Personal Service	1 per 60.0 m <sup>2</sup> (645 ft <sup>2</sup> ) NFA
Food and/or Beverage Service	1 per 5 seats or 1 per 12.0 m <sup>2</sup> (130 ft <sup>2</sup> ) NFA, whichever is greater, plus 1 space per 2 employees
Motel	1 per guest room
Hotel	1 per guest room

Drive-in Food Service	As for Food and/or beverage service , but with a minimum of 10 spaces per development
Auto Sales and Service	1 per 49.7 m <sup>2</sup> (535 ft <sup>2</sup> ) of site area
Short-Term Rental / Bed & Breakfast	1 per 4 guests in addition to parking required for the principal use. Parking for all principal use and guest vehicles, including recreation vehicles, utility trailers and ATV trailers shall be accommodated on the subject property, and the parking of all principal use and guest vehicles, including recreation vehicles, utility trailers and ATV trailers shall not be allowed on the street, regardless of the provisions in other municipal bylaws (e.g. for landowner on-street parking or the recreational vehicle of the landowner). The Development Authority shall not approve a variance to the off-street parking standard for a Short- Term Rental / Bed & Breakfast in any District that is not within the Historic Commercial Areas Overlay District.
Tourist Home	1 per 4 guests. Parking for all vehicles, including recreation vehicles, utility trailers and ATV trailers shall be accommodated on the subject property, and the parking of all vehicles, including recreation vehicles, utility trailers and ATV trailers shall not be allowed on the street, regardless of the provisions in other municipal bylaws (e.g. for landowner on-street parking or the recreational vehicle of the landowner). The Development Authority shall not approve a variance to the off-street parking standard for a Tourist Home in any District that is not within the Historic Commercial Areas Overlay District.
All Other Commercial Uses	As approved by the Development Authority
<b>Industrial and Storage</b>	
Manufacturing or processing	1 per 65.0 m <sup>2</sup> (700 ft <sup>2</sup> )NFA; minimum of 5 spaces
Light Manufacturing, Warehousing and Storage Facility	1 per 65.0 m <sup>2</sup> (700 ft <sup>2</sup> )NFA; minimum of 5 spaces
<b>Public Assembly, except in the CM-1 District</b>	
Place of Worship	1 per 5 fixed seats
Community Facility (except school)	1 per 6 fixed seats OR 1 per 5.0 m <sup>2</sup> (54 ft <sup>2</sup> ) NFA, whichever is greater
School, elementary and junior	2 per classroom
School, high and college	1 per 4 students
<b>All other uses and all uses in the CM-1, UTAR, and NUTAR Districts</b>	<ul style="list-style-type: none"> <li>As approved by the Development Authority and/or specified in an approved Comprehensive Site Development Plan.</li> <li>In the UTAR and NUTAR districts parking shall include additional guest parking, and parking shall not be allowed on public streets.</li> </ul>

**NOTES:**

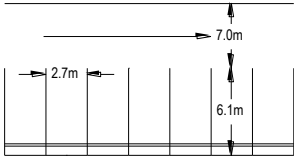
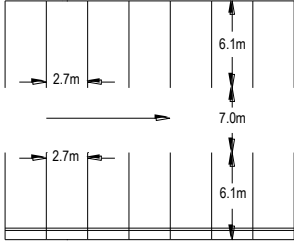
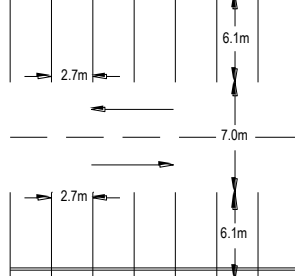
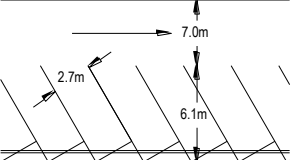
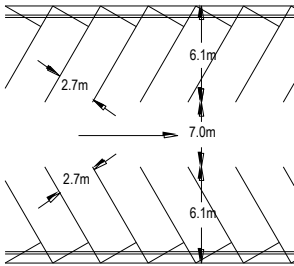
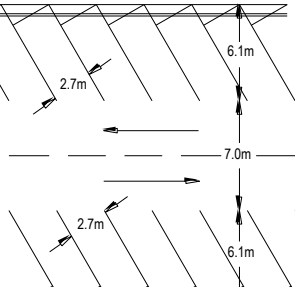
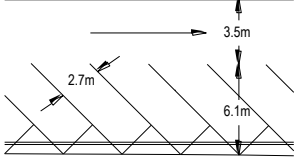
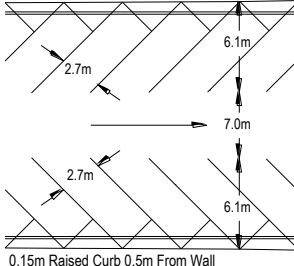
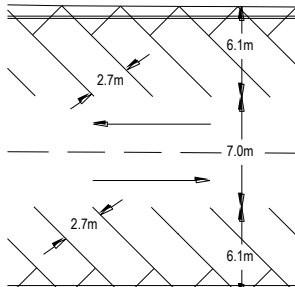
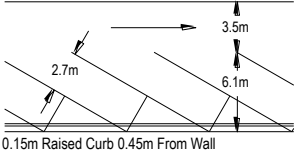
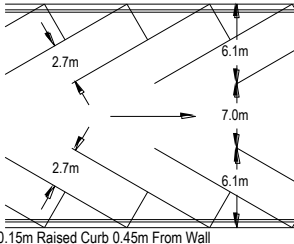
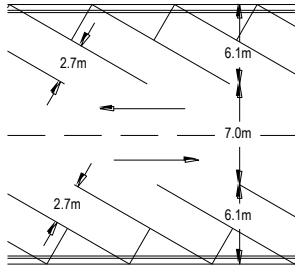
\* The calculation of parking space requirements that results in a fractional number shall be rounded to the next highest number

\*\* NFA refers to net floor area

**Table 2**  
**DESIGNATED BARRIER-FREE PARKING SPACES**

Total Number of Parking Spaces from Table 2	Designated Barrier-Free Parking Spaces Required as Part of and included with Total Parking Spaces
2–10	1
11–25	2
26–50	3
51–100	4
for each additional increment of 100 or part thereof	one additional space

## PARKING LAYOUT ALTERNATIVES-METRES

<p><b>90° one way-single aisle</b></p>  <p>0.15m Raised Curb 0.6m From Wall</p>	<p><b>90° one way-two aisle</b></p>  <p>0.15m Raised Curb 0.6m From Wall</p>	<p><b>90° two way-two aisle</b></p>  <p>0.15m Raised Curb 0.6m From Wall</p>
<p><b>60° one way-single aisle</b></p>  <p>0.15m Raised Curb 0.6m From Wall</p>	<p><b>60° one way-two aisle</b></p>  <p>0.15m Raised Curb 0.6m From Wall</p>	<p><b>60° two way-two aisle</b></p>  <p>0.15m Raised Curb 0.6m From Wall</p>
<p><b>45° one way-single aisle</b></p>  <p>0.15m Raised Curb 0.5m From Wall</p>	<p><b>45° one way-two aisle</b></p>  <p>0.15m Raised Curb 0.5m From Wall</p>	<p><b>45° two way-two aisle</b></p>  <p>0.15m Raised Curb 0.5m From Wall</p>
<p><b>30° one way-one aisle</b></p>  <p>0.15m Raised Curb 0.45m From Wall</p> <p>acadfile\blocks\parkingm</p>	<p><b>30° one way-two aisle</b></p>  <p>0.15m Raised Curb 0.45m From Wall</p>	<p><b>30° two way-two aisle</b></p>  <p>0.15m Raised Curb 0.45m From Wall</p>