



**DOWNTOWN COALDALE**

# **ACCESSIBLE PARKING ANALYSIS**

**FEBRUARY 2019**

# 1. Getting Started

## Introduction

As identified by Statistics Canada (2017), approximately 14% of Canadians have a disability that impacts their daily lives, with 80% of those reporting use of an accessibility aid. Over the next decade, this number is expected to increase significantly, as Canada's population faces a sharp increase in its aging population - with 1 in 4 Canadians soon to identify as a senior citizen. This shift in Canadian demographics has large implications for the future of our towns and cities. In particular, a need for increased accessible parking options that meet or exceed provincial standards will be necessary in promoting a safe and inclusive community.

As such, it is up to each municipality to be proactive and respond to the changing needs of their community.

Over the next year, the Town of Coaldale has committed to a variety of streetscape enhancements for 20th Avenue (Main Street) and the surrounding downtown area. This project has presented the perfect opportunity to address any accessibility-related deficiencies that exist within the downtown core, with a particular emphasis on the availability of accessible (or handicap) parking.

## About this report

The purpose of this report will be to:

1. Present the benefits of accessible parking for all stakeholders - including occupants, local businesses, and the Town.
2. Layout a framework for adequate accessible parking that addresses the standards set forth by the Government of Alberta and other governing bodies.
3. Identify current deficiencies in accessible parking within Coaldale's downtown core.
4. Present general recommendations for future parking planning and design.

## Limitations

All standards and information within this report are updated and relevant as of February 2019. In the event of disagreement between this document and official government documentation, the latter shall be taken as correct. This document is by no means fully comprehensive and is intended to be used as a supplementary resource.

## 2. Benefits of Accessible Parking

In order to be an inclusive community, our built environment must be accessible to all citizens. The addition of convenient and accessible parking within the downtown area provides each user with the equal opportunity to participate in all aspects that our downtown has to offer.

### Benefits to occupants & users

Offering more adequate and accessible parking spaces in town will benefit occupants and users with disabilities by:

- Respecting their dignity and their rights to fair and equal opportunity.
- Removing barriers that prevent them from fully participating within the community.
- Allowing people of all levels of ability to live independently.
- Providing access to all of the products, services, and amenities downtown has to offer.

### Benefits to local businesses

The addition of more adequate and accessible parking spaces within the downtown core will benefit local businesses by:

- Improving their market reach to potential customers that otherwise wouldn't have been able to access their physical location.
- Enhancing their customer satisfaction and retention by providing a meaningful, productive, and successful user experience for all visitors.
- Boosting their positive public image by practicing good corporate social responsibility.

### Benefits to the Town and community

The addition of more adequate and accessible parking spaces within the downtown core will benefit the Town and community by:

- Serving the community as a whole by creating a more inclusive community, removing barriers and stigmas, and providing for everyone.
- Future-proofing our parking infrastructure in response to Canada's changing demographics.
- Improving the economic and social viability of the downtown core.
- Complying with provincial universal design and accessibility standards.

### 3. Accessible Parking Standards

#### Number of required parking spaces

The Town of Coaldale Land Use Bylaw requires that accessible parking be made available for persons with disabilities. The number of designated parking stalls on an area basis is determined by the number of desired parking spaces in the area, which must conform to the following table:

**Table 1: Minimum Number of Accessible Parking Stalls Required**

Number of Parking Stalls in Area	Number of Accessible Parking Stalls Required
11 - 25	1*
26 - 50	2*
51 - 100	3*
For each additional increment of 100	one additional stall*

\* This number is intended to be the absolute minimum required number of stalls as per the Town of Coaldale Land Use Bylaw. It is recommended that an additional number of stalls be considered when the purpose or use of building facilities may cause an increase in the number of seniors or persons with disabilities who require accessible parking (e.g. restaurants, medical services, banks).

#### Accessible parking design standards

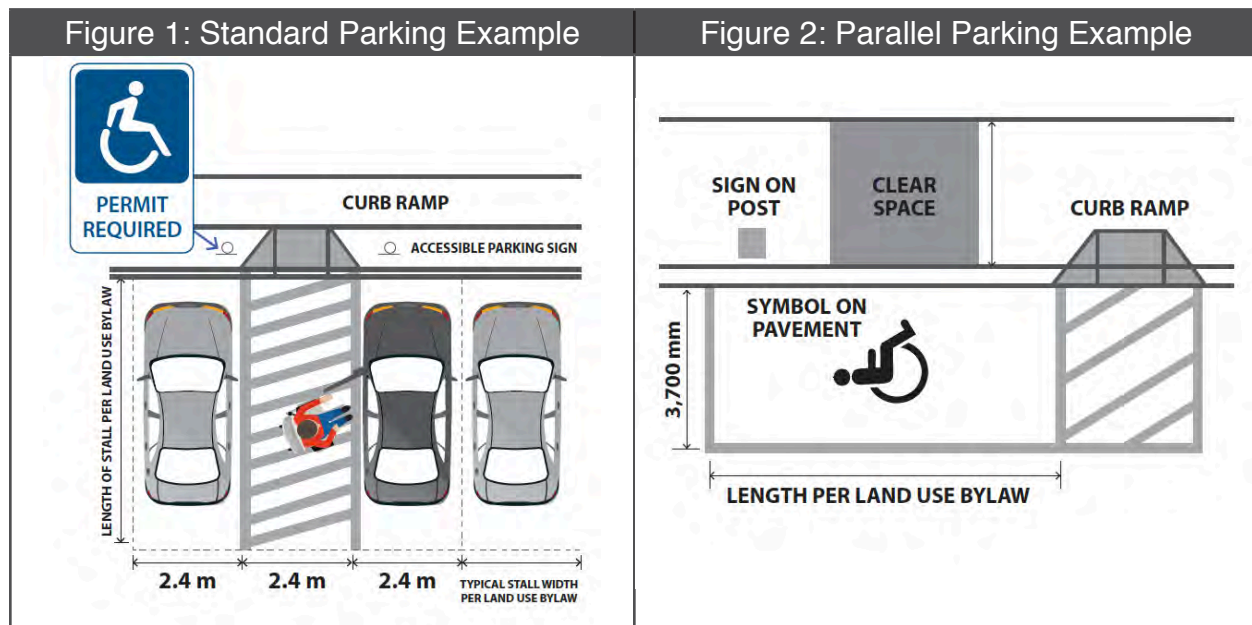
Accessible parking spaces shall be designed in accordance with the standards set forth by the Town of Coaldale Land Use Bylaw and the Alberta Building Code (2014).

In general, all accessible parking stalls must conform to the following guidelines:

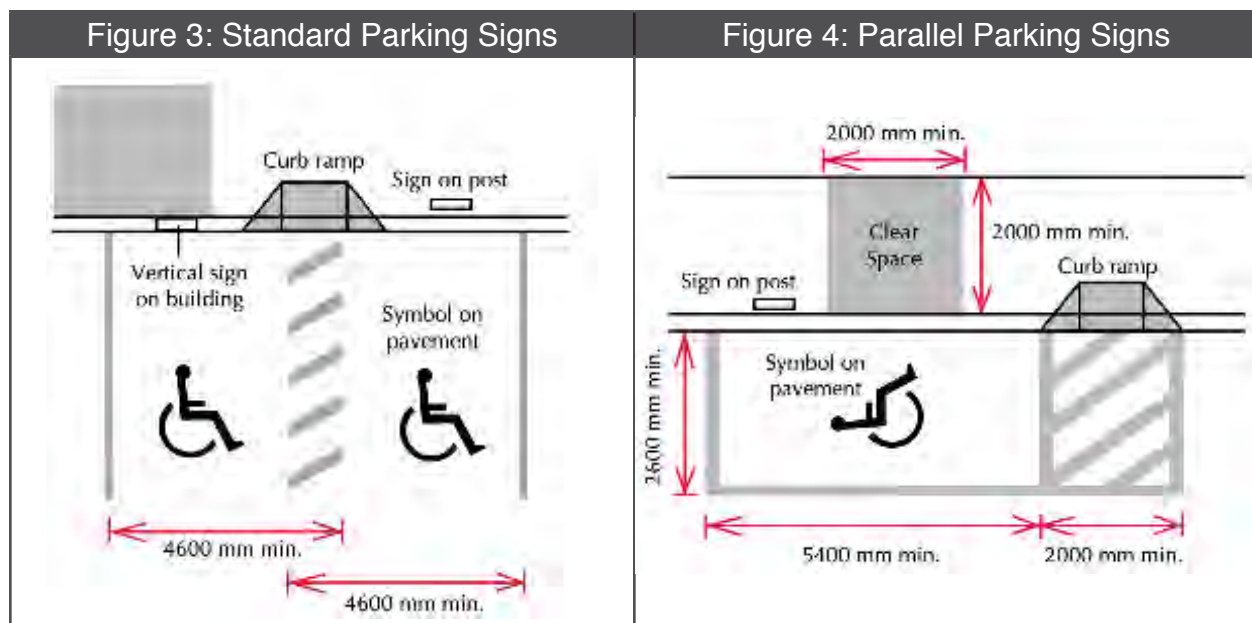
- Accessible parking shall be located within 50 meters of barrier-free building entrances.
- Parking stalls for people with disabilities and the access aisles adjacent to them shall be paved.
- Parking stalls must be well-lit, visually distinguishable, and located among a barrier-free path of travel to the building entrance.
- Parking stalls for people with disabilities shall be located adjacent to sidewalk curb ramps (see Figure 1 & 2).
- Designated accessible parking stalls shall be identified by both a vertically mounted sign and the International Symbol of Access painted on the pavement (Figure 3 & 4).
- Parking stalls must be laid out in accordance with the examples in Figure 1 & 2.

## Accessible parking design standards (continued)

Standard Stall Layout:



Standard Sign Layout:



## 4. Current Deficiencies

Outlined below are examples of some of the major accessible parking deficiencies located within the Town's downtown core.

### 20th Avenue (Main Street)

- The eastbound side of 20th Avenue containing angle parking currently consists of 118 parking spaces, with each block containing approximately 24 individual spaces. Of all spaces, **only one** space is designated as accessible parking. This is **below** the municipal requirement of a minimum of **four spaces** for areas containing 100+ parking spaces.
- Additionally, the one designated accessible parking space does not meet the minimum design requirements as outlined in Figure 1.
- The westbound side of 20th Avenue does not contain any marked parking spaces, including no accessible parking spots.

Figure 5: Inadequate accessible parking on 20th Avenue between 18th and 19th Street.



Figure 6: No marked parallel parking provided and/or no accessible parking provided on 20th Avenue (westbound).



**X** No access aisle provided next to parking spot.

**X** No curb ramp provided for barrier free access to storefronts.

**✓** Sign and pavement markers

**X** No marked parallel parking spaces along westbound side of 20th Avenue.

**X** No curb ramp provided for barrier free access to storefronts.

**X** No accessible parking at all.



## 19th Street

- 19th Street meets the minimum requirement for accessible parking with 4 accessible parking stalls in total. However, the accessible parking stalls do not meet the minimum design requirements as outlined in Figure 1.

Figure 7: Inadequate accessible parking on 19th Street - Example 1.



- ✗ No access aisle provided next to parking spot.
- ✗ Lines and pavement symbol not clearly distinguished or identifiable.
- ✓ Adequate signage
- ✓ Curb ramp provided

Figure 8: Inadequate accessible parking on 19th Street - Example 2.



- ✗ No access aisle provided next to parking spot.
- ✗ No curb ramp provided for barrier free access to storefronts.
- ✗ Lines and pavement symbol not clearly distinguished or identifiable.
- ✓ Adequate signage

## 18th Street

- The southbound side of 18th Street contains only **one** accessible parking spot out of a total of 62 parking spots, **not meeting** the municipal requirement of **three** accessible parking spaces for areas containing 51-100 parking spaces. In addition, the current accessible parking space does not meet the minimum design requirements as outlined in Figure 1.
- The northbound side of 18th Street contains only **one** accessible parking spot out of a total of 53 parking spots, **below** the municipal requirement of **three** accessible parking spots for areas containing 51-100 parking spaces. Additionally, the current accessible parking space does not meet the minimum design requirements as outlined in Figure 1.

Figure 9: Inadequate accessible parking on 18th Street - Example 1.



- ✗ No access aisle provided next to parking spot.
- ✗ Curb ramp located in front of parking space, rendering it useless when a car is parked in the space.
- ✓ Lines and pavement symbol clearly distinguished and identifiable.
- ✓ Adequate signage

Figure 10: Inadequate accessible parking on 18th Street - Example 2.



- ✗ No access aisle provided next to parking spot.
- ✗ Curb ramp not provided.
- ✓ Lines and pavement symbol clearly distinguished and identifiable.
- ✓ Adequate signage



## 17th Street

- 17th Street contains very limited marked parking, with only 15 marked spaces being identified. Out of the 15 spaces provided, there are **zero** accessible parking spaces on 17th Street. This is **below** the municipal requirement of **one** accessible parking space for areas containing 11-15 parking spaces.
- In particular, the parking area outside of the Town office, containing 3 parallel parking spaces and 5 angle parking spaces, includes zero accessible parking spaces. Although providing an accessible parking space for this area is not required, it is highly recommended that one be provided to ensure access to the Town office is safe, accessible, and inclusive for all members of the community.

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## 5. Additional Figures



20th Avenue between 20th St & 19th St  
No accessible parking on block.



19th St by Canada Post  
Severely inadequate accessible parking.



20th Avenue between 18th St & 17th St  
No accessible parking on block.



17th Street - Town Office  
No accessible parking on block.

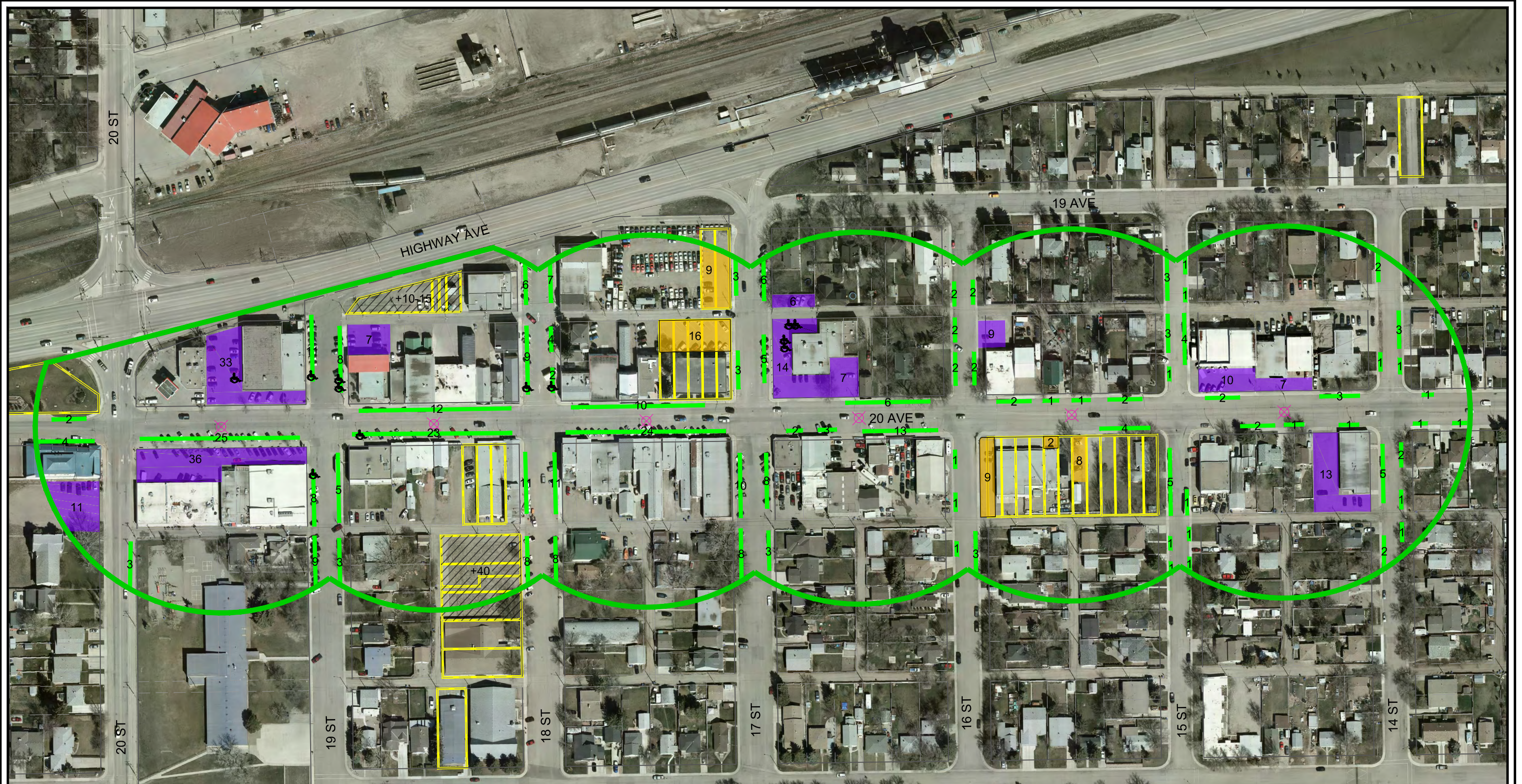


20th Avenue  
No accessible parking on block.

## 6. Recommendations




1. Current public and off-street (private) accessible parking stalls within Coaldale's downtown area to be brought up to the Town of Coaldale Land Use Bylaw standards and Government of Alberta building codes.
2. Each street within Coaldale's downtown area, including 20th Avenue and 14th Street through 20th Street, to be assessed on an individual basis to determine the number of accessible parking stalls required. Assessment of each street must take into account:
  - » The minimum number of accessible parking stalls required (Table 1), ensuring that enough accessible parking stalls are added in the present to meet the Town of Coaldale Land Use Bylaw requirements if more standard parking stalls are added on the street in the future.
  - » The current and future uses of the area, adding additional accessible parking stalls beyond the minimum requirement as needed.
3. All future accessible parking stalls to be located within 50 metres of the primary building entrance.
4. All future accessible parking stalls to be designed in accordance with the Alberta Building Code guidelines as outlined in Figures 1 - 4. Curb ramps and barrier-free aisles must be incorporated where applicable to ensure the functionality of the stall for those with disabilities.
5. Signage and pavement markers should be consistent in size, shape, colour, and any other distinguishable features.
6. Curb ramps and aisleways should be consistent in their location and placement to ensure uniformity and establish familiarity for barrier-free travel. Additionally, where both a curb ramp and aisleway is desired, they should be placed in a way that is logical and the collective benefit of the two can be fully utilized. e.g. If the curb ramp is placed on the left side of the parking stall, the aisleway should be placed in front of the curb ramp, to the left of the parking stall as well.
7. In instances where standards or guidelines are not referenced in this document, refer to:
  - » The Town of Coaldale Land Use Bylaw (parking standards)
  - » The Alberta Building Code (design/building code guidelines)









# Town of Coaldale

Downtown Parking Study - 100m Buffers

-  Centroid of Block (Buffered Point)
-  100m Buffer - 1 Minute Walk
-  Town Owned Property

-  Town Owned Street Parking  
Number of spaces: 44
-  Private Off Street Parking  
Number of spaces: 153  
♿: 5

-  Street Parking  
Number of spaces: 362  
♿: 7
-  Future Off Street Parking  
Number of spaces: ±55









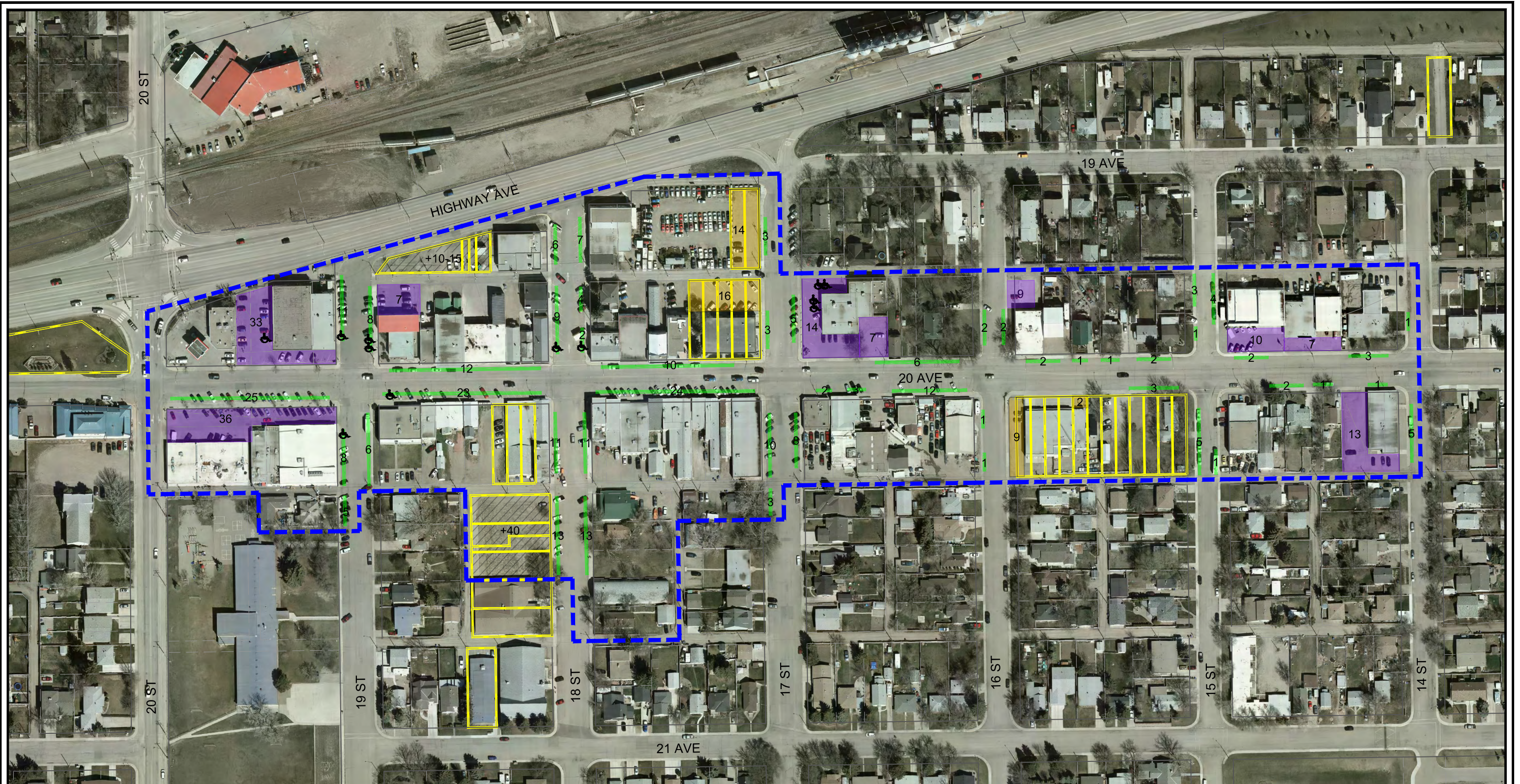


Town of Coaldale  
Accessible Parking

 Study Area

 Accessible Parking Space  
Total: 12





# Town of Coaldale Downtown Parking Study



Study Area



Town Owned Property



Town Owned Off Street Parking  
Number of spaces: 39



Private Off Street Parking  
Number of spaces: 129  
♿: 5



Street Parking  
Number of spaces: 307  
♿: 7



Future Off Street Parking  
Number of spaces: ±55

Aerial Photo Date: April 19, 2017

