

## **WSP-5 SITE – TRAFFIC CIRCULATION AND PARKING**

### **1. SCOPE**

This section outlines requirements for vehicle and pedestrian circulation and for vehicle parking inside and outside Women's institutions.

### **2. RELATED SECTIONS**

WSP-1 – Site Development

WSP-2 – Security Fences

WSP-3 – Gates/Sally Port

WSP-4 – Lighting

### **3. CIRCULATION SECURITY REQUIREMENTS**

#### **3.1 *Outside the Institutional Perimeter***

3.1.1 For ease of control, there shall be only one roadway providing access to the institution from a public thoroughfare.

3.1.2 All parking, including that of staff, visitor and CSC owned vehicles, shall be located on the exterior of the institution and in proximity to the Principle Entrance.

3.1.3 Pedestrian walks shall only be provided from the parking area to the Principle Entrance.

#### **3.2 *Inside the Institutional Perimeter***

3.2.1 A pedestrian outdoor circulation network shall connect all buildings. Enclosed circulation networks shall not be provided except where buildings are connected.

3.2.2 Fire vehicle access shall be in accordance with applicable authorities. Two different access routes, one via the Principle Entrance, one via the Emergency Vehicle Entrance shall be provided with clear signage (see SP-3:3.2).

3.2.3 Vehicle roadways are required for service functions and shops. Vehicle movement shall be separated from offender circulation and located away from outdoor offender activity areas.

3.2.4 Vehicle loading and unloading zones shall be centralized where possible, or located in proximity to one another to facilitate their control. Loading zones shall be located away from inmate movement and exterior activity areas, and shall be close to the Principle Entrance.

### **4. DESIGN REQUIREMENTS**

#### **4.1 *Roadways***

4.1.1 The access road shall be integrated into the public road system; it shall not provide hazardous crossings nor cause undue congestion during peak hour movements.

4.1.2 All roads shall be asphalt paved unless local conditions dictate otherwise.

4.1.3 The minimum widths of paved surfaces shall be as follows:

- One way single lane: 3.5 m
- Infrequently used access ways: 4.8 m
- Two way double lane: 7.0 m

4.1.4 Roadway curbs shall not be used.

4.1.5 Drainage, turning radii, prepared shoulders and intersections shall conform to local municipal standards.

4.1.6 Pedestrians and vehicles shall share the same traffic surfaces except as provided for above.

4.1.7 Roadways shall be illuminated as per section WSP-4 Exterior Lighting.

#### **4.2 Perimeter Walkway**

4.2.1 A paved walkway for fence inspections shall be provided along the interior side of the perimeter fence. The Walkway shall be 900 mm wide and engineered for local conditions.

4.2.2 Illumination of the walkway shall be satisfied by perimeter fence lighting as per Section WSP-4 Exterior Lighting.

#### **4.3 Pedestrian Walkways**

4.3.1 Walkways shall be of monolithic material such as asphalt, concrete, or compacted stone dust. Small or thin pavers which can be lifted or broken shall not be used.

4.3.2 Walkway design shall allow for movement of handicapped persons and snow removal equipment s well as projected traffic volume.

#### **4.4 Parking (Other than for CSC Vehicles)**

4.4.1 Offender visitor parking and staff parking shall be separately demarcated. Offender visitor parking stalls shall be provided at a ratio of 50% of the maximum number of offenders allowed in the visits area at one time (visit capacity); such visit capacity shall be identified on a project specific basis. For optimal time of use distribution, the visitor parking lot shall also accommodate official visitor cars.

4.4.2 The number of staff parking stalls shall be provided at the rate of 1.2 multiplied by the peak weekday shift. Staff complement shall be identified on a project specific basis.

4.4.3 Barrier-free parking shall be located close to the gatehouse and be combined for use by staff and visitors. The number of stalls shall be based on established need ranging from a minimum of 2 to a maximum of 4.

4.4.4 Parking areas shall be asphalt paved unless local conditions dictate otherwise.

4.4.5 Curbs shall not be used, although pre-cast wheel stops are permitted.

4.4.6 Landscape islands and trees are permitted but dense planting shall be avoided.

4.4.7 Parking stall dimensions (including barrier-free) and drainage provisions shall conform to governing standards.

4.4.8 Parking areas shall be illuminated as per section WSP-4 Exterior Lighting.

#### **4.5 *Parking for CSC Vehicles***

4.5.1 A CSC vehicle parking compound shall be provided, located on the outside of the perimeter fence; size shall be defined on a project specific basis.

4.5.2 The parking compound shall be located in proximity to the Main entrance.

4.5.3 Fuel shall not be stored on site except for light vehicles and for the emergency generator. Fuel shall be stored in registered tanks in accordance with the Storage Tank Systems for Petroleum Products and Allied Petroleum Products Regulations<sup>2</sup>.

4.5.4 The parking compound shall be illuminated as per section WSP-4 Exterior Lighting.

#### **4.6 *Electrical Outlets for Engine Blocks***

Where an institution is located in an isolated area in climate zones having sustained low temperatures of -20°C or less, electrical outlets for engine blocks shall be provided based on the following:

##### **4.6.1 *CSC Vehicles***

The intent being that institutions have ready to run CSC vehicles for everyday operations including escort or transfer of inmates. Consequently, electrical outlets for block heaters are mandatory.

##### **4.6.2 *Staff Vehicles***

The provision of outlets must be consistent with local practices. For this, a survey of other Government buildings and local area business and plants will determine the need to provide electrical outlets for block heaters.

##### **4.6.3 *Other Vehicles***

Electrical outlets for block heater shall not be provided for visitor parking or for other short term parked vehicles.

##### **4.6.4 *Parking Electrical Outlets General Requirements***

Where provided, electrical outlets may be controlled by timer or by a programmable controller.