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City of Maple Ridge

TO: His Worship Mayor Dan Ruimy
and Members of Council
FROM: Chief Administrative Officer

MEETING DATE: October 17, 2023
FILE NO: 2023-346-RZ
MEETING: CoW

SUBJECT: First Reading
City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023

EXECUTIVE SUMMARY:

The City of Maple Ridge *Off-Street Parking and Loading Bylaw No. 4350-1990*, also referred to as the "Parking Bylaw", was adopted in 1990 and has been amended several times over the years. A comprehensive review of the Parking Bylaw has been underway since Spring 2022 to ensure parking minimums meet modern demands and requirements help facilitate sustainable and transit-oriented development, as well as support the reduction of greenhouse gas emissions.

On September 6, 2022, at Council Workshop, Council received a report that introduced the Off-Street Parking Bylaw project. This report summarized existing parking policies and recent parking studies conducted by Metro Vancouver. The report also identified eight topics within the existing Parking Bylaw that are likely to see the most change in the new Parking Bylaw.

At the July 25, 2023, Council Workshop, an update on the approaches moving forward was provided that reflected the contracted consultant, Evolve Traffic Solutions, preliminary recommendations and feedback from committees on potential approaches for the new Parking Bylaw.

The purpose of this report is to provide a summary of the proposed *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* (Appendix B), which will replace the existing *Off-Street Parking and Loading Bylaw No. 4350-1990*. A side by side of major changes from the existing Parking Bylaw and the proposed Parking Bylaw can be found in Appendix A. Overall, the majority of approaches considered in July 25, 2023 Council Workshop report have been introduced into the proposed new Parking Bylaw, but have been adjusted to reflect Council's feedback from the July 25, 2023 Workshop meeting.

Should Council grant first reading of *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*, the bylaw will be sent to Urban Development Institute (UDI), Home Builders Association Vancouver (HAVAN), Maple Ridge Climate Hub, and the Cycling Hub for comment. Comments from the noted organizations will be included in the next reading report.

RECOMMENDATION:

That *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* be given first reading; and

That staff bring forward the necessary bylaw and policy amendments to align with the *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*.

1.0 BACKGROUND:

The Parking Bylaw was identified as a Planning Department work item in the City's 2022 Business Plan and research began in Spring 2022. On September 6, 2022, at Council Workshop, Council received a report that introduced the Off-street Parking Bylaw project. This report summarized existing parking policies and recent parking studies conducted by Metro Vancouver. The report also identified eight topics within the existing Parking Bylaw that are likely to see the most change and what those changes might look like based on a preliminary review of regional best practices. Some of these topics included parking minimums, EV charging, and bicycle parking.

At the September 6, 2022, Council Workshop, Council provided feedback and overall direction. Generally, Council's feedback reflected finding a balance between changing regulations to encourage people to use a wide range of transportation options and recognizing the limited transit available today.

After the September 2022 Workshop, staff retained Evolve Traffic Solutions, a parking consulting firm, to help provide guidance on current parking trends and approaches that would best meet Maple Ridge's current and future needs related to the off-street parking of motor vehicles, bicycles, and other forms for rolling across the City. Evolve prepared a draft directional report that can be found in the July 25, 2023, Workshop report.

At the July 25, 2023, Council Workshop, an update on the approaches moving forward was provided. The proposed approaches were based on Evolve Traffic Solutions preliminary recommendations, which included a municipal scan and field data collection, and feedback from the Transportation Advisory Committee (TAC) and the Municipal Advisory Committee on Accessibility and Inclusiveness (MACAI).

2.0 DISCUSSION:

This section of the report provides a brief summary of the bigger changes proposed in the *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* under the following themes:

- Reduction of Green Houses Gases;
- Housing Choice;
- Accessibility and Inclusion; and
- Active Transportation

The summary of changes is categorized under the above themes in order to provide more background context. A more comprehensive list of changes can be found in Appendix A of this report. Overall, the majority of approaches presented at the on July 25, 2023, Council Workshop are moving forward with amendments to reflect Council's comments at the July 25, 2023 Council Workshop meeting.

2.1 Supporting Reduction of Green House Gases

Metro Vancouver's Climate 2050 Strategic Framework (2019) identifies transportation as the single largest source of greenhouse gas emissions, accounting for approximately 45% of the regional total. The dominant emission contributors in the transportation sector are cars and light trucks. Today, in Maple Ridge about 90% of daily trips are made by motor vehicles, which is higher than the regional average, which is about 70%. By slightly reducing parking minimums, increasing bicycle parking minimums, and energizing off-street parking spaces with outlets, it encourages Maple Ridge residents to consider other modes of transportation and should they choose to drive, that the choice to drive an electric vehicle is more desirable.

Council's Strategic Plan sets the goal to reduce community greenhouse gas emissions in alignment with adopted targets, under the Climate Leadership & Environmental Stewardship priority. To help support Maple Ridge's goal of reducing community greenhouse gas emissions to net zero by 2050 from 2010 levels (OCP Policy 5–45), the new Parking Bylaw proposes:

- Reducing the minimum number of parking spaces for market apartments dwelling units within the Town Centre Area from 1.3 (for a three bedroom) spaces per dwelling unit to 1.0 spaces per dwelling unit (regardless of number of bedrooms);
- Reducing the minimum number of parking spaces for market apartments dwelling units within the Lougheed Transit Corridor Area from 1.5 spaces per dwelling unit to 1.2 spaces per dwelling unit;
- Permitting a 5% reduction of off-street parking requirements parking when a Car Share program (such as EVO and MODO) are provided in a multi-unit residential or mixed-use building;
- Expanding the Payment-In Lieu area to include all of the Town Centre Area Plan and the Lougheed Transit Corridor Area;
- Requiring 1.0 vehicle parking space minimum to be energized (have an outlet) for Singled Detached, Accessory Dwelling Units, Duplexes, Triplexes, Fourplexes, Courtyards, and Townhouses;
- Requiring a minimum of 30% of the vehicle parking spaces for all apartment and mixed-use residential developments to be energized at occupancy (have an outlet) and the remaining residential units to have EV rough-in infrastructure available for future use;
- Permitting 25% of parking spaces to be built to “small car” dimensions in commercial, industrial, and institutional developments;
- Requiring 10% of each non-residential development to be fully energized; and
- Requiring a minimum of one pedestrian walkway, with landscaping, for parking areas with over 40 contiguous spaces.

Additionally, the proposed new Parking Bylaw includes requirements for energizing parking spaces, expanding the payment in-lieu area and landscaping requirements to help reduce greenhouse gas emissions and pollution from cars around population centers.

2.2 Supporting Housing Choice

In 2012, Metro Vancouver published the findings from their Regional Parking Study, which found that parking supply exceeded parking demand in the range of 18% to 35% in the 80 study apartment sites (including Maple Ridge). Metro Vancouver conducted another Parking Study in 2018 and found similar results for the oversupply of parking in apartment buildings, especially when the building was rental, non-market, or near transit. The cost savings from not requiring applicants to build an oversupply of parking can allow for the cost savings to be passed on by the developers to the occupant of the dwelling, making the units more attainable for residents.

Providing housing choice in Maple Ridge is a key Principle in the Official Community Plan (OCP) to meet the diverse needs of the current and future residents (Principle 37). Council's Strategic Plan also sets the goal to facilitate expanded housing diversity and supply to promote attainability, under the Livable Community priority. Reducing the minimum number of required off-street parking spaces for non-market and/or rental apartment dwelling units and allowing tandem parking in more housing forms are examples of how parking requirements can support housing choice in Maple Ridge. Reducing the minimum number of off-street parking spaces for non-market and/or rental apartment dwelling units encourages developers to build more attainable dwelling units for residents. Tandem parking allows for a development to have a mix of different designs and layouts as the off-street parking areas often creates the footprint of the home. To help support Maple Ridge's goal for expanding housing choice, the new Parking Bylaw proposes:

- Reducing the minimum number of parking spaces for non-market or rental apartments dwelling units within the Town Centre Area from 1.3 (for a three bedroom) spaces per dwelling unit to 0.8 spaces per dwelling unit (regardless of number of bedrooms);
- Reducing the minimum number of parking spaces for non-market and rental apartments dwelling units within the Town Centre Area from 1.3 (for a three bedroom) spaces per dwelling unit to 0.6 spaces per dwelling unit (regardless of number of bedrooms);
- Reducing the minimum number of parking spaces for non-market or rental apartments dwelling units within the Lougheed Transit Corridor Area from 1.5 spaces per dwelling unit to 1.0 spaces per dwelling unit;
- Reducing the minimum number of parking spaces for non-market and rental apartments dwelling units within the Lougheed Transit Corridor Area from 1.5 spaces per dwelling unit to 0.8 spaces per dwelling unit;
- Allowing up to 30% of Triplex, Fourplex, and Townhouse units outside of the Town Centre and Lougheed Transit Corridor Area to have tandem parking; and
- Allowing up to 50% of Triplex, Fourplex, and Townhouse units within the Town Centre and Lougheed Transit Corridor Area to have tandem parking.

2.3 Supporting Accessibility and Inclusion

In December 2018, accessible parking requirements were removed from the BC Building Code Regulations and municipalities were able to adopt their own design standards and supply rates within their respective bylaws for off-street parking. This allows municipalities to better meet their community's needs. In 2021/2022 the Social Planning and Research Council (SPARC) of BC processed 4,360 accessible parking permits for Maple Ridge, which means approximately 5% of people in Maple Ridge participates in the SPARC BC parking permit program last year.

The need to support universal accessibility is recognized in the Official Community Plan (OCP) Policy 7-38 and parking specific actions through the City's Age-Friendly Initiative. The City's Age-Friendly Initiative (endorsed 2015) and associated Action Plan (endorsed 2018) identified the need to review accessible parking design, specifically the width of parking spaces and proximity to buildings. The accessible parking requirements and loading requirements have been revised to better meet the community's needs and align with present day best practices by:

- Lowering the thresholds for when an accessible space is required;
- Introducing van-accessible dimensions and requirements;
- Requiring a 1.5m wide access aisle beside each accessible space;
- Providing one passenger loading space in residential buildings of 50 dwelling units or more;
- Increasing the width of standard car parking from 2.5m to 2.6m;
- Introducing lighting requirements for shared surface and underground parking; and
- Updating signage requirements for visitor, accessible, EV, and assigned parking spaces

2.4 Supporting Active Transportation

The Strategic Transportation Plan endorsed on September 26, 2023, identified that 90% of daily trips made by residents in Maple Ridge are made by motor vehicle and the use of motor vehicle for daily trips has increased, while other forms of transportation options have decreased, such as walking, and cycling. The Strategic Transportation Plan also found that there is an opportunity for residents to decrease their motor car use as 68% of daily trips that originate within Maple Ridge are within the City's borders.

Increasing the choice of non-automobile transportation modes are part of the long-term vision for the community, as per the Official Community Plan Policy (OCP) Policy 7-4. A part of supporting residents' choice for non-automobile transportation is ensuring there is a safe and secure parking area for their

bicycle at home and their destinations. By ensuring there is more bicycle parking across the City, it helps this mode of transportation to become a more convenient way of getting around for most personal trips.

Additionally, Council's Strategic Plan sets the goal of improving mobility with safe, sustainable and effective transportation options, under the Livable Community priority. To help support Maple Ridge's goal of improving transportation options, the new Parking Bylaw proposes:

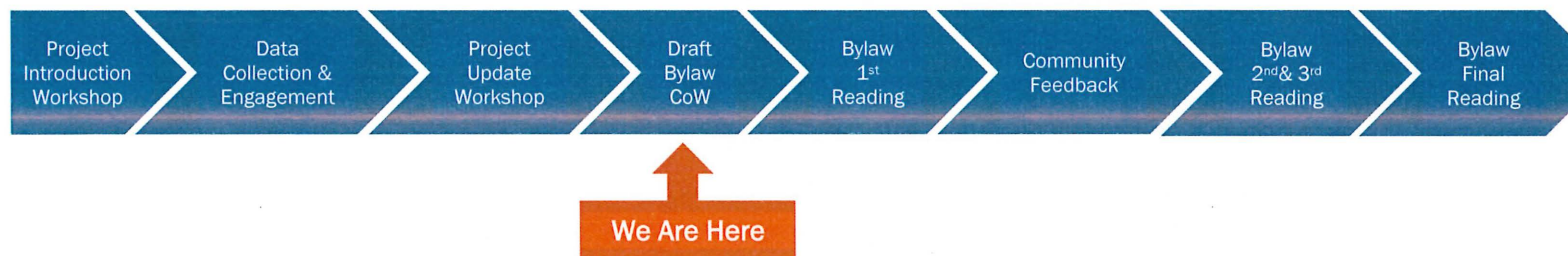
- Requiring at least one bicycle parking space per dwelling unit throughout the City;
- Requiring short-term bicycle parking at all commercial, industrial, and institutional buildings city wide;
- Requiring long-term bicycle spaces to be secure, illuminated, and adjacent to main entrances or elevators and not located any lower than the first complete parking level below grade; and
- Requiring accessible scooter parking for Senior Independent Living and Assisted Living buildings.

3.0 NEXT STEPS

Should Council move forward with the proposed bylaw, it will move forward for first reading at the next Regular Council meeting. Should Council grant first reading, the bylaw will be sent to Urban Development Institute (UDI), Home Builders Association Vancouver (HAVAN), Maple Ridge Climate Hub, and the Cycling Hub for comment. Comments from these organizations will be included in the next report.

Should Council grant first reading, the necessary bylaw and policy amendments will be brought forward with the next report to align with the proposed *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*.

Figure 1: New Parking Bylaw Process



Should the *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* be adopted, the sketches to demonstrate some of the parking requirements will be created to provide clarity to applicants. Additionally, should the proposed bylaw be adopted, the new process would apply to applications that have not yet received second reading. Applications that have received second reading, would follow the existing Off-Street Parking and Loading bylaw.

4.0 STRATEGIC ALIGNMENT

The Parking Bylaw aligns with four of the five pillars of the 2023-2026 City of Maple Ridge Strategic Plan.

- Updating the Parking Bylaw aligns with the “Livable Community” pillar as it will help facilitate housing diversity by allowing more flexibility in the amount of space dedicated to parking.
- Encouraging active transportation by increasing the minimum number of long- and short-term bike parking across the City will help to reduce the community's greenhouse gas emissions, which aligns with the “Climate Leadership & Environmental Stewardship” pillar.

- Updating the Parking Bylaws accessibility requirements and including provisions to improve the pedestrian experience aligns with the “Engage, Healthy Community” pillar as it will help ensure the safety and enhances the well-being of residents.
- Lastly, the update to the Parking Bylaw aligns with “Governance & Corporate Excellence” pillar as the new bylaw will have an improved layout, functionality, and clarity to be more user-friendly and effective in regulating off-street parking.

5.0 INTERDEPARTMENTAL IMPLICATIONS:

Staff will continue to work collaboratively with various departments, including Engineering, Bylaw & Licensing Services, Building, and Fire on the new Parking Bylaw.

6.0 CONCLUSION:

This report provides a summary of the proposed *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* (Appendix B), which will replace the existing *Off-Street Parking and Loading Bylaw No. 4350-1990*. A comprehensive review of the *Off-Street Parking and Loading Bylaw No. 4350-1990*, also referred to as the “Parking Bylaw”, has been underway since Spring 2022 to ensure parking minimums meet modern demands and requirements help facilitate sustainable and transit-oriented development, as well as support the reduction of greenhouse gas emissions.

Throughout the process, there have been two check-ins with Council regarding off-street parking research and potential approaches. The first report was presented at the September 6, 2022, at Council Workshop, and the second at the July 25, 2023, Council Workshop. Overall, the majority of approaches considered in July 25, 2023 Council Workshop have been implemented into the proposed new Parking Bylaw.

Should Council grant first reading of *City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*, the bylaw will be sent to Urban Development Institute (UDI), Home Builders Association Vancouver (HAVAN), Maple Ridge Climate Hub, and the Cycling Hub for comment. Comments from the noted organizations will be included in the next reading report.

“Original Signed by Krista Gowan”

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Planner 2

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Interim Director of Planning

“Original Signed by Scott Hartman”

Concurrence: **Scott Hartman**
Chief Administrative Officer

The following appendix is attached hereto:

Appendix A – Table Summary of Changes

Appendix B – City of Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023

APPENDIX A

This section summarizes changes from the existing Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 to the proposed new Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023.

Part 1 Administration

Category	Current Bylaw	Proposed New Bylaw
Definitions	Not Included	Definitions have been added for clarity, such as: <ul style="list-style-type: none"> • “Bicycle Parking (Long Term)” • “Bicycle Parking (Short Term)”
Calculation – Vehicle	Where the required number of off-street parking spaces results in a fractional parking space, one (1) off-street parking space shall be provided to meet the fractional requirement	Where the required number of off-street vehicle parking spaces results in a fractional parking space, any fraction: <ol style="list-style-type: none"> less than one-half (0.5) shall be disregarded; and one-half (0.5) or greater shall be considered equivalent to one. <p>In the case of a Lot which contains more than one type of Use, the required number of Residential Visitor spaces, Electric Vehicle Charging spaces, Accessible spaces, and off-street bicycle parking spaces shall be the sum of the requirements for the various Uses calculated separately.</p>
Calculation – Other	Not Specified	Clarification that Visitor parking, EV Charging spaces, Accessible spaces and Bicycle Parking is calculated separately from Vehicle parking

Part 2 Off-Street Vehicle Parking Spaces - Construction Section

Category	Current Bylaw	Proposed New Bylaw
Surface Material	Not specified	Asphalt, concrete or paving stones, or other permeable surface other than gravel
Illumination	Not specified	Each off-street vehicle parking space shall be illuminated, except for single detached and duplex residential uses.
Curb Stops	Not specified	For non-residential uses (except for townhouses and apartments), provide adequate curb or wheel stops to prevent Vehicles from obstructing an adjacent pedestrian walkway, Bicycle Parking (Short-term) area or landscape area, unless it inhibits accessibility
Ramp Requirements	Not specified	Where off-street parking is provided within a structure and a ramp is required: <ol style="list-style-type: none"> The entrance ramp to the structure shall have a maximum grade of 10% for the first 10.0m from the street frontage lot line; The internal ramp area shall have a maximum grade of 12%; The parking space areas shall have a maximum grade of 8%
Pedestrian pathway	Not specified	Any Off-Street Vehicle Parking area that contains a Commercial, Industrial or Institutional Use on a Lot that is required to have 40 or more parking spaces shall: <ol style="list-style-type: none"> Have at least one pedestrian pathway, with an unobstructed width of at least 2.0m, through a parking area between two parking modules and aligned with a major entrance to a Principal Building;

		<ul style="list-style-type: none"> b. Have at least one pedestrian pathway, with an unobstructed width of at least 2.0 m, through a parking area, that connects to a public sidewalk that abuts the Lot. In a case where there is no public sidewalk, the pedestrian walkway shall be provided to the front or exterior side yard Lot line; c. Have curb letdowns for all Accessible parking spaces adjacent to the pathway; d. Have trees or other vegetation integrated into pedestrian pathway(s), except for underground parking areas; and e. Have clearly marked and signed crosswalks where pedestrians cross.
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PART 2 OFF-STREET VEHICLE PARKING SPACES - Standard and Small Car Parking Space Section

Category	Current Bylaw	Proposed New Bylaw
Dimensions – Standard Vehicle Parking Space	2.5m wide x 5.5m long	2.6m wide x 5.5m long
Percentage permitted to be “Small Car Only” vehicle parking spaces	10% maximum of parking spaces	25% maximum of vehicle parking spaces for non-residential uses and residential visitor parking spaces.

PART 2 OFF-STREET VEHICLE PARKING SPACES - Residential Garages and Carports Vehicle Parking

Category	Current Bylaw	Proposed New Bylaw
Single Car Garage	3.7m wide x 6.7m long (Only for Townhouses)	3.7m wide x 6.7m long; expanded to all residential uses.
Single Garage Driveway Apron for Tandem Single Garage	3.0m wide x 6.1m long	3.6m wide x 6.1m long
Double Garage Tandem Parking	Not Specified	3.7m wide x 12.2m long
Side by Side Garage	6.5m wide x 6.7m long (Only for Townhouses)	6.5m wide x 6.7m long; expand to all residential uses.

PART 2 OFF-STREET VEHICLE PARKING SPACES – Residential Tandem Parking

Category	Current Bylaw	Proposed New Bylaw
Percentage of Triplex, Fourplex, and Courtyard Dwelling Units in a Development Permitted to have Tandem Parking	Not Permitted	Up to 50% in the Town Centre Area, Up to 50% in the Loughheed Transit Corridor Area Up to 30% outside of the Town Centre and Loughheed Transit Corridor Area
Percentage of Town House Dwelling Units in a Development Permitted to have Tandem Parking	Not Specified (Policy 6.35 notes that no more than 30% is desired, but may be permitted up to 50% should site-specific conditions significantly impact the developable area)	Up to 50% in the Town Centre Area and Loughheed Transit Corridor Area Up to 30% outside of the Town Centre and Loughheed Transit Corridor Area

PART 2 OFF-STREET VEHICLE PARKING SPACES – Required Off-Street Vehicle Parking

Category	Current Bylaw		New Bylaw		
	General (per Dwelling Unit)	Central Business District (per Dwelling Unit)	General (per Dwelling Unit)	Town Centre Area Plan (per Dwelling Unit)	Lougheed Transit Corridor Area (per Dwelling Unit)
AGRICULTURAL					
Equestrian Facility	Not Specified	N/A	1.0 space per hectare of lot area	N/A	
Farm Alcohol Production Facility	Not Specified	N/A	1.0 spaces per 20m ² of retail area and indoor/outdoor lounge areas	N/A	
Farm Industrial	Not Specified	N/A	1.0 space per 93m ² of plant or warehouse Gross Floor Area, plus 1.0 space per 32m ² of Gross Floor Area used for office, display or sales	N/A	
Farm Retail Sales or Produce Sales	Not Specified	N/A	1 space per 20m ² of Gross Floor Area	N/A	
Farm Processing Use	Not Specified	N/A	1.0 space per 93m ² of plant, or 1 space per 31m ² of Gross Floor Area used for Office, display or sales warehouse Gross Floor Area	N/A	
RESIDENTIAL					
Apartment - Market	1.5 – 2.0 spaces	Bachelor = 0.9 1 BDRM = 1.0 2 BDRM = 1.1 3 BDRM = 1.2	1.5 space	1.0 space	1.2 spaces
Apartment – Non-Market	Not Specified	Bachelor = 0.8 spaces 1 BDRM = 0.9 2 BDRM = 1.0 3 BDRM = 1.1	1.2 space	0.8 space	1.0 space
Apartment - Rental	Not Specified		1.2 space	0.8 space	1.0 space
Apartment – Non-Market & Rental	Not Specified		1.0 space	0.6 space	0.8 space

Assisted Living, Supportive Housing, Special Needs Housing, and Congregate Care	1 space per 4 sleeping unit plus 0.2 spaces per sleeping unit designated for visitors	0.35 spaces per bed or dwelling unit.	0.35 space per bed, plus 1.0 space per bed for employee parking, plus 0.1 spaces per bed for visitor parking		
Detached Garden Suite	1.0 spaces		1.0 spaces	Not Required	1.0 spaces
Secondary Suite	1.0 spaces		1.0 spaces	Not Required	1.0 spaces
Seniors Independent Living	1.0 spaces	0.35 spaces per bed	0.5 space per bed, plus 0.2 space per bed for visitor parking		
OTHER					
Brewery/Distillery/Winery	Not Specified		1.0 spaces per 20m ² of retail area and indoor/outdoor lounge areas		
Group Child Care Centres	1.0 space per 20m ² gross floor area		1.0 space per employee, plus 3.0 spaces for drop off/pick up per 10 children	1.0 space per employee, plus 1.5 spaces for drop off/pick up per 10 children	1.0 space per employee, plus 3.0 spaces for drop off/pick up per 10 children
Light Industrial, other than Brewery/Distillery/Winery	Not Specified		3.0 spaces per 100m ² of Gross Floor Area used for office operation and retail, if any		
Manufacturing	Not Specified		1.0 space per 100m ² of Gross Floor Area 1.0 space per 40m ² of Gross Floor Area used for Office, Classroom, Retail sale, rental or display of goods		
School - Elementary	1.0 space per 93m ² gross floor area		1.0 space per classroom, plus 2.0 spaces for drop off/pick up		
School - Secondary	1.0 space per 93m ² gross floor area		5 spaces per classroom, plus 2.0 spaces for drop off/pick up		
School – Post-Secondary	1.0 space per 93m ² gross floor area		10.0 spaces per classroom, and 0.25 space per Sleeping Unit within a Dormitory, plus 1 space per 40m ² of Gross Floor Area for offices 1 space for every 10m ² of Gross Floor Area for associated gymnasium or theatre		

PART 2 OFF-STREET VEHICLE PARKING SPACES – Payment in Lieu

Category	Current Bylaw	New Bylaw
Applicable Area	930m diameter around City Hall	Town Centre Area Plan and Loughheed Transit Corridor Area
Cost per Non-Constructed Parking Space	\$20,000 per space	\$35,000 to \$65,000 based on requested reduction in the Town Centre Area plan or the Loughheed Transit Corridor Area

Cap of Reduction	Not Specified	Maximum of 20% reduction in the Town Centre Area and maximum of 15% in the Lougheed Transit Corridor Area.
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PART 2 OFF-STREET VEHICLE PARKING SPACES – Accessible Parking Spaces

Category	Current Bylaw	New Bylaw
Types of Accessible Spaces	Standard only specified	Standard and Van-Accessible Spaces
Number of Spaces Required	26–75 spaces = 1.0 Accessible Space 76 – 125 spaces = 2.0 Accessible Spaces 126 – 200 spaces = 3.0 Accessible Space 200 + spaces = 3.0 spaces plus one space for every 100 required spaces in excess of 200	5-25 spaces = 1.0 Van-Accessible Space 26-50 spaces = 1.0 Standard Accessible space & 1.0 Van-Accessible Spaces 51-75 spaces = 2.0 Standard Accessible space & 1.0 Van-Accessible Spaces 76-100 spaces = 3.0 Standard Accessible space & 1.0 Van-Accessible Spaces For each additional increment of 100 spaces = 1.0 Standard Accessible space & for every 3.0 accessible parking spaces required, 1.0 shall be a van accessible parking space
Dimensions	3.8m wide x 5.5m long	Standard Accessible Parking Space = 2.6m wide x 5.5m long with a 1.5m wide access aisle Van-Accessible Parking Space = 3.4m wide x 5.5m long with a 1.5m wide access aisle

PART 2 OFF-STREET VEHICLE PARKING SPACES - Electric Vehicle Charging Infrastructure

Category	Current Bylaw	New Bylaw
Single Detached	1.0 space per dwelling unit shall be provided with roughed-in infrastructure capable of providing Level 2 charging	1.0 space per dwelling unit shall be provided with an energized electric vehicle outlet capable of providing Level 2 charging
Duplex		
Triplex		
Fourplex		
Courtyard		
Townhouse		
Apartment	1.0 space per dwelling unit shall be provided with roughed-in infrastructure capable of providing Level 2 charging	30% of residential parking spaces shall be provided with dedicated energized electric vehicle outlet; and remaining spaces required to be roughed-in
Visitor Parking	Minimum of 50% of required visitor parking spaces shall be provided with roughed-in infrastructure capable of providing Level 2 charging	Minimum of 50% of required visitor parking spaces shall be provided with an energized electric vehicle outlet capable of providing Level 2 charging
Accessible Parking	Not Specified	100% of Accessible parking spaces be provided with an electric vehicle charger capable of providing Level 2 Charging
Agriculture	Not Specified, unless for a Single Detached Use	10% of the total number of parking spaces constructed shall be provided with an electric vehicle charger capable of providing a minimum of Level 2 Charging.
Commercial	Minimum of 10% of the parking spaces shall each be provided with roughed-in	

	infrastructure capable of providing Level 2 charging	
Industrial	Not Specified	
Institutional	Not Specified	

PART 2 OFF-STREET VEHICLE PARKING SPACES – Car Share Parking

Category	Current Bylaw	New Bylaw
Percentage permitted to be Car Share Parking	Not Specified	A maximum of 5% reduction of the total parking spaces required; each car share parking space is equivalent to 2.0 required parking spaces

PART 3 OFF-STREET BICYCLE AND SCOOTER PARKING SPACES – Bicycle and Scooter Parking Space Minimums

Category	Current Bylaw	New Bylaw
RESIDENTIAL		
Apartment	Town Centre Only Short Term – 6 spaces for every 20 units Long Term – 1 per 4 units	City Wide Short Term = 0.2 spaces per Dwelling Unit Long Term = 1.25 spaces per Dwelling Unit
Assisted Living, Supportive Housing, Special Needs Housing, and Congregate Care	Town Centre & Assisted Living Only 0.10 space for every unit	City Wide Short Term = 1.0 spaces for every 20 beds Long Term = 0.10 accessible scooter spaces per bed
Seniors Independent Living	Town Centre Only Short Term – 2 spaces for every 20 units Long Term 0.10 space	City Wide Short Term = 1.0 spaces for every 10 Dwelling Units Long Term = 0.2 bicycle spaces per Dwelling Unit; plus 0.10 accessible scooter spaces per Dwelling Unit
Single Detached, Two-Unit, Secondary Suite, and Detached Garden Suite	Not Specified	City Wide Short Term = N/A Long Term = 1.0 space per Dwelling Unit
Townhouse and Courtyard	Town Centre Only Short Term – 3 spaces for every 20 units Long Term storage in units	City Wide Short Term = 3.0 spaces for every 20 units Long Term = 1.0 space per Dwelling Unit
Triplex and Fourplex	Not Specified	City Wide Short Term = N/A Long Term = 1.0 space per Dwelling Unit
OTHER		
Agricultural	Not Specified	City Wide Short Term = 3.0 spaces for each building entrance for any building with 1000m ² , plus 1.0 additional space per each additional 500 m ² of Gross Floor Area Long Term = 5% of required number of vehicle spaces
Commercial	Town Centre Only	City Wide

	<p>Short Term = 6 spaces for every 1500m² Gross Floor Area</p> <p>Long Term = 1.0 spaces per 750m² Gross Floor Area</p>	<p>Short Term = 1.0 space per each 500m² of Gross Floor Area</p> <p>Long Term = 1.0 space per 750m² of Gross Floor Area, whichever is more, plus 1.0 additional space per each additional 500m² of Gross Floor Area</p>
Group Child Care Centres	<p>Town Centre Only</p> <p>Short Term = 6 spaces for every 1500m² Gross Floor Area</p> <p>Long Term = N/A</p>	<p>City Wide</p> <p>Short Term = 1.0 space for drop off/pick up per 10 children</p> <p>Long Term = 0.5 space per employee</p>
Industrial or Employment	Not Specified	<p>City Wide</p> <p>Short Term = 3.0 spaces for each building entrance for any building with 1000m², plus 1.0 additional space per each additional 500 m² of Gross Floor Area</p> <p>Long Term = 10% of required number of vehicle spaces</p>
Institutional, except for Group Child Care Centres and Schools	<p>Town Centre Only</p> <p>Short Term = 6 spaces for every 1500m² Gross Floor Area</p> <p>Long Term = 15% of required number of automobile spaces</p>	<p>City Wide</p> <p>Short Term = 3.0 spaces for each building entrance for any building with 500m², plus additional space per each additional 500 m² of Gross Floor Area</p> <p>Long Term = 15% of required number of vehicle spaces</p>
Schools	Not Specified	<p>City Wide</p> <p>Short Term = 4.0 spaces per classroom for elementary schools, or 8.0 spaces per classroom for secondary schools and post-secondary institutions</p> <p>Long Term = 20% of required number of vehicle spaces</p>

PART 4 OFF-STREET LOADING PARKING SPACES

Category	Current Bylaw	New Bylaw
Minimum Dimensions	Not Specified	<p>Non Residential - 9.2m in length, 3.5m in width, and 4.5m in clearance height.</p> <p>Residential - 6.0m in length, 3.5m in width, and 4.5 m in clear height</p>
Surface Material	Not Specified	Asphalt or Concrete
Residential Loading	Not Specified	1.0 space per 50 Dwelling units
Commercial / Industrial Loading	Not Specified	1.0 loading space for 400m ² -2000m ² Gross Floor Area, and then 1.0 loading space per 2000m ² Gross Floor Area or 1.0 space per overhead loading door or shipping and receiving area, whichever number is greater

PART 5 ENFORCEMENT

Category	Current Bylaw	New Bylaw
Maximum Fine	\$2000.00	\$10,000.00

APPENDIX B

CITY OF MAPLE RIDGE BYLAW NO. 7970-2023

A bylaw to require owners and occupiers of any land, building or structure to provide off-street parking, bicycle, and loading spaces.

WHEREAS, pursuant to Section 525 of the *Local Government Act*, a local government may by bylaw require owners or occupiers of any land, or of any building or other structure to provide off-street parking and loading spaces for the building or structure;

WHEREAS Section 527 of the Local Government Act authorizes a local government to create screening and landscaping requirements;

AND WHEREAS, it is deemed desirable to classify buildings and structures and differentiate and discriminate between classes with respect to the amount of space provided; and

NOW THEREFORE, the Municipal Council of the City of Maple Ridge enacts as follows:

PART 1 ADMINISTRATION

1.01 CITATION

- 1 That Off-Street Parking and Loading Bylaw No.4350-1990 be repealed in its entirety.
- 2 This Bylaw shall be cited as "Maple Ridge Off-Street Parking and Loading Bylaw No.7970-2023".

1.02 INTENT

1. Owners and occupiers of land, buildings and structures shall provide off-street parking spaces and off-street loading spaces in accordance with provisions of this Bylaw.
2. Any reference to the number of off-street parking spaces lawfully required to be provided and maintained prior to the adoption of this bylaw shall be a reference to the lawful requirements of Maple Ridge Zoning Bylaw No. 7600 - 2019 as in force and effect at the date of the adoption of this bylaw.
3. Nothing in this bylaw relieves an owner, occupier, contractor, builder or developer of land from the responsibility of seeking out and complying with all other Municipal or senior government regulations as they may apply to an undertaking.

1.03 TRANSITION

1. Where a use of land or use of a building or structure existing at the time of the adoption of this bylaw:
 - a. Is provided with the number of off-street parking spaces required prior to the adoption of this bylaw, then if such use continues and if the building or structure continues to exist, that use building or structure is exempt from this bylaw, provided that the number of off-

street parking spaces shall not be reduced below the number required prior to the adoption of this bylaw; and

- b. If, after adoption of this bylaw, is changed to another use with or without an intervening discontinuance of use, the number of off-street parking spaces provided and maintained for the new use shall be the number of spaces required to be provided for the new use prior to adoption of this bylaw.
2. Where a building or structure existing at the time of adoption of this bylaw is added to, extended, enlarged, or increased, additional off-street parking spaces appurtenant to such extension, increase, enlargement or addition calculated and determined pursuant to this bylaw shall be required to be provided and maintained. However such number of additional off-street parking spaces shall be determined and required only in respect of the extension, increase, enlargement or addition of the building or structure.
3. Where a building or structure existing at the date of adoption of this bylaw is demolished or otherwise destroyed, any use of the land or a new building or structure on the same land shall comply with the requirements of this bylaw.

1.04 DEFINITIONS

1. In this Bylaw:

“Bicycle Parking Areas” means the Gross Floor Area, or outdoor space, devoted to Bicycle Parking (Long Term) and Bicycle Parking (Short Term);

“Bicycle Parking (Long Term)” means a Building or a room within a Building that contains rack(s), railing(s), locker(s) or other structurally sound device(s), or some combination of the four, designed for the securing of one or more bicycles in an orderly fashion and is meant for the long term storage of bicycles for the Uses within the Building it serves;

“Bicycle Parking (Short Term)” means a Structure that shelters bicycle rack(s), railing(s) or other structurally sound divide(s) designed for the securing of one or more bicycles in an orderly fashion and is meant for the short-term storages of bicycles for the visitors of the Development it serves;

“Building” means as per Maple Ridge Zoning Bylaw No. 7600 – 2019 as amended from time to time;

“Driveway” means a surfaced or paved portion of any lot that provides access for a vehicle to or from a highway.

“Electric Vehicle” means a vehicle that uses electricity for propulsion, and that can use an external source of electricity to charge the vehicle’s battery;

“Electric Vehicle Charging Station” means a complete assembly consisting of conductors, connectors, devices, apparatus, and fittings installed specifically for the purpose of power transfer and information exchange between a branch electric circuit and an Electric Vehicle;

“Gross Floor Area” means as per Maple Ridge Zoning Bylaw No. 7600 – 2019 as amended from time to time;

“Highway” means as per Maple Ridge Zoning Bylaw No. 7600 – 2019 as amended from time to time;

“Level 2 Charging” as defined by the SAE International’s J1772 standard;

“Off-Street Loading” means as per Maple Ridge Zoning Bylaw No. 7600 – 2019 as amended from time to time;

“Off-Street Parking” means as per Maple Ridge Zoning Bylaw No. 7600 – 2019 as amended from time to time;

“Payment-in-lieu” means a procedure to pay in lieu of providing off-street parking in accordance with Section 525 of the *Local Government Act*;

“Roughed-In Infrastructure” means sufficient panel capacity and conduit connecting the panel to the outlet capable of providing Level 2 charging;

“Tandem” means as per Maple Ridge Zoning Bylaw No. 7600 – 2019 as amended from time to time;

“Vehicle” means Motor Vehicle as defined in the British Columbia Motor Vehicle Act [SBC 1996] Chapter 318;

2. In this bylaw, the terms "added to", "extended", "enlarged" or "increased" refers to any alteration to a building or structure that increases the gross floor area of the building or structure from that existing prior to the alteration.
3. Wherever a term in this bylaw is undefined it shall, if defined in "Maple Ridge Zoning Bylaw No. 7600-2019" as amended, have the meaning therein provided.

1.05 CALCULATION

1. In the case of a Lot which contains more than one type of Use, the required number of Residential Visitor spaces, Electric Vehicle Charging spaces, Accessible spaces, and off-street bicycle parking spaces shall be the sum of the requirements for the various Uses calculated separately.
2. In the case of a lot which contains more than one type of use, the required number of off-street vehicle parking spaces shall be the sum of the requirements for the various uses calculated separately.
 - a. Where the calculation of parking requirements results in a fractional parking space, any fraction:
 - i. less than one-half (0.5) shall be disregarded; and
 - ii. one-half (0.5) or greater shall be considered equivalent to one.

PART 2 OFF-STREET VEHICLE PARKING SPACES

2.01 GENERAL REQUIREMENTS

1. All off-street parking spaces and off-street loading spaces shall have vehicular access to a Highway.
2. All required off-street parking spaces shall be located on the same lot as the building for which they are required; except
 - a. where off-street parking is provided on a lot other than that on which the use, building or structure being served is located, an agreement under Section 219 of the Land Title Act shall be registered in favour of the City of Maple Ridge against the lot to be used for parking,

- restricting the use of the property, or portion thereof, to parking in conjunction with the use to which the parking is credited; and
- b. the off-street parking spaces shall be no more than 150 metres from the lot on which the building or structure it serves is located.
3. All off-street parking spaces shall be located and designed to permit direct and unobstructed Vehicle access to all parking spaces by way of a maneuvering aisle, except for Tandem Parking.
 4. Site coverage provisions and restrictions on use of off-street parking shall be as specified in Part 4 General Regulations, and under the respective zones of Zoning Bylaw No. 7600-2019.
 5. Off-Street parking spaces shall be located only on a driveway leading to a garage, carport or parking pad, in a garage, in a car port, or on a parking pad.
 6. Off-street loading space required by this bylaw shall not be credited as required off-street parking spaces and off-street parking spaces required by this bylaw shall not be credited as required off-street loading space.
 7. Required residential visitor parking shall not to be Tandem.
 8. Residential visitor off-street vehicle parking spaces shall be clearly marked by painting the word "VISITOR" on each space.
 9. Residential visitor parking shall be separated from commercial off-street parking areas.

2.02 CONSTRUCTION

1. Off-Street Parking Areas:
 - a. Shall have access to and egress from a highway.
 - b. For more than 4 vehicles shall be graded and drained to dispose of all surface water in residential, commercial, institutional and comprehensive development zones. Drainage is not permitted to discharge to the City's sanitary sewage system.
2. Off-Street Parking Area for all Single Detached Residential and Two-Unit Residential Use:
 - a. Where the minimum Lot Area is greater than or equal to 668.0 square metres, shall occupy not more than 30% of the Lot Area or shall be Concealed Parking; and
 - b. Where the minimum Lot Area is less than 668.0 square metres, shall occupy not more than 20% of the Lot Area or shall be Concealed Parking.
3. Off-Street Parking Area for Single Detached, Secondary Suite, Detached Garden Suite, or Two-Unit Residential uses, each off-street vehicle parking space shall:
 - a. Be surfaced with asphalt, concrete or paving stones, or other permeable surface other than gravel; and
 - b. Be located only on a driveway leading to a garage, carport or parking pad, in a garage, in a car port, or on a parking pad.
4. Off-Street Parking Area for Commercial, Industrial, Institutional, attached Multi-Unit (except Two-Unit Residential) each off-street vehicle parking space and access/maneuvering aisle shall:
 - a. Be surfaced with asphalt, concrete or paving stones or other permeable surface other than gravel;
 - b. Be clearly marked by painted lines or otherwise clearly identified;

- c. Be illuminated and have lighting arranged so that all direct rays of light are not reflected on any building for residential use; and
 - d. Provide adequate curb or wheel stops to prevent Vehicles from obstructing an adjacent pedestrian walkway, Bicycle Parking (Short-term) area or landscape area, unless it inhibits accessibility.
5. Where off-street parking is provided within a structure and a ramp is required:
- a. The entrance ramp to the structure shall have a maximum grade of 10% for the first 10.0m from the street frontage lot line;
 - b. The internal ramp area shall have a maximum grade of 12%;
 - c. The parking space areas shall have a maximum grade of 8%, and
 - d. All grade transitions shall be gradual.
6. Any Off-Street Vehicle Parking area that contains a Commercial, Industrial or Institutional Use on a Lot that is required to have 40 or more contiguous parking spaces shall:
- a. Have at least one pedestrian pathway, with an unobstructed width of at least 2.0m, through a parking area between two parking modules and aligned with a major entrance to a Principal Building;
 - b. Have at least one pedestrian pathway, with an unobstructed width of at least 2.0 m, through a parking area, that connects to a public sidewalk that abuts the Lot. In a case where there is no public sidewalk, the pedestrian walkway shall be provided to the front or exterior side yard Lot line;
 - c. Have curb letdowns for all Accessible parking spaces adjacent to the pathway;
 - d. Have trees or other vegetation integrated into pedestrian pathway(s), except for underground parking areas; and
 - e. Have clearly marked and signed crosswalks where pedestrians cross.

2.03 MANEUVERING AISLES

1. The aisles leading to parking spaces and providing access from each parking space to a driveway, street or lane shall have unobstructed access, with the exception of Tandem Parking spaces, to and egress from each parking space at all times of and be established according to the standards below:

Parking Angle (Degrees)	Width of Aisle (metres)
90	6.9
	6.5 Where Concealed
60	5.5
45 or less	3.9m
Parallel - One Way	3.9m
Parallel - Two Way	7.0m

2.04 STANDARD AND SMALL CAR PARKING SPACES

1. The minimum dimensions for Standard and Small Vehicle parking space shall be as follows:

Parking Space Type	Width of Vehicle Parking Space (metres)	Length of Vehicle Parking Space (metres)	Height of Vehicle Parking Space (metres)
Standard Parking Space	2.6m	5.5m	2.2m
Standard Parallel Parking Space	2.6m	6.1m	2.2m
Small Car Only Parking Space	2.4m	4.9m	2.2m

2. A maximum of 25% of the parking spaces in any off-street parking area shall be designed to be “Small Car Only” for non-residential uses and residential visitor parking.
3. Minimum for Standard and Small Vehicle Only parking space shall be increased by 0.3 metres on each side which abuts any pillar, wall, or other structure over 0.3 metres in height, excluding parking spaces located within a single or side by side garage.

2.05 RESIDENTIAL GARAGES AND CARPORTS VEHICLE PARKING SPACES

1. The minimum dimensions for Garage and Carport Vehicle parking space, measured from the internal walls if any, shall be as follows:

Parking Space Type	Width of Vehicle Parking Space (metres)	Length of Vehicle Parking Space (metres)	Height of Vehicle Parking Space (metres)
Single Garage	3.7m	6.7m	2.1m
Single Garage Driveway Apron for Tandem Single Garage	3.6m	6.1m	N/A
Double Garage Tandem Parking	3.7m	12.2m	2.1 m
Side by Side Garage	6.5 m	6.7 m	2.1 m

2. Single Detached Residential Uses and Two-Unit Residential Uses shall include Tandem Parking spaces.
3. Any parking space shall be clear, horizontally and vertically, of any protrusions or encroachments by any structural and non-structural elements, including stairs.

2.06 RESIDENTIAL TANDEM PARKING

1. Tandem parking shall not be permitted, except for:
 - a. Off-Street Parking for Dwelling Units in a Single Detached and Two-Unit Residential use, may have obstructed access where the primary parking space is a carport or garage, and the obstruction is an intervening parking space.
 - b. Off-Street Parking for Dwelling Units in a Triplex, Fourplex, Courtyard and Townhouse Residential Use within the Town Centre Area Plan and Lougheed Transit Corridor Area may have obstructed access where the primary parking space is a carport or garage, and the obstruction is an intervening parking space for up to 50% of the number of units within a development.
 - c. Off-Street Parking Areas for Dwelling Units in a Triplex, Fourplex, Courtyard and Townhouse Residential Use outside of the Town Centre Area Plan and the Lougheed Transit Corridor Area may have obstructed access where the primary parking space is a carport or garage, and the obstruction is an intervening parking space for up to 30% of the number of units within a development.
2. Each tandem parking space shall belong to the same Dwelling Unit or real estate entity.

2.07 REQUIRED OFF-STREET VEHICLE PARKING

1. Off-street parking spaces shall be provided in accordance with the minimum requirements set out in the tables below. In the case of a use not specifically mentioned in the table, the requirement shall be the same as that for a use that the Director of Planning considers is most similar in off-street parking demand characteristics.

Building Class or Use	Number of Off-Street Parking Spaces
1.0 Agricultural Uses	General
Agricultural Employee Residential	2.0 spaces per Dwelling Unit
Equestrian Facility	1.0 space per hectare of lot area
Farm Alcohol Production Facility	1.0 spaces per 20m ² of retail area and indoor/outdoor lounge areas
Farm Industrial	1.0 space per 93m ² of plant or warehouse Gross Floor Area, plus 1.0 space per 32m ² of Gross Floor Area used for office, display or sales
Farm Retail Sales or Produce Sales	1.0 space per 20m ² of Gross Floor Area
Farm Processing Use	1.0 space per 93m ² of plant, or 1.0 space per 31m ² of Gross Floor Area used for Office, display or sales warehouse Gross Floor Area
Kennel	1.0 space per employee, plus 2.0 spaces for drop-off
Rental Stable	1.0 space per hectare of lot area

Building Class or Use	Number of Off-Street Parking Spaces		
	General	Town Centre Area Plan	Lougheed Transit Corridor Area
2.0 Residential Uses			
All Uses other than Uses listed below:	2.0 space per Dwelling Unit		
Apartment (Market Dwelling Units)	1.5 space per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking	1.0 space per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking	1.2 spaces per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking
Apartment (Non-Market OR Rental Dwelling Units)	1.2 space per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking	0.8 space per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking	1.0 space per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking
Apartment (Non-Market AND Rental Dwelling Units)	1.0 space per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking	0.6 space per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking	0.8 space per Dwelling Unit, plus 0.2 spaces per Dwelling Unit for visitor parking
Assisted Living, Supportive Housing, Special Needs Housing,	0.35 space per bed, plus 0.25 space per bed for employee parking, plus 0.1 spaces per bed for visitor parking		

and Congregate Care			
Bed and Breakfast	1.0 space per Sleeping Unit		
Boarding Use	1.0 space per Sleeping Unit	N/A	1.0 space per Sleeping Unit
Caretaker Residential	1.0 space per Dwelling Unit		
Detached Garden Suite	1.0 spaces per Dwelling Unit	N/A	1.0 space per Sleeping Unit
Home Occupation	1.0 space per Non-Resident Employee working on the lot		
Neighbourhood Daycare	1.0 space per 2 Non-Resident Employees, plus 1.0 space for pickup spot per 10 children		
Manufactures Home Park	1.5 spaces per Manufactured Home Site		
Residential Care	1.0 space per Dwelling Unit		
Secondary Suite	1.0 space per Dwelling Unit	N/A	1.0 space per Dwelling Unit
Seniors' Independent Living	0.5 space per bed, plus 0.2 space per bed for visitor parking		
Temporary Residential	1.0 space per Dwelling Unit		
Townhouse	2.0 spaces per Dwelling Unit, plus 0.2 space per Dwelling Unit for visitor parking		

Building Class or Use	Number of Off-Street Parking Spaces	
3.0 Commercial Uses	General	Town Centre Area Plan
All Uses other than Uses listed below:	1.0 space per 30m ² of Gross Floor Area	
Animal Boarding or Daycare	1.0 space per employee, plus 2.0 spaces for drop off/pick up per 10 animals	
Business Services	1.0 space per 30m ² Gross Floor Area	1.0 space per 50m ² Gross Floor Area
Campground	1.0 space per campground space or recreational vehicle space, plus 1 space per 75m ² gross floor area used for dining facilities	
Community Gaming Facility	0.4 spaces per community gaming position	
Recreation - Indoor	3.0 spaces per 100m ² of Gross Floor Area	2.0 spaces per 50m ² of Gross Floor Area
Recreation - Outdoor	1.0 space per 150m ² of Gross Floor Area, or 3.0 spaces per court, plus 1.0 space per 10 spectator seats	N/A
Financial Services	1.0 space per 20m ² Gross Floor Area	1.0 space per 50m ² Gross Floor Area
Funeral Services	3.0 spaces per 100m ² of Gross Floor Area	
Highway Commercial	1.0 space per 25m ² Gross Floor Area	N/A
Liquor Primary Establishment	1.0 space per 4 seats	1.0 spaces per 50m ² of Gross Floor Area
Microbrewery, Microwinery and Microdistillery	1.0 space per 4 seats	1.0 spaces per 50m ² of Gross Floor Area

Office Uses	1.0 space per 30m ² Gross Floor Area	1.0 space per 50m ² Gross Floor Area
Personal Services	1.0 space per 20m ² Gross Floor Area	1.0 space per 30m ² Gross Floor Area
Professional Services	1.0 space per 30m ² Gross Floor Area	1.0 space per 50m ² Gross Floor Area
Restaurant, without Drive-Through	1.0 spaces per 30m ² of Gross Floor Area	1.0 spaces per 50m ² of Gross Floor Area
Restaurant – Drive-Through	1.0 space per 20m ² Gross Floor Area, plus a minimum of 5 vehicle queuing area in advance of each drive-through pick-up window	
Retail Uses	1.0 space per 30m ² of Gross Floor Area up to 350m ² , plus 4.0 spaces for each additional 100m ² of Gross Floor Area	1.0 space per 100m ² of Gross Floor Area up to 350m ² , plus 3.0 spaces per 100m ² of gross floor area for each additional 100m ² of Gross Floor Area
Tourist Accommodations	1.0 space per sleeping unit or Dwelling Unit, plus 1.0 space per 75m ² Gross Floor Area used for dining facilities	0.5 space per Sleeping Unit or Dwelling Unit, plus 1.0 space per 100m ² Gross Floor Area used for dining facilities

Building Class or Use	Number of Off-Street Parking Spaces	
4.0 Assembly	General	Town Centre Area Plan
All Uses other than Uses listed below:	1.0 space per 20m ² gross floor area	
Group Child Care Centres	1.0 space per employee, plus 3.0 spaces for drop off/pick up per 10 children	1.0 space per employee, plus 1.5 spaces for drop off/pick up per 10 children

Building Class or Use	Number of Off-Street Parking Spaces	
4.0 Civic	General	
All Uses other than Uses listed below:	1.0 space per 30m ² Gross Floor Area	
Cemetery	1.0 space per 5 seats of assembly area, plus 1.0 space per 100m ² of Office space	
Golf Course	4.0 spaces per hole	
Golf Driving Range	1.5 spaces per tee	
Library	1.0 space per 30m ² Gross Floor Area	
Museum	1.0 space per 100m ² Gross Floor Area	
Theatre	1.0 space per 5 seats	

Building Class or Use	Number of Off-Street Parking Spaces	
4.0 Institutional	General	
All Uses other than Uses listed below:	1.0 spaces per 30m ² of Gross Floor Area	

Correction and Rehabilitation	1.0 space per 10 residents plus 1 space per 2 employees
Hospital, including Private	1.0 space per 50m ² of Gross Floor Area, plus 1.0 space per bed for employee parking
Place of Worship	1.0 space per 5 fixed seats, plus 1 space per 15m ² of assembly use area without fixed seats
School - Elementary	1.0 space per classroom, plus 2.0 spaces for drop off/pick up
School - Secondary	5 spaces per classroom, plus 2.0 spaces for drop off/pick up
School - Post-Secondary	10.0 spaces per classroom, and 0.25 space per Sleeping Unit within a Dormitory, plus 1.0 space per 40m ² of Gross Floor Area for offices 1.0 space for every 10m ² of Gross Floor Area for associated gymnasium or theatre

Building Class or Use	Number of Off-Street Parking Spaces
4.0 Industrial	General
All Uses other than Uses listed below:	1.0 space per 100m ² Gross Floor Area
Brewery/Distillery/Winery	1.0 spaces per 20m ² of retail area and indoor/outdoor lounge areas
Light Industrial, other than Brewery/Distillery/Winery	3.0 spaces per 100m ² of Gross Floor Area used for office operation and retail, if any
Manufacturing	1.0 space per 100m ² of Gross Floor Area 1.0 space per 40m ² of Gross Floor Area used for Office, Classroom, Retail sale, rental or display of goods
Solid Waste or Recycling Depot	1.0 space per 30m ² of Gross Floor Area up to 350m ² , plus 4.0 spaces for each additional 100m ² of Gross Floor Area
Trade School	1.0 space per 100m ² of Gross Floor Area 1.0 space per 40m ² of Gross Floor Area used for Office, Classroom, Retail sale, rental or display of goods
Warehouse	1.0 space per 200m ² of Gross Floor Area, plus 1.0 space per 40m ² of Gross Floor Area used for Office, Retail sale, rental or display of goods
Wholesale	1.0 space per 30m ² of Gross Floor Area

2.08 JOINT USE PARKING

1. Shared parking facilities of two or more Commercial, Educational, Assembly, Civic and Institutional establishments may be permitted when the maximum demand for such parking facilities by the individual establishments occurs at different periods of the day, and is supported by a parking study approved by the Director of Planning. The parking spaces so provided shall not be less than 75% of the total required by the individual uses.

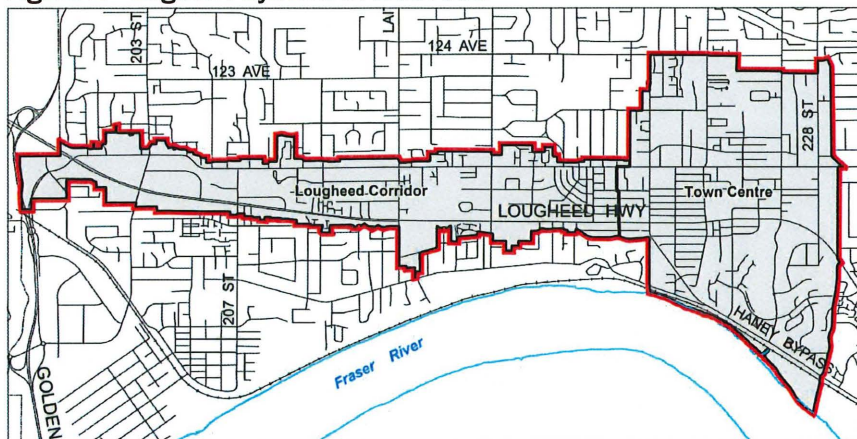
2.09 PAYMENT IN LIEU

1. The Payment-in-lieu option does not apply to Single Detached Residential Use, Two-Unit Urban Residential Use, Triplex Residential Use or Fourplex Residential Use.

- Where an owner opts to pay money in lieu of providing required vehicle parking spaces required in Section 2.07, the owner shall pay the sum for each required off-street parking space not to provide within the area identified in Figure 1 specified as follows:

Allowable Off-Street Parking Reduction	Town Centre Area Plan	Lougheed Transit Corridor Area
Up to 5%	\$35,000 per space	\$45,000 per space
Next 5% up to 10%	\$45,000 per space	\$55,000 per space
Next 5% up to 15%	\$55,000 per space	\$65,000 per space
Next 5% up to 20%	\$65,000 per space	N/A

Figure 1 –Eligible Payment In-Lieu Area



- The parking payment-in-lieu funds shall be deposited into the “Maple Ridge Off-Street Parking and Loading Spaces Reserve Fund Establishment Bylaw No. 4686-1992”.
- Maximum off-street vehicle parking spaces reduction within the Town Centre Area Plan is 20% and 15% in the Lougheed Transit Corridor Area as identified in Figure 1.

2.10 ACCESSIBLE PARKING SPACE MINIMUMS

- The owner or occupier of any land or any Building or other structure present on the land or in the Building or other structure that is commercial, industrial, or institutional, must provide the corresponding minimum number of off-street Accessible Parking Spaces and Van Accessible Parking Spaces in accordance with the table below.

Number of Total Parking Spaces Required	Minimum number of Type 1 Accessible Parking Space	Minimum number of Type 2 Van Accessible Parking Space
0-4	n/a	n/a
5-25	0	1
26-50	1	1
51-75	2	1
76-100	3	1
For each additional increment of 100 spaces or portion thereof	1 Accessible Parking Space	For every 3 accessible parking spaces required, 1 shall be a van accessible parking space

2.11 ACCESSIBLE PARKING DIMENSIONS AND DESIGN

1. All Accessible Parking Spaces and Van Accessible Parking Spaces required shall be provided on the same Lot as the Building or use which they serve.
2. The minimum dimensions for Accessible and Van Accessible parking space shall be in accordance with the table below:

	Minimum Width (Metres)	Minimum Length (Metres)	Minimum Height (Metres)
Type 1 Accessible Parking Space	2.6 m	5.5 m	2.2m
Type 2 Van Accessible Parking Space	3.4 m	5.5 m	2.2m
Adjacent Access Aisle	1.5 m	5.5 m	N/A
Parallel Type 1 Accessible Parking Space	2.6m	6.7m	2.2m
Parallel Type 2 Van-Accessible Parking Space	3.4 m	6.7m	2.2m
Parallel Access Aisle	2.0 m	6.7 m	N/A

3. Accessible parking spaces and van accessible parking spaces shall:
 - a. Have an adjacent access aisle, marked with diagonal lines painted on the surface and may be shared between two spaces;
 - b. Have a hard, level and slip resistant surface,
 - c. be located to provide the shortest possible accessible route to the main entrance of the building for which the accessible parking space is required; and
 - d. Be clearly identified as accessible parking spaces or van accessible parking spaces as per the Ministry of Transportation and Infrastructure Graphic Sign Index for Parking and Stopping Signs by using signs above or at the end of the parking spaces at a minimum height of 1.5m, and paint markings on the pavement with the international symbol for wheelchair accessibility.

2.12 ELECTRIC VEHICLE PARKING AND CHARGING INFRASTRUCTURE FOR RESIDENTIAL USES

1. The following regulations apply to all residential zones and residential uses in a mixed-use residential building:
 - a. For a Single Detached Residential Use or a Two-Unit Residential Use, a minimum of one parking space per dwelling unit shall be provided with an energized electric vehicle outlet or electric vehicle charger. Accessory dwelling units, such as secondary suites or detached garden suites, are included.
 - b. For an apartment building or mixed-use residential building, 30% of residential parking spaces shall be provided with dedicated energized electric vehicle outlet or an electric vehicle charger or a capable of providing a minimum of Level 2 Charging.
 - i. Where an electric vehicle energy management system is provided within a common parking structure or area, each parking space connected to the electrical vehicle energy management system shall be on a common branch circuit shared with adjacent parking spaces to enable load sharing.
 - ii. The remaining residential parking spaces shall be provided with roughed-in infrastructure capable of providing Level 2 Charging
 - c. For a Triplex, Fourplex, Courtyard, and Townhouse with individual garages for each dwelling unit, charging infrastructure shall be provided in accordance with Subsection (a); and for a townhouse with parking within a common parking structure or area, charging infrastructure shall be provided in accordance with Subsection (b).

- d. For Visitor parking spaces, at least 50% of parking spaces shall be provided with an electric vehicle charger or a dedicated energized electric vehicle outlet capable of providing Level 2 Charging.

2.13 ELECTRIC VEHICLE PARKING AND CHARGING INFRASTRUCTURE FOR NON-RESIDENTIAL USES

1. The following regulations apply to all agricultural, commercial, institutional, industrial uses and commercial uses in a mixed-use residential building:
 - a. 10% of the total number of parking spaces constructed shall be provided with an electric vehicle charger capable of providing a minimum of Level 2 Charging.
 - b. 100% of Car-Share parking spaces shall be provided with an electric vehicle charger capable of providing a minimum of Level 2 Charging.
 - c. 25% of accessible parking spaces, a minimum of 1.0 accessible parking spaces, shall be provided with an electric vehicle charger capable of providing a minimum of Level 2 Charging
 - d. Parking spaces for electric vehicles and equipped with an electric vehicle charger shall be identified using signage and paint markings on the pavement as intended for use for electric vehicle charging only.
 - e. Where an electric vehicle energy management system is provided, each parking space connected to the electrical vehicle energy management system shall be on a common branch circuit shared with adjacent parking spaces to enable load sharing.

2.14 CAR SHARE PARKING

1. For all multi-unit residential buildings or mixed-use buildings with more than 8 dwelling units, parking spaces for car sharing programs shall be provided in accordance with the following provisions:
 - a. A maximum of 5% of the total parking spaces required, excluding required visitor parking spaces and accessible parking space, may be designated for the sole use by car sharing programs;
 - b. Each car sharing parking space shall be counted as equivalent to 2.0 required parking spaces;
 - c. The car-share vehicle parking space must be located on-site or within 100 metres of the subject property, in a highly visible spot, at-grade, publicly accessible at all times;
Car sharing parking spaces shall be clearly marked by using signs above or at the end of the parking spaces, or paint markings on the pavement;
 - d. Registration of a Section 219 restrictive covenant in favour of the City stating that number of off-street parking spaces are for car sharing purposes only are required;
 - e. Registration of a Section 219 restrictive covenant and a statutory right of way in favour of the City for public access to, from and over the car sharing parking spaces is required; and
 - f. Provision of a letter of agreement between the developer and a car share operator demonstrating the car share operator's intent to use the car sharing parking space is required;

PART 3 OFF-STREET BICYCLE AND SCOOTER PARKING SPACES

3.01 BICYCLE AND SCOOTER PARKING SPACES MINIMUMS

1. The minimum number of bicycle spaces required for a use shall be calculated according to the table below for areas.

Use	Number of Short-Term Bicycle Spaces	Number of Long-Term Bicycle and Scooter Spaces
All other uses not noted below	1.0 per 20 Off-Street Vehicle Parking Spaces	N/A

Agricultural	3.0 spaces for each building entrance for any building with 1000m ² , plus 1.0 additional space per each additional 500 m ² of Gross Floor Area	5% of required number of vehicle spaces
Apartment	0.2 spaces per Dwelling Unit	1.25 spaces per Dwelling Unit
Assisted Living, Supportive Housing, Special Needs Housing, and Congregate Care	1.0 spaces for every 20 Dwelling Units	0.10 accessible scooter spaces per bed
Commercial	1.0 space per each 500m ² of Gross Floor Area	1.0 space per 750m ² of Gross Floor Area, whichever is more, plus 1.0 additional space per each additional 500m ² of Gross Floor Area
Group Child Care Centres	1.0 space for drop off/pick up per 10 children	0.5 space per employee
Industrial or Employment	3.0 spaces for each building entrance for any building with 1000m ² , plus 1.0 additional space per each additional 500 m ² of Gross Floor Area	10% of required number of vehicle spaces
Institutional, except for Group Child Care Centres and Schools	3.0 spaces for each building entrance for any building with 500m ² , plus 1.0 additional space per each additional 500 m ² of Gross Floor Area	15% of required number of vehicle spaces
Schools	4.0 spaces per classroom for elementary schools, or 8.0 spaces per classroom for secondary schools and post-secondary institutions	20% of required number of vehicle spaces
Seniors Independent Living	1.0 spaces for every 10 Dwelling Units	0.2 bicycle spaces per Dwelling Unit; plus 0.10 accessible scooter spaces per Dwelling Unit
Single Detached, Two-Unit, Secondary Suite, and Detached Garden Suite	N/A	1.0 space per Dwelling Unit
Townhouse and Courtyard	3.0 spaces for every 20 units	1.0 space per Dwelling Unit
Triplex and Fourplex	N/A	1.0 space per Dwelling Unit

3.02 SHORT-TERM BICYCLE PARKING SPACE DESIGN

1. Short-term bicycle parking area shall be located:
 - a. In a well-lit, weather protected area within 30.0m of the main entrance of a building that is visible to pedestrians and bicyclists. If more than one public entrance to a building, then bicycle storage should be provided within 30.0m of each main public entrance;
 - b. At the same grade as the sidewalk or at a location that can be reached by an accessible route.
 - c. In an area that does not obstruct pedestrian or Vehicle movements; and

- d. Within 15 metres of the main building entrance, as measured along the most direct pedestrian access route for building, except for Townhouse and Courtyard uses, which are located adjacent to or in close proximity to Visitor vehicle parking areas.

2. Short-Term storage racks shall be designed to provide:
 - a. No moving parts;
 - b. Two points of contact for stability;
 - c. Compatibility with standard locking devices;
 - d. Easy access;
 - e. Tamper-proof bolts; and
 - f. Easy accessibility to individual bicycles even when at full capacity.

3.03 LONG TERM BICYCLE OR ACCESSIBLE SCOOTER PARKING SPACE DESIGN AND DIMENSIONS

1. Long-Term Bicycle space for Single Detached, Secondary Suite, Detached Garden Suite, Two-Unit, Triplex, Fourplex, Courtyard, and Townhouse Residential uses, shall be located within the Dwelling Unit's garage or another secure building or structure associated with the Principal Dwelling Unit.
2. Long-Term Bicycle space dimensions shall be as follows in the table below for all uses, except uses in 3.03.1 above:

Type of Space	Minimum Width	Minimum Length	Minimum Vertical Clearance
Horizontal	0.6m	1.8m	1.9m
Vertical	0.6m	1.0m	1.9m
Stacked	0.6m	1.8m	1.9m

3. Long-Term Accessible Scooter parking space dimensions shall be a minimum of 1.3m wide, 2.0m length and have a minimum vertical clearance of 1.9m.
4. Long-Term Bicycle parking providing in a separate building shall be a maximum of 30.0m from the main entrance of a building that is visible to pedestrians and bicyclists.
5. Long-Term Bicycle and Accessible Scooter spaces for all uses except Single Detached, Secondary Suite, Detached Garden Suite, Two-Unit, Triplex and Fourplex Residential uses shall be as follows:
 - a. Provided in the form of lockers, racks or a combination thereof;
 - b. Provided in the form of a secured waterproof bicycle locker, secured bicycle room, or other secured area within a building, complete with bicycle racks;
 - c. Provided in an illuminated area;
 - d. Located adjacent to or in close proximity to the main entrance of the building for which the bicycle spaces are provided, close to elevators or parking entry if they are located within a parking structure, so as not to obstruct pedestrian or vehicular movement, and outside any vehicle parking spaces, loading areas, fire zones or other areas where unobstructed access is required;
 - e. Located no lower than the first complete parking level below grade;
 - f. Arranged to ensure the safe and convenient circulation of bicycles;
 - g. Provided on a 24 hours per day basis for every day;
 - h. Separated from garbage storage space, recycling storage space and other storage areas; and
 - i. Include a minimum of one electrical outlet for each required bicycle spaces to facilitate charging of electric bicycles.
 - j.

3.04 LONG-TERM BICYCLE END-OF-TRIP FACILITIES

1. All new Buildings with a Gross Floor Area of 750.0 square metres or more that require long-term bicycle parking, shall provide Bicycle End-of-Trip Facilities, with the exception of new Residential Buildings where residents live independently. New Residential Buildings, with a Gross Floor Area of 750.0 square metres or more, that require employees shall provide Bicycle End-of Trip Facilities.
2. Bicycle End-of-Trip Facilities shall be located in separate locked rooms and shall contain lockers, water closets, wash basins, and shower facilities. Where facilities are required, the standards are as follows in the table below:

Required Number of Long-Term Bicycle Spaces	Minimum Required for Each Gender		
	Water Closets	Wash Basins	Showers
0-3	0	0	0
4-29	1	1	1
30-64	2	1	2
65-94	3	2	3
95-129	4	2	4
130-159	5	3	5
160-194	6	3	6
Over 194	6 plus 1 for each additional 30 bicycle spaces or part thereof	3 plus 1 for each additional 30 bicycle spaces or part thereof	6 plus 1 for each additional 30 bicycle spaces or part thereof

3. The minimum number of clothing lockers, equal to 0.7 times the minimum number of long-term bicycle spaces, shall be provided for each gender, and shall be a minimum of 0.45 metres in depth, 0.30 metres in width; and 0.90 metres in Height; and
4. Bicycle End-of-Trip Facilities shall be located in a locked room, with a door that is either hinged on the inside or designed specifically to prevent removal at the hinges.

PART 4 OFF-STREET LOADING PARKING SPACES

1. The minimum dimensions for non-residential loading spaces are 9.2m in length, 3.5m in width, and 4.5m in clear height.
2. The minimum dimensions for Multi-Family and Mixed-Use residential loading spaces are 6.0m in length, 3.5m in width, and 4.5 m in clear height.
3. Lighting used to illuminate an off-street loading area shall be so arranged as to prevent direct rays of light from shining onto any adjacent Lot or Street.
4. Off Street Loading Spaces shall have adequate curb stops to retain vehicles within the Off-Street Loading Spaces, to prevent Vehicles from obstructing pedestrian walkways or causing damage to Landscaped Areas.
5. Off Street Loading Spaces shall be surfaced with asphalt or concrete.
6. Each loading space shall abut the loading door use or be sited within 12m of the main entrance of the building it is designed to serve.

7. Commercial and Industrial loading spaces shall be provided by means of one or more unobstructed aisles must:
 - a. Have a minimum unobstructed width of 3.5 metres and a minimum vertical clearance of 4.2 metres;
 - b. Provide sufficient space to permit the manoeuvring of vehicles on the lot so as not to obstruct, or otherwise cause a traffic hazard on, an adjacent street; and
 - c. Lead directly from the loading space to a street or alleyway.
8. Loading spaces shall be provided in accordance with the minimum requirements set out in the table below:

Use	Number of Loading Spaces Required
Multi-Family and Mixed Use Residential	1.0 space per 50 Dwelling units
Commercial and Industrial Buildings less than 400m ² of Gross Floor Area	N/A
Commercial and Industrial Buildings more than 400m ² of Gross Floor Area	1.0 loading space for 400m ² -2000m ² Gross Floor Area, and then 1.0 loading space per 2000m ² Gross Floor Area or 1.0 space per overhead loading door or shipping and receiving area, whichever number is greater

PART 5 ENFORCEMENT

1. Any person who violates any of the provisions of this Bylaw or who suffers or permits any act or thing to be done in contravention of or neglects to do or refrains from doing any act or thing required to be done pursuant to any provisions of this Bylaw or any notice issued pursuant hereto, commits an offence and shall be liable to the penalties hereby imposed and each day that such violation is permitted to exist shall constitute a separate offence.
2. Any person who violates any of the provisions of this bylaw shall, upon summary conviction thereof, be liable to a penalty of not less than \$100.00 and not more than \$10,000.00 plus the cost of prosecution, or to a term of imprisonment not exceeding 30 days or both.
3. The penalties provided for herein shall be in addition to and not in substitution of any other penalty or remedy provided for or available at law.

READ a first time the day of , 20

READ a second time the day of , 20

READ a third time the day of , 20

ADOPTED, the day of , 20

PRESIDING MEMBER

CORPORATE OFFICER