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**Meeting Access Information:**

All participants including members of the Transportation Advisory Committee (TAC) and the public are asked to join the meeting using the following access information:

**Join the meeting from your computer, tablet or smartphone:**

<https://mapleridge-ca.zoom.us/j/81851007346?pwd=UVpxL1ErQkRjRHMrMFUrVGVHY2RjUT09>

**Or call in using your phone:**

Dial +17789072071 Meeting ID: **818 5100 7346** Passcode: **221506**

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1. **CALL TO ORDER**
2. **APPROVAL OF THE AGENDA**
3. **ADOPTION OF MINUTES – February 23, 2022**
4. **DELEGATIONS**
  - 4.1 Parking Bylaw Update – Krista Gowan, Planner
5. **NEW AND UNFINISHED BUSINESS**
  - 5.1 Infrastructure Options that Support Active Transportation – Discussion
  - 5.2 BC Active Transportation Design Guide – New Sidewalk Letdown Design
  - 5.3 Strategic Transportation Plan Update (Verbal)
6. **LIAISON UPDATES**
  - 6.1. Staff Liaison
  - 6.2. Council Liaison
7. **QUESTION PERIOD FOR THE PUBLIC**
8. **ROUNDTABLE**
9. **ADJOURNMENT**

**Next Meeting: September 28, 2022**  
**Agenda Items Submission Deadline: September 14, 2022**

<p><b>QUESTION PERIOD</b></p>
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<p>Question Period provides the public with the opportunity to ask questions or make comments on subjects that are of concern to them. Each person will be given 2 minutes to speak. Up to ten minutes in total is allotted for Question Period.</p>
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The Minutes of the Regular Meeting of the Transportation Advisory Committee (TAC),  
held via Zoom teleconference on Wednesday, February 23, 2022 at 7:00 pm.

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**COMMITTEE MEMBERS PRESENT**

Councillor Chelsa Meadus	Council Liaison
Charles Glover, Vice Chair	Member at Large
Jerry Kok, Chair	Member at Large
Chris O'Brian	Member at Large
Dylan Stott	Member at Large
Jennifer Wright	Member at Large
Korleen Carreras	School District No. 42 Board Trustee

**STAFF MEMBERS PRESENT**

Mark Halpin	Staff Liaison/Manager of Transportation
Amelia Bowden	Planner 2

**ABSENT**

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**1. CALL TO ORDER – 7:02 pm**

**2. APPROVAL OF THE AGENDA**

R/2022-001

It was moved and seconded

**That the agenda for the Transportation Advisory Committee Regular Meeting dated February 23, 2022 be approved as circulated.**

CARRIED UNANIMOUSLY

**3. ADOPTION OF THE MINUTES**

R/2022-02

It was moved and seconded

**That the minutes of the Transportation Advisory Committee Regular Meeting dated November 24, 2021 be adopted.**

CARRIED UNANIMOUSLY

**4. DELEGATIONS**

**4.1. Lougheed Transit Corridor Area Plan**

Amelia Bowden, Planner 2, presented an overview of the Lougheed Transit Corridor Area Plan and explained the decision-making process. Topics included the metrics for evaluating the ratio of green space to development, architectural guidelines to include sequestration of carbon and the integration of area plans with larger development strategies.

**5. NEW AND UNFINISHED BUSINESS**

**5.1 Welcome/Member Introductions**

New and returning members introduced themselves and described their backgrounds.

**5.2 Committee Orientation**

The Staff Liaison provided a brief overview of Committee proceedings.

**5.3 2022 Meeting Schedule**

R/2022-03

It was moved and seconded

**That the Committee approve the 2022 Transportation Advisory Committee schedule as circulated.**

CARRIED UNANIMOUSLY

**5.4 Chair and Vice Chair Selection**

Jerry Kok was appointed as Chair and Chuck Glover was appointed as Vice Chair of the Transportation Advisory Committee for 2022.

R/2022-004

It was moved and seconded

**That Councillor Jerry Kok be appointed as Chair of the Transportation Advisory Committee for 2022.**

CARRIED UNANIMOUSLY

R/2022-005

It was moved and seconded

**That Chuck Glover be appointed as Vice Chair of the Transportation Advisory Committee for 2022.**

CARRIED UNANIMOUSLY

**5.5 2022 Work Plan**

The Staff Liaison outlined the Committee's 2022 Work Plan, including action items.

**5.6 Transport 2050 Update**

The Staff Liaison provided a summary of TransLink's Transport 2050 plan, which is a long-term strategy that will shape the future of transportation in Metro Vancouver.

**5.7 Strategic Transportation Plan Overview**

The Staff Liaison provided an update on the City's Strategic Transportation Plan.

R/2022-005

It was moved and seconded

**That the Committee hold a Special Meeting to discuss the Strategic Transportation Plan.**

CARRIED UNANIMOUSLY

**6. LIAISON UPDATES**

**6.1 Staff Liaison**

The Staff Liaison spoke to providing an update on active projects within the Engineering Department during the next Committee meeting.

**6.2 Council Liaison**

Councillor Chelsa Meadus provided an update on the progress of the Council Matrix and work plan for Council.

**7. QUESTION PERIOD FOR THE PUBLIC – NIL**

**8. ROUNDTABLE**

Members discussed transportation-related issues.

**9. ADJOURNMENT – 9:07 pm**

The next regular meeting of the Transportation Advisory Committee will be held on Wednesday, May 25, 2022 at 7:00 pm via Zoom.

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Mark Halpin, Acting Chair

/mm

THE FOLLOWING DOCUMENT HAS BEEN REPRODUCED FOR CONVENIENCE ONLY AND IS A CONSOLIDATION OF THE FOLLOWING:

1. Maple Ridge Off Street Parking and Loading Amendment Bylaw No. 4556-1991
2. Maple Ridge Off Street Parking and Loading Amendment Bylaw No. 4560-1991
3. Maple Ridge Off Street Parking and Loading Amendment Bylaw No. 4701-1992
4. Maple Ridge Off Street Parking and Loading Amendment Bylaw No. 4789-1992
5. Maple Ridge Off Street Parking and Loading Amendment Bylaw No. 5052-1994
6. Maple Ridge Off Street Parking and Loading Amendment Bylaw No. 5177-1994
7. Maple Ridge Off Street Parking and Loading Amendment Bylaw No. 5194-1994
8. Maple Ridge Off Street Parking and Loading Amendment Bylaw No. 5196-1994
9. Maple Ridge Off Street Parking and Loading Amending Bylaw No. 5681-1998
10. Maple Ridge Off Street Parking and Loading Amending Bylaw No. 5799-1999
11. Maple Ridge Off Street Parking and Loading Amending Bylaw No. 6147-2003
12. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 6418-2006
13. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 6431-2006
14. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 6593-2008
15. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 6609-2008
16. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 6590-2008
17. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 6774-2010
18. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7036-2013
19. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7110-2014
20. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7350-2017
21. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7489-2018
22. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7663-2020
23. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7565-2019
24. Maple Ridge Off-Street Parking and Loading Amending Bylaw No. 7795-2021

## CITY OF MAPLE RIDGE

### BYLAW NO. 4350 - 1990

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

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7663-2020      **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, including accessible parking spaces; 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;

**NOW THEREFORE**, the Council of the City of Maple Ridge in open meeting assembled enacts as follows:

## **PART I            INTERPRETATION**

### **TITLE**

- 1.1        This bylaw may be cited for all purposes as "Maple Ridge Off-Street Parking and Loading Bylaw No. 4350 - 1990" and further referred to as "this bylaw".

### **DEFINITIONS**

- 1.2        a)        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.
- 7663-2020    b)        Any reference in Section 2.6 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 Section 404 of Maple Ridge Zoning Bylaw No. 3510 - 1985 as in force and effect at the date of the adoption of this bylaw on November 19, 1990.
- 6609/08  
7663-2020    c)        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;
- 7663-2020    d)        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.
- 7489-2018    e)        Level 2 charging as defined by the SAE International's J1772 standard;
- f)        Roughed-in infrastructure means sufficient panel capacity and conduit connecting the panel to the outlet capable of providing Level 2 charging.

## **PART II           GENERAL REQUIREMENTS**

- 2.1        Owners and occupiers of land, buildings and structures shall provide off-street parking spaces and off-street loading spaces, subject to Subsection 2.6, 2.7 and 3.4 in accordance with provisions of this bylaw.
- 2.2        All off-street parking spaces and off-street loading spaces shall have vehicular access to a highway.
- 2.3        For this bylaw:
- 7489-2018    a)        When calculation of 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; and
- b)        When calculation of the required number of parking spaces to be provided with roughed -in infrastructure capable of providing electric vehicle charging results in a fractional parking space, one (1) off-street parking space and the corresponding electric vehicle charging requirement shall be provided to meet the fractional requirement.
- 2.4        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.
- 7663-2020    2.5        Site coverage provisions and restrictions on use of parking shall be as specified in Part 4 General Regulations, and under the respective zones of Zoning Bylaw No. 7600-2019.

- 2.6 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.
- 2.7 Notwithstanding Section 2.6 and subject to Section 3.4 of this bylaw 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 Schedule "A" 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.
- 2.8 Notwithstanding Section 2.6, 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.
- 2.9 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.

### **PART III      OFF-STREET PARKING REQUIREMENTS**

- 3.1 Every owner or occupier of a site which has a building or structure erected on it for the class or use listed in Schedule "A", attached to and forming part of this bylaw, is required to provide off-street parking spaces, subject to Subsection 2.6, 2.7 and 3.4 in accordance with that schedule.
- 3.2 Where a class or use is not specifically mentioned in Schedule "A", which is attached to and forms part of this bylaw, required off-street parking spaces shall be the same as for a similar class or use.
- 3.3 In cases of mixed use, where there is no applicable building class, total requirements for off-street parking spaces are the sum of requirements for the various uses or classes calculated separately. Required off-street parking spaces for one use shall not be considered as required off-street parking spaces for any other use.
- 3.4 a) Notwithstanding Section 3.6 of the Bylaw, an owner of real property situated within a 930 metre radius of the boundary of the Municipally owned and operated parking lot legally described in Schedule "B" and as shown on Schedule "E" attached to and forming part of this Bylaw, may opt to pay to the City of Maple Ridge money instead of providing required off-street parking spaces under certain conditions of eligibility, as follows:
- 6609/08  
7663-2020
- 7795-2021
- i) The Payment-in-lieu option does not apply to Single Detached Residential Use, Two-Unit Urban Residential Use, or Ground-Oriented Residential Infill Use.

- b) Where an owner opts to pay money in lieu of providing required parking spaces, the owner shall pay the sum specified in Schedule "C" attached to and forming part of this Bylaw, for each required off-street parking space which the owner opts not to provide.
- c) The money referred to in Section 3.4(b) is payable at the time when the building permit is issued for the building or structure that is being put to the use that requires the off-street parking space, or where no building permit is required, the use that requires the off-street parking space pursuant to this Bylaw begins.

7663-2020 d) Where an owner has paid money to the City of Maple Ridge in lieu of providing off-street parking spaces, Council shall by resolution acknowledge receipt of such payment and the resolution shall set out the real property and the number of off-street parking spaces in respect of which the payment was received."

3.5 Where this bylaw requires that off-street parking be provided, owners and occupiers of buildings and structures shall provide and maintain off-street parking spaces designed in conformity with Part IV of this bylaw.

3.6 All required off-street parking spaces shall be located:

- a) on the same lot as the building for which they are required;
- b) in zones other than residential zones;
  - i) no more than 150 metres from the lot on which the building or structure it serves is located; and
- 7663-2020 ii) 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; or
- c) in the area as defined in Section 3.4(a), required off-street parking spaces may be provided off-site in accordance with Section 3.4.

6147/03

### 3.7 Multiple Use Developments

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. The parking spaces so provided shall not be less than 75% of the total required by the individual uses.

## **PART IV OFF-STREET PARKING DESIGN**

7663-2020

4.1 a) Off-street parking spaces:

- i) shall be clearly marked and not less than:



- (a) 2.5 metres wide, 5.5 metres long and 2.1 metres high, except for spaces accessed by parallel parking which shall be no less than 2.5 metres wide, 6.1 metres long and 2.1 metres high; and
  - (b) a maximum of 10% of the parking spaces in any off street parking area may be 2.4 metres wide, 4.9 metres long and 2.1 metres high where such spaces are clearly marked "Small Cars Only".
- ii) shall be increased by 0.3 metres on each side which abuts any structure over 0.3 metres in height;
- iii) shall have unobstructed access to and egress from each parking space at all times of:
  - (a) at least 2.75 metres in width; and
  - (b) maneuvering aisles of not less than the following widths:
 

PARKING ANGLE (DEGREES)	WIDTH OF AISLE (METRES)
90	7.3
	7.0 WHERE CONCEALED
60	5.5
45 OR LESS	3.9
- 7663-2020
  - iv) the RS-1, RS-1a, RS-1b, R-1, RT-1 and RM-1 zones may have obstructed access where the primary parking space is a carport or garage and the obstruction is an intervening parking space (tandem parking space).
  - v) may have access to and egress from a lane along the entire length of a lot line common to such lane, except where a lane intersects a street there shall be no parking access to the lane within 10.0 metres of such intersection.
- 6593/08
  - vi) for a Detached Garden Suite Use must not be tandem and must have unobstructed access and egress at all times.
- 7565-2019
  - vii) Townhouse units with an enclosed single-car parking garage in a tandem configuration in the RM-1 zone shall:
    - (a) provide a minimum driveway apron of 6.0 metres in length and 3.0 metres in width; and
    - (b) have an enclosed single-car garage with internal finished dimensions of not less than 3.7 metres in width, 6.7 metres in length, and 2.1 metres in height.
- 7565-2019
  - viii) Townhouse units with an enclosed double-car parking garage, in a side-by-side configuration, in the RM-1 zone shall:
    - (a) have an enclosed double-car garage with internal finished dimensions of not less than 6.5 metres in width, 6.7 metres in length, and 2.1 metres in height.

7663-2020

4.2 a) Off Street Parking Areas

- i) shall have access to and egress from a street in compliance with *Access Management Policy 9.14* at locations approved by the Director of Engineering;
- ii) shall have access to and egress from a street as approved under Section 4.2 a) i), and shall comply with Subdivision and Development Servicing Bylaw No. 4800-1993, Schedule "D" Design Criteria Manual, Section R13.2 Driveway Location and Width;
- iii) shall have adequate curbs to retain all vehicles within the permitted parking area;
- iv) for more than 4 vehicles shall be, in residential, commercial, institutional and comprehensive development zones, surfaced with asphalt, concrete or other similar pavement material and shall be graded and drained to dispose of all surface water; and
- v) shall have all lighting arranged so that all direct rays of light are not reflected on any building for residential use.

7663-2020

4.3 For the building classes or uses listed in Schedule "A", subject to Section 4.4, where 26 or more off-street parking spaces are required, a portion of such required spaces shall be accessible spaces; and:

- a) shall be constructed and located so as to permit ease of access to a building entrance and shall be provided in accordance, subject to Section 4.4, with the following table:

REQUIRED SPACES

ACCESSIBLE SPACES

(i) 26 - 75	1
(ii) 76 - 125	2
(iii) 126 - 200	3
(iv) over 200	3 spaces plus one space for every 100 required spaces in excess of 200

- b) the minimum width of which shall be determined by adding 1.3 metres to the minimum width required under Section 4.1 a) i) (a); and
- c) such space(s) shall be clearly designated as being reserved for the exclusive use of those requiring an accessible space.

7663-2020

4.4 For the building classes or uses listed in Schedule "A", Sections 4.0, 5.0, 6.0 (a), (c) and (d), not fewer than 2 of the required off-street parking spaces shall be accessible spaces; and

- a) the minimum width of which shall be determined by adding 1.3 metres to the minimum width required under Section 4.1 a) i) (a); and

- b) such space(s) shall be clearly designated as being reserved for the exclusive use of those requiring an accessible space; and
- c) shall be constructed and located so as to permit ease of access to a building entrance.

#### **PART V OFF-STREET LOADING REQUIREMENTS**

- 5.1 Every owner or occupier of land, buildings or structures which requires receipt or delivery of goods or materials by vehicles shall, on the site of the building or structure, provide and maintain a minimum of one (1) off-street loading space.
- 5.2 Each off-street loading space shall have vehicular access to and egress from a street or lane.
- 5.3 Each off-street loading space shall be sited at an elevation or elevations convenient to a major floor level in the building or to a utility elevator serving each major floor level.

7663-2020

- 5.4 Each off-street loading space shall have dimensions as required for the size of vehicles providing receipt or delivery of goods and materials

#### **PART VI ENFORCEMENT**

- 6.1 Every person who contravenes any of the provisions of this Bylaw or who suffers or permits any act or thing to be done in contravention or in violation of any of the provisions of this Bylaw, or who neglects or refrains from doing anything by this Bylaw required to be done, is guilty of an offense and is liable on summary conviction to a fine of not less than \$100.00 and not more than \$2000.00.
- 6.2 Every person who commits an offense of a continuing nature against this Bylaw is liable to a fine not exceeding \$100.00 for each day such offense is continued.
- 6.3 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 this 7th day of May, 1990.

READ a second time this 7th day of May, 1990.

READ a third time this 24th day of September, 1990.

RECONSIDERED and adopted this 19th day of November, 1990.

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Mayor

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Clerk

## SCHEDULE "A"

## OFF-STREET PARKING SPACE REQUIREMENTS

BUILDING CLASS or USE		REQUIRED NUMBER OF OFF-STREET PARKING SPACES
<b>1.0 Residential Uses</b>		
a)	Single Detached Residential, Two-Unit Residential, Triplex Residential, Fourplex Residential, Courtyard Residential, Street Townhouse Residential	2.0 spaces per dwelling unit
b)	Multi-Family Residential:	
	RM-1 zone	2.0 spaces per dwelling unit
	RM-2 zone	1.5 spaces per dwelling unit
	RM-3 zone	1.5 spaces per dwelling unit
	RM-4 zone	2.0 spaces per dwelling unit
	RM-5 zone	2.0 spaces per dwelling unit
	RM-6 zone	1.0 spaces per dwelling unit
	Visitor Parking for all RM zones	0.2 spaces per dwelling unit designated for visitor parking
c)	Apartment Residential in the C-1, C-2, C-3, C-5, CS-1, CS-5, H-1 and H-2 zones	1.0 concealed space per dwelling unit, plus 0.2 concealed spaces per dwelling unit designated for visitor parking
d)	Apartment Residential in combination with other uses in the CRM zone	1.0 concealed space per dwelling unit, plus 0.2 concealed spaces per dwelling unit designated for visitor parking
e)	Apartment Residential only in the CRM zone	1.3 concealed space per dwelling unit, plus 0.2 concealed spaces per dwelling unit designated for visitor parking
f)	Manufactured Home Park Residential	1.5 spaces per Manufactured Home Site
g)	Elderly Citizen Residential in the RE zone	1.0 space per dwelling unit
h)	Group Housing Residential (multi-family) in RG and RG-2 zones	1.5 spaces per dwelling unit plus 0.2 spaces per dwelling unit designated for visitor parking
i)	Single Detached Residential and Two-Unit Residential in RG and RG-2 zones	2.0 spaces per dwelling unit

j)	Accessory Residential Dwelling Unit	2.0 spaces per dwelling unit
k)	Secondary Suite Residential	1.0 space per dwelling unit
l)	Detached Garden Suite Residential	1.0 space per dwelling unit
m)	Temporary Residential	1.0 space per dwelling unit
n)	Caretaker Residential	1.0 space per dwelling unit
o)	Boarding	1.0 space per sleeping unit
p)	Bed and Breakfast	1.0 space per sleeping unit
q)	Home Occupation	1.0 space per non-resident employee working on the lot
r)	Neighbourhood Daycare	1.0 space per 2 non-resident employees, plus 1 space per 10 children enrolled
<b>2.0 Commercial Uses</b>		
a)	Retail or Personal Service in the C-1, C-2, C-3, C-5, CRM, H-1 and H-2 zones	1 space per 30m <sup>2</sup> gross floor area
b)	Retail or Personal Services in the C-4, CS-1, CS-3, CS-4 and CS-5 zones	1 space per 25m <sup>2</sup> gross floor area, excluding floor area used for automated car washing
c)	Big Box Retail	1 space per 25m <sup>2</sup> gross floor area
d)	Service Station	1 space per 25m <sup>2</sup> gross floor area, excluding floor area used for automated car washing, plus: - 1 space per 20m <sup>2</sup> gross floor area for Convenience Store; - 1 space per 3 seats for Restaurant Use; - 2 car stack up for automated car washing establishment
e)	Vehicle and Equipment Repair Services	1 space per 20m <sup>2</sup> gross floor area, whereby service bays qualify as parking spaces
f)	Shopping Centre	1 space per 30m <sup>2</sup> gross floor area
g)	Office Uses, including Business Services	1 space per 40m <sup>2</sup> gross floor area
h)	Financial Services	1 space per 20m <sup>2</sup> gross floor area
i)	Professional Services	1 space per 30m <sup>2</sup> gross floor area
j)	Outdoor Commercial Recreation	1 space per 20m <sup>2</sup> gross floor area for principal building plus: - 3 spaces per hole for golf course use

		- 1 space per marina slip for marina use
k)	Indoor Commercial Recreation	1 space per 30m <sup>2</sup> gross floor area
l)	Restaurant in C-1, C-2, C-3, C-4, C-5, CRM, H-1 and H-2 zones	1 space per 30m <sup>2</sup> gross floor area plus 5 car stack up for drive-through use
m)	Restaurant in CS-1, CS-2, CS-3, CS-4 and CS-5 zones	1 space per 4 seats plus 5 car stack up for drive-through use
n)	Restaurant in Industrial zones	1 space per 3 seats
o)	Restaurant with take out or drive in	1 space per 20m <sup>2</sup> gross floor area plus 5 car stack up for drive-through use
p)	Liquor Primary Establishment	1 space per 4 seats
q)	Tourist Accommodation or Campground	1 space per sleeping unit, dwelling unit, recreational vehicle or campground space, plus 1 space per 75m <sup>2</sup> gross floor area used for dining facilities
r)	Rental Stable	1 space per hectare of lot area
s)	Community Gaming Facility	0.4 spaces per community gaming position
<b>3.0 Educational Uses</b>		
a)	Public schools and private schools, including post-secondary schools	1 space per 93m <sup>2</sup> gross floor area
<b>4.0 Assembly Uses</b>		
a)	Assembly, including Group Child Care Centres	1 space per 20m <sup>2</sup> gross floor area
<b>5.0 Civic Uses</b>		
a)	Office	1 space per 40m <sup>2</sup> gross floor area
b)	Public Hospitals	1 space per 47m <sup>2</sup> gross floor area
c)	Museum/Library	1 space per 93m <sup>2</sup> gross floor area
d)	Theatre and Cultural Centre	1 space per 4 fixed seats
<b>6.0 Institutional Uses</b>		
a)	Private Hospital	1 space per 93m <sup>2</sup> gross floor area
b)	Correction and Rehabilitation	1 space per 10 residents plus 1 space per 2 employees
c)	Place of Worship in P-4 and P-4a zones	1 space per 5 fixed seats, plus 1 space per 15m <sup>2</sup> of assembly use area without fixed

		seats
d)	Place of Worship in other zones	1 space per 47m <sup>2</sup> of gross floor area
e)	Congregate Care/Assisted Living/Community Care	1 space per 4 sleeping unit plus 0.2 spaces per sleeping unit designated for visitors
<b>7.0 Industrial Uses</b>		
a)	Industrial	1 space per 93m <sup>2</sup> gross floor area
b)	Warehouse	1 space per 186m <sup>2</sup> gross floor area
c)	Warehouse Storage, includes public mini-storage units	1 space per 557m <sup>2</sup> gross floor area

6774-2010

## **10.0 Maple Ridge Town Centre Parking Standards**

### **10.1 Application of Town Centre Parking Standards:**

7663-2020

- a) The parking standards identified in Section 10.0 of this bylaw apply to properties shown on attached Schedule "D", located:

- i) within the Central Business District, except for:
- (a) Single Detached Residential units;
  - (b) a property with a single Two-Unit Residential development;
  - (c) a property with a single triplex development;
  - (d) a property with a single fourplex development;
  - (e) a property with a courtyard residential development.

7110-2014

- ii) within Sub-Area 1 for a commercial use only, if the development application is received by the end of business day on:
- (a) July 15, 2016 for rezoning applications; and
  - (b) September 30, 2016 for development permit applications.

7110-2014

- b) Properties located within the Town Centre Area, as shown on attached Schedule "D", and not identified for reduced parking standards in item 10.1(a) above, are required to provide parking as identified in Sections 1.0 through 9.0 of this Schedule "A".

### **10.2 Minimum Parking Space Requirements for Residential Uses in compliance with 10.1 above.**

<b>Residential Type</b>	<b>Minimum Requirement</b>
Multi-Family Market Housing in Central Business District (e.g. Low, Medium, & High-Rise, Ground-Oriented Multi-Family)	Residential Component: <ul style="list-style-type: none"><li>• Bachelor = 0.9 spaces/unit</li><li>• 1 bedroom = 1 space/unit</li><li>• Each additional bedroom = 0.1/unit</li></ul> Visitor Component: <ul style="list-style-type: none"><li>• 0.10 space/unit – where on-street supply available.</li><li>• 0.20 space/unit – where no on-street supply is available.</li></ul>
Multi-Family Non-Market/Housing Or Multi-Family Market Housing combined with other uses in the Central Business District (Mixed-Use)	Residential Component: <ul style="list-style-type: none"><li>• Bachelor = 0.8 space/unit</li><li>• 1 bedroom = 0.9 space/unit</li><li>• Each additional bedroom = 0.1 space/unit</li></ul> Visitor Component: <ul style="list-style-type: none"><li>• 0.05 space/unit where on-street supply is available.</li><li>• 0.10 space/unit where no on-street supply is available.</li></ul>
Seniors' Independent Living, Assisted Living, Supportive Housing, and Congregate Care	0.35 spaces per bed or dwelling unit.



### 10.3 Minimum Parking Space Requirements for Non-Residential Uses in compliance with 10.1 above.

7663-2020

Land-Use Type	Minimum Requirement
Small Retail Units (under 300 m <sup>2</sup> )	1 per 100 m <sup>2</sup> GFA (gross floor area)
Large Retail Units (over 300 m <sup>2</sup> )	3 per 100m <sup>2</sup> GFA
Office	2 per 100m <sup>2</sup> GFA
Tourist Accommodation	1 per sleeping or dwelling unit
Hospital	1 per 40m <sup>2</sup> GFA
Museum/Library	1 per 100 m <sup>2</sup> GFA
Theatre/Cultural	1 per 4 seats

### 10.4 Maple Ridge Town Centre Bicycle Parking Space Requirements (apply to all properties within Town Centre Area, see Schedule “D” and see exceptions below).

7663-2020

Building Classification	Long-Term Bicycle Parking	Short-Term Bicycle Parking
Townhouses, Rowhouses, Stacked Townhouses	Storage provided inside individual units	3 spaces for every 20 units, located at visitor parking areas
Low-Rise, Medium-Rise, and High-Rise Residential	1 per 4 units	6 spaces for every 20 units
Seniors Independent Living and Assisted Living	0.10 space for every unit	2 spaces for every 20 units
Congregate Care Facility/Special Needs Residential Facility	0.05 space for every unit/room	2 spaces for every 20 units
Commercial and/or Office uses	1/750 m <sup>2</sup> GFA (gross floor area)	6 spaces for every 1500 m <sup>2</sup> GFA (gross floor area)
Tourist Accommodation	1 per 30 rooms or units	1 space for every 20 rooms/units
Institutional *** see exceptions below	15% of required number of automobile spaces	6 spaces for every 1500m <sup>2</sup> GFA

- a) Exceptions to all uses in Bicycle Parking Space Requirements:
  - i) Heritage Buildings – no long-term space requirements.
- b) Exceptions for Bicycle Parking for Institutional uses:
  - a. Place of Worship use – no long-term space requirements.
  - b. Group Child Care Centres – no long-term space requirements.

#### **10.4.1 Short-Term Bicycle Parking Requirements:**

7663-2020

- a) Short-term bicycle parking area must be located:
  - a. In a well-lit area at 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 at 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. Within the following distance of the main entrance:
    - i. Building with one main entrance – within 15 metres of the entrance, as measured along the most direct pedestrian access route.
    - ii. Building with more than one main entrance – must be provided at each main entrance and within 15 metres of each entrance, as measured along the most direct pedestrian access routes.
    - iii. Sites with more than one primary building – must be within 15 metres of a main entrance for each primary building, as measured along the most direct pedestrian route.
- b) Storage racks must be designed to provide:
  - a. Simple function – no moving parts
  - b. Two points of contact for stability
  - c. Compatibility with standard locking devices
  - d. Easy access
  - e. Tamper-proof bolts
  - f. Easy accessibility to individual bicycles even when at full capacity

#### **10.4.2 Long-Term Bicycle Storage Requirements:**

- a) Must be located in a fully enclosed secure room, located in an underground parking garage or within the building at ground level. Each bicycle must be independently accessible and securable to a well-anchored sturdy rack or other fixture designed for frame support. The minimum dimensions are as follows:

Bicycle Space - 1.8m length x 0.6m width  
Access Aisle – 1.2m clearance  
Headroom – 1.9m vertical clearance
- b) Up to 40% of the stalls may be provided by alternative storage methods approved by the City of Maple Ridge. These may include upright, wall mounted or hanging storage systems. Where bicycle parking is provided in lockers, the lockers must be securely anchored.
- c) To provide security, long-term bicycle parking must be:
  - a. In a locked room, with a door that is either hinged on the inside or designed specifically to prevent removal at the hinges.
  - b. Located in a well-lit, high-traffic area or within 30 metres of an attendant or security guard station.

**SCHEDULE "B"**

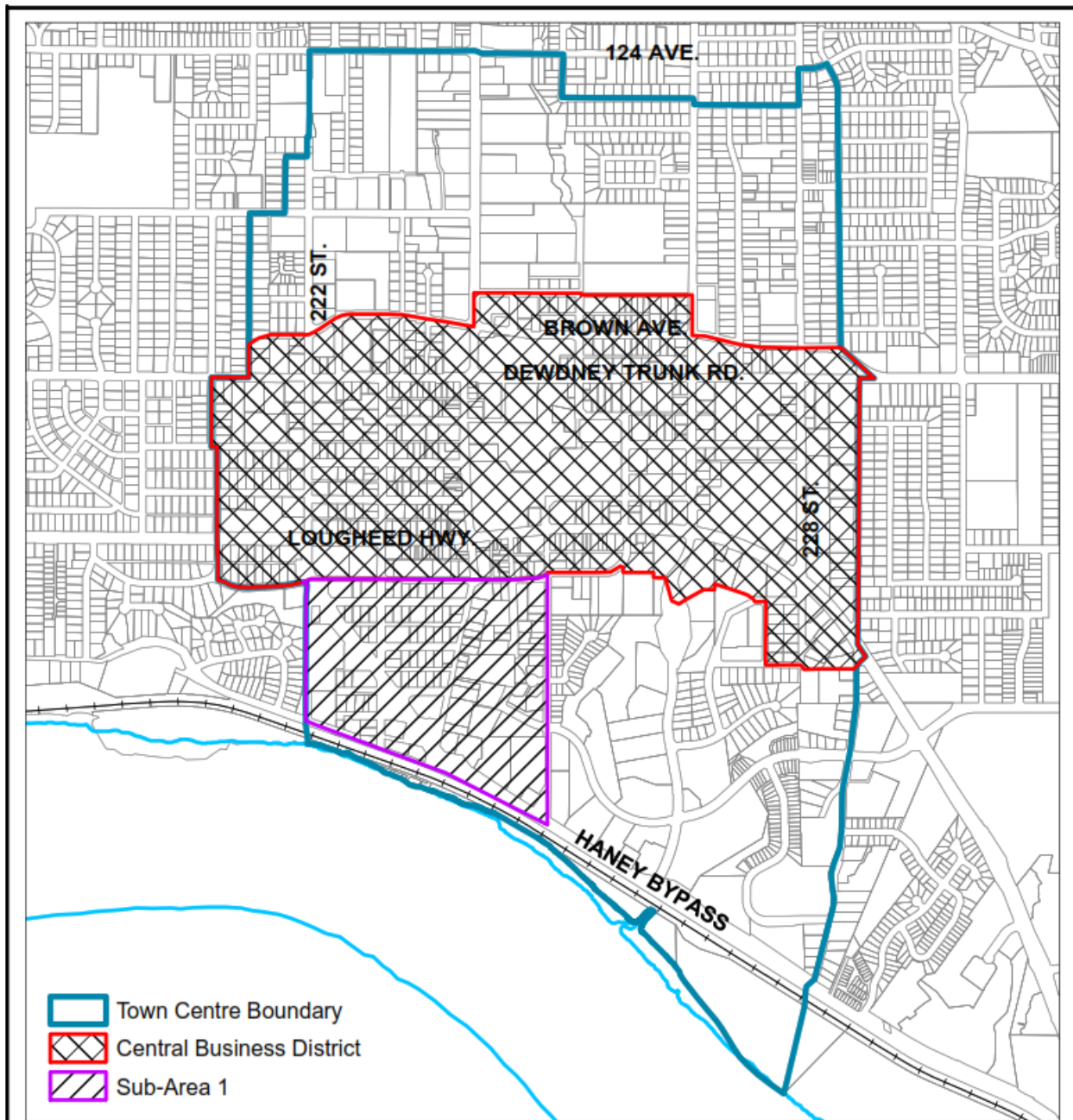
6609/08


MUNICIPAL PARKING FACILITY  
D.L. 398 & 401, GROUP 1, N.W.D., PLAN 60562

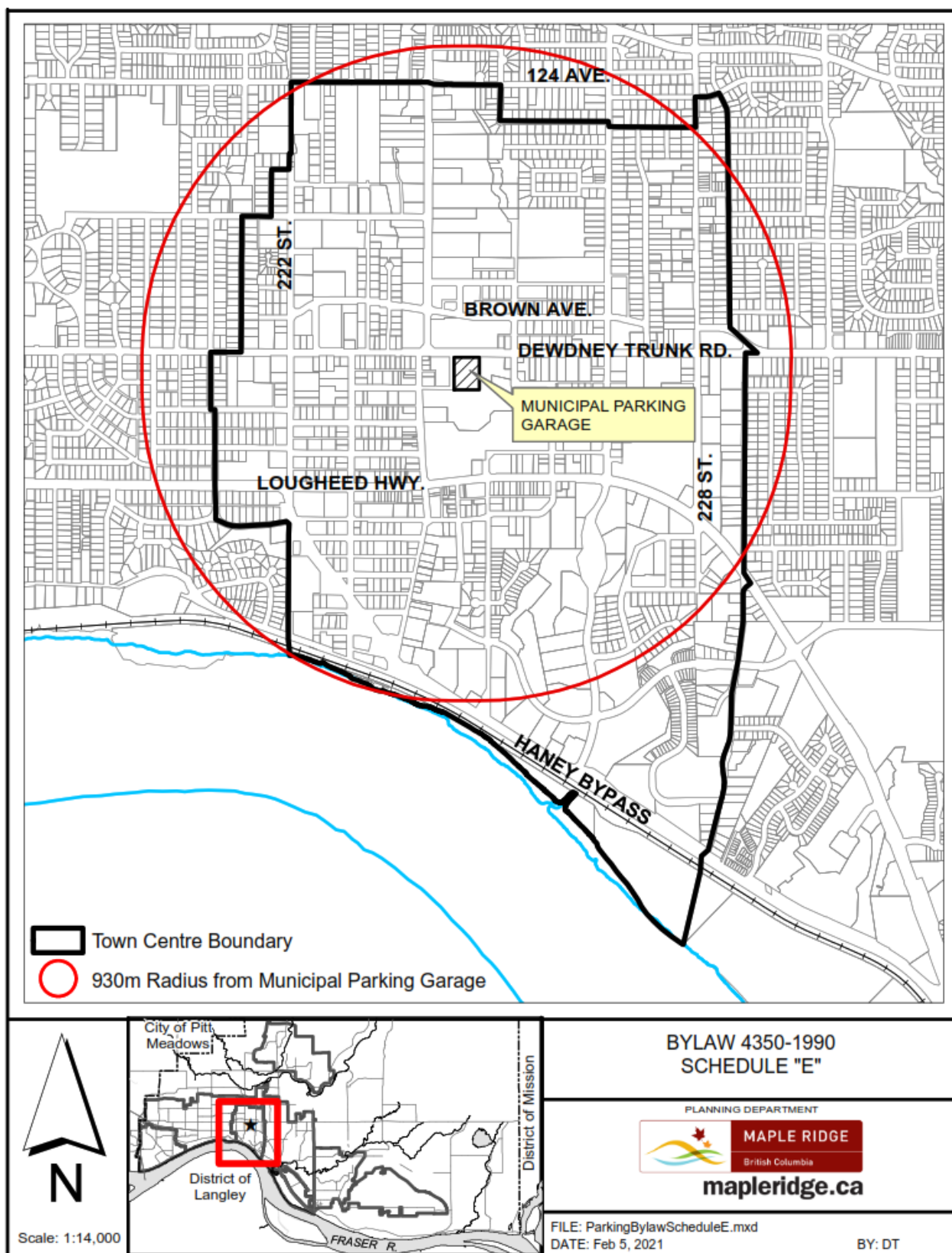
**SCHEDULE "C"**

## PAYMENT-IN-LIEU FEES

6609-2008	1.	Application for payment-in-lieu relief at the building permit stage -	\$100.00
7795-2021	2.	Per off-street parking space that is required under this bylaw, but which is not provided	\$20,000.00



 Scale: 1:13,000		<p><b>SCHEDULE "D" BYLAW 4350-1990</b>          TOWN CENTRE AREA, WHICH CONTAINS THE          CENTRAL BUSINESS DISTRICT AND SUB-AREA 1</p> <p>PLANNING DEPARTMENT</p> <p> <b>MAPLE RIDGE</b>          British Columbia</p> <p><b>mapleridge.ca</b></p> <p>FILE: ParkingBylawScheduleD.mxd          DATE: Feb 5, 2021          BY: DT</p>
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**SCHEDULE "F"****1.0 Electric Vehicle Charging Infrastructure Requirements:****1.1 For each:**

- a) Single Detached Residential, Two-Unit Residential, triplex residential, fourplex residential, courtyard residential, Townhouse and Street Townhouse residential use, a minimum of one parking space per dwelling unit shall be provided with roughed-in infrastructure capable of providing Level 2 charging;
- b) Apartment use, not including Townhouse, in all CD zones as well as in the RM-2, RM-3, RM-4, RM-5, RM-6, C-1, C-2, C-3, C-5, CS-1, H-1, H-2, and CRM zones, each parking space provided for residential use, excluding visitor parking spaces, shall be provided with roughed-in infrastructure capable of providing Level 2 charging;
- c) Apartment and Townhouse use in all CD zones as well as in the RM-1, RM-2, RM-3, RM-4, RM-5, RM-6, C-1, C-2, C-3, C-5, CS-1, H-1, H-2, and CRM zones, a minimum of 50% of required visitor parking spaces shall be provided with roughed-in infrastructure capable of providing Level 2 charging;
- d) Commercial uses with 10 or more required off-street parking spaces, a minimum of 10% of the parking spaces shall each be provided with roughed-in infrastructure capable of providing Level 2 charging.

**1.2 Energized outlets and charging stations provided pursuant to Section 1.1 above shall be installed in conformance with the B.C. Electrical Code.****1.3 Any visitor and commercial use parking spaces provided with charging stations shall be clearly marked "EV Charging Only" and installed in conformance with the City of Maple Ridge Sign Bylaw No. 7630-2020.**