

**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- 1 That Off-Street Parking and Loading Bylaw No.4350-1990 be repealed in its entirety.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

- 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		
2.0 Residential Uses	General	Town Centre Area Plan	Lougheed Transit Corridor Area
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	
	General	Town Centre Area Plan
3.0 Commercial Uses		
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.

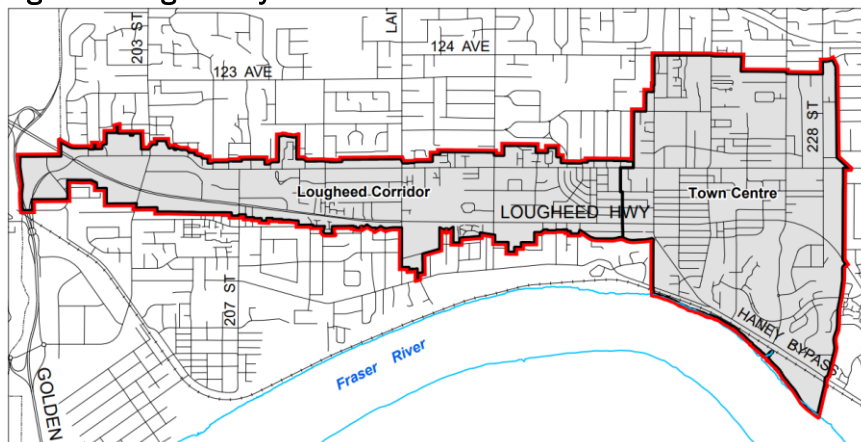
2.09 PAYMENT IN LIEU

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.

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.

