

Off-Street Parking and Loading Bylaw No. 7970-2023

Recommendation:

THAT *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*, as amended, be given third reading.

Report Purpose and Summary Statement:

Following second reading of *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*, staff engaged with the Urban Development Institute and Maple Ridge Liaison Committee at its meeting on November 19, 2025. This report summarizes the feedback received and proposes edits to broaden the protection for in-stream development applications. Staff recommend that Council consider third reading of the Bylaw, as amended.

Previous Council Action:

On October 28, 2025, Council gave second reading to *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*.

Strategic Alignment:

Liveable Community;
Climate Leadership & Environmental Stewardship;
Diversified, Thriving Economy

Climate Impact:

The draft *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* proposes to introduce requirements that support more sustainable mobility options, encourage modal shift, and help reduce greenhouse gas emissions. By reducing the minimum number of parking spaces that are required in areas like the Town Centre and Lougheed Transit Corridor, the proposed updates will support more transit-oriented development in the more urban areas of the City, in particular near the future Langley-Haney Place Bus Rapid Transit Line.

Applicable Legislation/Bylaw/Policy:

Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 establishes the City's current parking requirements. That bylaw would be repealed upon adoption of *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*.

Off-Street Parking and Loading Bylaw No. 7970-2023

BACKGROUND:

Parking Bylaw Purpose:

[Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990](#) (the Parking Bylaw) was adopted in 1990 and has been amended several times. The purpose of the Parking Bylaw is to regulate parking on properties (i.e., off the street) for different land uses within the City. This includes parking that may be located in a garage or carport, surface parking area, underground parkade, or on a private driveway. Parking located on public streets is regulated by a separate bylaw (i.e., *Maple Ridge Highway and Traffic Bylaw No. 6704-2009*) and is not the topic of this report.

The Parking Bylaw includes requirements for the size, type, and number of parking spaces that must be provided on a property based on the use of land and the types of buildings. The Bylaw also includes loading space requirements for buildings that receive or deliver goods, as well as requirements for electric vehicle charging and bicycle parking to support sustainable and active mobility.

Previous Council Action:

The review process for the Parking Bylaw was initiated in the Spring of 2022 to modernize the City's off-street parking requirements and incorporate best practices. At the [October 28, 2025, Regular Council Meeting](#), Council gave second reading to the draft *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*. In alignment with the City's [Climate Action Plan](#) and [Strategic Transportation Plan](#), the Bylaw introduces requirements that support more sustainable mobility options, encourage modal shift, and help reduce greenhouse gas emissions. By reducing the minimum number of off-street parking spaces that would be required in areas like the Town Centre and Lougheed Transit Corridor, the proposed updates will support more transit-oriented development near the future Langley-Haney Place Bus Rapid Transit (BRT) Line.

DISCUSSION:

UDI/Maple Ridge Liaison Committee Meeting:

At the Urban Development Institute and Maple Ridge Liaison Committee Meeting on November 19, 2025, staff shared an update on the draft *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*. Table 1 summarizes the comments that were received and the rationale for the proposed requirements in the draft Parking Bylaw.

Table 1. Summary of Comments at the UDI/Maple Ridge Liaison Committee Meeting

Discussion Topic	Comments from Attendees	Staff Response
Bicycle Repair Stations	The proposed requirement for new apartments to provide a bicycle repair station seems too prescriptive. These facilities are not costly to include, but should be the responsibility of the strata to provide and not the developer. Removing the requirements for bicycle repair stations would be preferred.	In buildings with a high number of long-term bicycle parking spaces (e.g., apartments), bicycle repair stations provide basic tools and an appropriate space for regular bicycle maintenance. These requirements are increasingly common in municipal parking bylaws and have been implemented in other cities such as Burnaby and Coquitlam.
Movement Aisle Widths	The proposed minimum movement aisle widths for townhouses (i.e., 7.0 metres) should be lower to dedicate less space for vehicles/asphalt and allow more space for housing/other uses on a site. Minimum movement aisle widths of 6.0 metres for townhouses would be preferred.	The current Parking Bylaw requires a minimum aisle width of 7.3 metres when parking is at an angle of 90 degrees. This requirement has been the subject of variance applications for a number of specific developments. The reduced width can create challenges for the Fire Department when responding to emergencies. Aisles for townhouses are also commonly used by pedestrians and cyclists where no sidewalks are provided, so reducing the width can increase potential conflicts between vehicles, cyclists and pedestrians.
Standard Parking Space Dimensions	The proposed increase to the minimum width for standard parking spaces from 2.5 metres to 2.6 metres will mean that fewer parking spaces can be provided on-site. This will make it more challenging to meet the required number of parking spaces. Standard parking spaces with lower minimum widths would be preferred.	The 0.1 metre increase to the minimum width for standard parking spaces would help accommodate larger vehicles that are common in Maple Ridge. Wider spaces can also help reduce potential accidents with other vehicles and obstructions when maneuvering. The required number of parking spaces has also been reduced for many land uses in the Bylaw. This provision is also in keeping the range of standards

		from other municipalities in the Metro Vancouver region.
Minimum Parking Rates	The proposed reduction to the minimum parking rates in the Town Centre and Lougheed Transit Corridor is supported. Further reductions to the minimum parking rates in the transit-oriented areas would be preferred to provide greater flexibility.	The proposed minimum parking rates are being recommended based on the current context of Maple Ridge and the level of frequent transit service. Lower minimum parking rates are more common in municipalities with ready access to SkyTrain service.

During the discussion at the UDI Liaison Meeting, staff acknowledged that requirements for off-street parking often involve site-specific trade-offs and that there is a balance between providing flexibility for developers and achieving a high-quality design for the end-user. The draft *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* incorporates a variety of best practices from around the Metro Vancouver region, which would change how certain on-site features, such as bicycle parking, are prioritized when designing new buildings and site layouts. As the City continues to expand the network of active transportation infrastructure and plans for the future Langley-Haney Place BRT Line, the proposed provisions of the draft Bylaw will help manage the challenges related to traffic and congestion by supporting more sustainable mobility options. Once the Langley-Haney Place BRT Line is operational, staff will monitor the implementation of the new off-street parking requirements, and continue to explore the parking rates as appropriate.

In Stream Application Amendment Proposed:

Following the UDI Liaison Meeting and ongoing dialogue with the local development community, minor edits to the draft *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* have been made to improve the clarity of certain requirements and broaden the protection for in-stream development applications. To provide a greater level of certainty to current development applicants regarding the transition to the new Parking Bylaw, staff recommend that any development applications that are in process before the date of adoption of the new Parking Bylaw, will be provided the option to proceed under the provisions of *Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990* that were in effect before the adoption of the new Parking Bylaw (S. 1.03(2)). If applicants prefer to proceed under the provisions of the new *Bylaw No. 7970-2023*, then all of the provisions within the new Parking Bylaw would apply to the review of the development application.

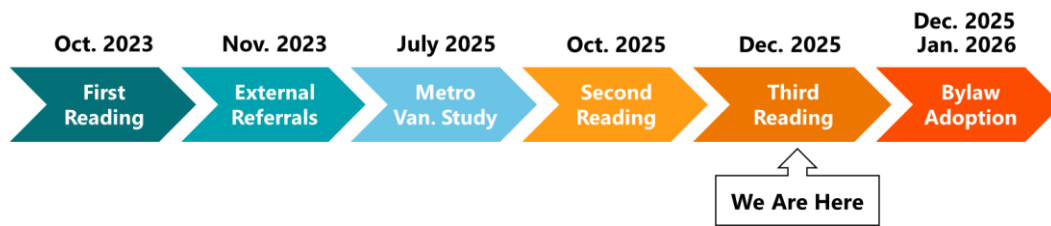
The revised draft *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* with the proposed edits for Council’s consideration of third reading is in Attachment A. To highlight the changes from the previous version of the bylaw that received second reading on October 28, 2025, a copy with tracked changes is in Attachment B.

NEXT STEPS:

Should *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* be given third reading, the draft Bylaw would be considered for adoption at the next available Council meeting. In

accordance with Section 464 of the *Local Government Act*, a Public Hearing is not required prior to the adoption of an Off-Street Parking and Loading Bylaw. The bylaw adoption process and next steps are shown in Figure 1.

Figure 1. Parking Bylaw Adoption Process and Next Steps



CONCLUSION:

The draft *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023* presents an opportunity to update and modernize the City’s off street parking requirements, to support transit-oriented development near the future Langley-Haney Place Bus Rapid Transit Line, and better align the parking requirements for new land development projects with the City’s priorities for housing, economic development, urban forestry, and climate action. This report includes minor edits to the draft Parking Bylaw that improve the clarity of certain requirements and broaden the protection for in-stream development applications.

Staff recommend that Council consider *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*, as amended, for third reading.

“Jeff White”

Prepared by: Jeff White, Community Planner 2

Attachments:

- (A) *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023*
- (B) *Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023 (With Tracked Changes)*

Report Approval Details

Document Title:	Off-Street Parking and Loading Bylaw No. 7970-2023.docx
Attachments:	- Attachment A - Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023.docx - Attachment B - Maple Ridge Off-Street Parking and Loading Bylaw No. 7970-2023 (With Tracked Changes).docx
Final Approval Date:	Nov 28, 2025

This report and all of its attachments were approved and signed as outlined below:

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