

**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.

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The Council of the City of Maple Ridge enacts as follows:

**PART 1      ADMINISTRATION**

**1.01    CITATION**

1. This Bylaw may be cited for all purposes 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, Off-Street Loading, and Transportation Demand Management measures in accordance with the provisions of this Bylaw.
2. 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, provincial, or federal government legislation and regulations, as applicable to an undertaking.

**1.03    TRANSITION**

1. Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 and all amendments thereto are hereby repealed, save and except to the extent that Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 and amendments thereto continue pursuant to this section.
2. Development applications that have been submitted and are in process before the adoption of this Bylaw may proceed under Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 as amended. For such applications, the parking requirements of this Bylaw do not apply.
3. At the discretion of the Director of Planning and Building or designate, parking plans approved as part of a development application received before the adoption of this Bylaw, and processed under Maple Ridge Off-Street Parking and Loading Bylaw No. 4350-1990 as amended, may be deemed to meet, or vary, the provisions of this Bylaw. For such applications, the parking requirements of this Bylaw do not apply.
4. For new Uses, Buildings, or Structures, the requirements of this Bylaw shall apply.

5. For existing Uses, Buildings, or Structures, the required number of spaces for Off-Street Parking, Off-Street Loading, Short-Term Bicycle Parking, and Long-Term Bicycle Parking shall be the lesser of:
  - a. the number of spaces existing at the date of adoption of this Bylaw; or
  - b. the requirements established in this Bylaw.
6. For additions to existing Buildings or Structures, the requirements of this Bylaw shall apply to those additions.
7. The requirements of this Bylaw shall apply to alterations made to existing Off-Street Parking Areas.
8. Where an existing Building or Structure is demolished or otherwise destroyed, the requirements of this Bylaw shall apply to any new Uses, Buildings, or Structures built on the same land.
9. Additional spaces for Off-Street Parking, Off-Street Loading, Short-Term Bicycle Parking, and Long-Term Bicycle Parking shall not be required where there is a change from one Non-Residential Use to another Non-Residential Use within an existing Building or Structure, except where a zoning amendment is required.

#### **1.04 DEFINITIONS**

1. In this Bylaw:

**“Accessible Aisle”** means the area on a lot reserved for persons with a SPARC BC parking permit to access or egress from Accessible Parking.

**“Accessible Parking”** means a Parking Space reserved for the exclusive use of persons with a SPARC BC parking permit.

**“Accessible Scooter Parking”** means a secure indoor space reserved for the long-term parking of electric scooters with three or more wheels that are designed to aid the mobility of a person with a disability.

**“Additions”** means any alterations to a Building or Structure that increases the Gross Floor Area of the existing Building or Structure prior to the alterations.

**“Building”** means a Structure wholly or partly enclosed by a roof or roofs, supported by walls or columns, and used for the shelter or accommodation of persons, Vehicles, animals, fixtures, chattels, or things.

**“Building Entrance”** means the entrance(s) to a Building used by the general public, including the main entrance(s) to a Building and any individual entrance(s) to a Non-Residential Unit. This includes an entrance to a commercial retail unit, but does not include an entrance to an individual Dwelling Unit.

**“Car Share Parking”** means a Parking Space reserved for a Vehicle that is owned and maintained by a car share company and can be rented by the public for a temporary period.

**“City”** means the City of Maple Ridge.

**“Driveway”** means the area on a lot that provides Vehicle access from a Highway or Movement Aisle to a garage, carport, or parking pad for an attached or detached house, and is used for Off-Street Parking. This shall include unenclosed parking in front of townhouse units.

**“Dwelling Unit”** means a Residential Use of one or more rooms with only one set of cooking facilities.

**“Electric Vehicle”** means a Vehicle that uses electricity for propulsion and may use an external source of electricity to charge the Vehicle’s battery(ies).

**“Electric Vehicle Energy Management System”** means a system to control Electric Vehicle Supply Equipment electrical loads comprising monitor(s), communications equipment, controller(s), timer(s) and other applicable devices.

**“Electric Vehicle Supply Equipment”** 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.

**“End-of-Trip Facilities”** means secure room(s) within a Building designed to support users who travel to the Building by bike, foot, or other modes of active transportation. These facilities may include showers, clothing lockers, water closets, and wash basins.

**“Energized Outlet”** means a connected point in an electrical wiring installation at which current is taken to supply utilization equipment.

**“EV Ready”** means a Parking Space with an adjacent Energized Outlet capable of providing Level 2 Charging.

**“Gross Floor Area”** means as per the definition included in Maple Ridge Zoning Bylaw No. 7600-2019, as amended or replaced from time to time.

**“Highway”** means any public Street, road, Lane, trail, bridge, viaduct, or any other way open to the use of the public. This shall include the shoulder, boulevard, ditch, sidewalk, and any lands that lie between the property lines of a Highway, but shall not include a private right-of-way on a lot.

**“Lane”** means a Highway that is not primarily used for general traffic circulation, and the right-of-way is narrower than a Street.

**“Level 2 Charging”** means a Level 2 Electric Vehicle charging level as defined by SAE International’s J1772 standard, as amended or replaced from time to time.

**“Loading Space”** means the area on a lot for the loading of one Vehicle, excluding Movement Aisles, columns, pillars, walls, and utilities.

**“Long-Term Bicycle Parking”** means a secure indoor space designed for the long-term storage of bicycles for residents, employees, or other registered users of a Building.

**“Market Housing”** means a Residential Use without secured rental units or specific below-market rental rates.

**“Movement Aisle”** means the area on a lot used for the movement of Vehicles between a Highway and a Parking Space, Loading Space, or Driveway. This shall include private roadways registered as strata under the *Strata Property Act*, SBC 1998, c. 43.

**“Non-Market Rental Housing”** means a Residential Use with rental units secured at specific below-market rental rates through a housing agreement with the City.

**“Non-Residential Parking”** means a Parking Space reserved for patrons, customers, clients, employees, or other users of a Non-Residential Use.

**“Off-Street Loading”** means a Use providing Loading Spaces on a lot for the loading and unloading needs generated by a permitted Use.

**“Off-Street Parking”** means a Use providing Parking Spaces on a lot for the temporary storage of Vehicles, including Residential Parking, Non-Residential Parking, Visitor Parking, and Accessible Parking.

**“Off-Street Parking Area”** means the area on a lot occupied by Parking Spaces, Loading Spaces, Driveways, Movement Aisles, or any other surfaces used for the movement or storage of Vehicles.

**“Parallel Parking”** means a Parking Space located such that the length of the space abuts a Movement Aisle and is parallel to the direction of Vehicle travel.

**“Parking Space”** means the area on a lot for the parking of one Vehicle, excluding Movement Aisles, columns, pillars, walls, and utilities.

**“Part Thereof”** means any fraction or portion of a whole.

**“Payment-in-Lieu”** means a procedure to pay in lieu of providing required Off-Street Parking, in accordance with Section 525 of the *Local Government Act*, RSBC 2015, c. 1.

**“Prescribed Bus Stop”** means a bus stop that is serviced by at least one bus route that is scheduled to stop at least every 15 minutes, on average, between the hours of:

- a. 7:00 am and 7:00 pm, Monday to Friday; and
- b. 10:00 am and 6:00 pm on Saturday and Sunday.

**“Purpose-Built Rental Housing”** means a Residential Use with rental units secured through a housing agreement with the City of Maple Ridge.

**“Residential Parking”** means a Parking Space reserved for residents of a Dwelling Unit, excluding Visitor Parking. This shall include parking for home-based businesses.

**“Shared Parking”** means a Parking Space shared between two or more Uses on the same lot when the demand for parking generated by each Use occurs at different periods of the day.

**“Short-Term Bicycle Parking”** means a publicly accessible space designed for the short-term storage of bicycles for visitors of a Building.

**“Street”** means a Highway that is used for general traffic circulation, excluding Lanes.

**“Structure”** means any construction fixed to, supported by, or sunk into land or water, including carports, bike shelters, and underground parkades.

**“Tandem Parking”** means two Parking Spaces, where one Parking Space is placed behind another Parking Space, such that only one Parking Space has unobstructed access to a Highway, Movement Aisle, or Driveway.

**“Transit-Oriented Area”** means an area within a prescribed distance from a transit station that is designated through the Maple Ridge Transit-Oriented Area Designation Bylaw No. 8001-2024.

**“Transportation Demand Management”** means a measure aimed at improving the movement of people and goods, reducing motor vehicle dependence, and increasing sustainable transportation, including Electric Vehicle charging, End-of-Trip Facilities, Short-Term Bicycle Parking, Long-Term Bicycle Parking, Accessible Scooter Parking, and other measures.

**“Use”** means the purpose or function to which land, Buildings, and Structures are put.

**“Vehicle”** means a Motor Vehicle as defined in the *British Columbia Motor Vehicle Act*, SBC 1996, c. 318, as amended or replaced from time to time.

**“Visitor Parking”** means a Parking Space reserved for short-term visitors of a Residential Use.

2. Where a term in this Bylaw has a definition that differs from Maple Ridge Zoning Bylaw No. 7600-2019, the definition in this Bylaw shall apply for the purposes of implementing this Bylaw.
3. Where a term in this Bylaw is undefined, it shall, if defined in Maple Ridge Zoning Bylaw No. 7600-2019, have the meaning therein provided for the purposes of implementing this Bylaw.
4. Where a term in this Bylaw is undefined and not defined in Maple Ridge Zoning Bylaw No. 7600-2019, but where there is a definition set out in either the *Interpretation Act*, RSBC 1996, c. 238 or the *Interpretation Act*, RSC 1985, c. I-21, then that definition shall apply for the purposes of implementing this Bylaw.

## **1.05 CALCULATION**

1. For the provision of Off-Street Parking, the required number of spaces for Residential Parking, Visitor Parking, Non-Residential Parking, and Accessible Parking shall be calculated separately.

2. If a lot contains more than one permitted Use, the required number of spaces for Off-Street Parking, Off-Street Loading, Short-Term Bicycle Parking, and Long-Term Bicycle Parking shall be calculated separately for each Use, and the aggregate total will be the required number of spaces.
3. Where the calculation of the required number of spaces for each type of parking results in only a portion of a required parking space, any fraction:
  - a. less than one-half (0.5) shall not be required; or
  - b. one-half (0.5) or greater shall be rounded up to the next full required space.

## **PART 2      OFF-STREET PARKING**

### **2.01    GENERAL REQUIREMENTS**

1. All Parking Spaces and Loading Spaces shall:
  - a. have Vehicle access to a Highway;
  - b. be located and designed to permit direct and unobstructed Vehicle access by way of a Movement Aisle, Driveway, or combination of the two, except for Tandem Parking; and
  - c. be provided on the same lot as the Use, Building, or Structure for which they are required.
2. Site coverage provisions and restrictions for Off-Street Parking and Off-Street Loading shall be as specified in Maple Ridge Zoning Bylaw No. 7600-2019, as amended or replaced from time to time.
3. Spaces for Off-Street Loading required by this Bylaw shall not be credited towards required spaces for Off-Street Parking.
4. Spaces for Off-Street Parking required by this Bylaw shall not be credited towards required spaces for Off-Street Loading.
5. Parallel Parking shall not be permitted within a Building or Structure.
6. Parallel Parking shall not obstruct Vehicle access to a garage or carport.
7. Tandem Parking shall not be permitted for Visitor Parking or Accessible Parking.
8. Visitor Parking shall be clearly signed or marked with painted lettering.
9. Residential Parking and Visitor Parking within a Building or Structure shall be separated from Non-Residential Parking within the same Building or Structure by a vertical lift gate.
10. Parking Spaces within a Building or Structure for an Apartment Residential Use shall:
  - a. be located such that access to and egress from each Parking Space can be achieved through one or two-point Vehicle turning movements; and
  - b. not be permitted where access to or egress from a Parking Space requires a three-point Vehicle turning movement or other complex driving maneuvers.

### **2.02    DESIGN AND CONSTRUCTION**

1. Off-Street Parking Areas shall provide:
  - a. a minimum of 1 tree for every 10 unenclosed Parking Spaces; and
  - b. adequate curb or wheel stops, where appropriate, to prevent Vehicles from hitting a Structure or obstructing an adjacent pedestrian walkway or landscaped area.
2. Except for lots located within the Agricultural Land Reserve, Off-Street Parking Areas with more than 4 Parking Spaces shall be surfaced with asphalt, concrete, or similar hard materials that are compact, dust-free, and non-eroding.

3. Off-Street Parking Areas for Apartment Residential, Commercial, Assembly, Industrial, or Institutional Uses shall:
  - a. include Parking Spaces that are clearly marked by painted lines or other identifiable means;
  - b. be graded and drained to properly dispose of surface water; and
  - c. be illuminated with lighting arranged to prevent direct rays of light from shining onto any off-site Buildings.
4. Where unenclosed Parking Spaces are provided for Commercial, Assembly, Industrial, or Institutional Uses, a pedestrian walkway shall be provided with a minimum width of 1.5 metres that connects the Building Entrance(s) to the lot line with Vehicle access. This shall not apply where Vehicle access is provided from a Lane.
5. Pedestrian crossings provided within an Off-Street Parking Area shall be clearly marked with painted lines.
6. Where Parking Spaces are provided within a Building or Structure and a ramp is required:
  - a. the entrance ramp shall have a maximum grade of 5% for the first 6.0 metres measured from the lot line;
  - b. other ramps shall have a maximum grade of 12%;
  - c. Parking Spaces shall have a maximum grade of 3% across their length or width; and
  - d. all grade transitions shall be gradual and designed to prevent Vehicles from “bottoming out” or striking any overhead Structure or obstruction.

### 2.03 MOVEMENT AISLES

1. The minimum width for Movement Aisles shall be as follows:

Parking Angle (Degrees)	Vehicle Movement	Minimum Width (metres)
90	Two-Way	7.0
	Two-Way (within a Building or Structure)	6.5
	One-way	6.0
60	Two-Way	6.5
	One-Way	5.5
45 or less	Two-Way	6.0
	One-Way	3.5

2. For Townhouse Residential Uses, Movement Aisles shall be:
  - a. a minimum width of 7.0 metres; and
  - b. separated a minimum of 1.5 metres from any Buildings and projections from the exterior walls.

3. Movement Aisles within a Building or Structure for an Apartment Residential Use shall:
  - a. provide two-way Vehicle movement;
  - b. provide access to Parking Spaces at an angle of 90 degrees; and
  - c. be free from any obstructions within the minimum width, including columns, pillars, or walls.

## **2.04 PARKING SPACE DIMENSIONS**

1. The minimum dimensions for Standard and Small Car Parking Spaces shall be as follows:

<b>Type of Parking Space</b>	<b>Parking Angle</b>	<b>Minimum Width (metres)</b>	<b>Minimum Length (metres)</b>	<b>Minimum Vertical Clearance (metres)</b>
Standard Parking Space	Non-Parallel	2.6	5.5	2.1
	Parallel	2.6	7.3	2.1
Small Car Parking Space	Non-Parallel	2.4	4.9	2.1
	Parallel	2.4	6.7	2.1

2. The minimum width for Parking Spaces shall be increased by 0.3 metres on each side that abuts a wall over 0.3 metres in height, above that required in Section 2.04.1. This shall not apply to:
  - a. Parking Spaces that abut a column or pillar; or
  - b. Parking Spaces located within a garage or carport that meet the minimum dimensions in Section 2.05.1.
3. Parking Spaces shall be clear, both horizontally and vertically, of any protrusions or encroachments into the minimum required dimensions, including columns, pillars, or walls.
4. Small Car Parking Spaces shall be permitted for:
  - a. Visitor Parking, up to a maximum of 25% of the spaces for Visitor Parking; and
  - b. Non-Residential Parking, up to a maximum of 25% of the spaces for Non-Residential Parking.
5. Small Car Parking Spaces shall not be credited towards Residential Parking required by this Bylaw, but may be permitted where the number of Standard Parking Spaces provided meets or exceeds the required number of spaces for Residential Parking.
6. Small Car Parking Spaces shall be clearly signed or marked with painted lettering.

## **2.05 GARAGES, CARPORTS, AND DRIVEWAYS**

1. The minimum dimensions for Parking Spaces within a garage, carport, or on a Driveway shall be as follows:

<b>Parking Location</b>	<b>Parking Form</b>	<b>Number of Parking Spaces</b>	<b>Minimum Width (metres)</b>	<b>Minimum Length (metres)</b>	<b>Minimum Vertical Clearance (metres)</b>
Garage or Carport	Single Car	1	3.7	6.7	2.1
	Side-by-Side	2	6.5	6.7	2.1
	Tandem	2	3.7	12.2	2.1
Driveway	Single Car	1	3.0	6.0	2.1
	Side-by-Side	2	6.0	6.0	2.1

## **2.06 TANDEM PARKING**

1. Tandem Parking shall only be permitted for the following Uses: Single Detached Residential, Two-Unit (Duplex) Residential, Triplex Residential, Fourplex Residential, Courtyard Residential, Townhouse Residential, Home Occupation, Family Daycare, and Neighbourhood Daycare.
2. For Fourplex Residential, Courtyard Residential, and Townhouse Residential Uses within the Town Centre Area Plan (Schedule A), the maximum percentage of Dwelling Units with Tandem Parking shall be 75%.
3. For Fourplex Residential, Courtyard Residential, and Townhouse Residential Uses within the Lougheed Transit Corridor Area Plan (Schedule B), the maximum percentage of Dwelling Units with Tandem Parking shall be 50%.
4. For Fourplex Residential, Courtyard Residential, and Townhouse Residential Uses outside the Town Centre Area Plan (Schedule A) or Lougheed Transit Corridor Area Plan (Schedule B), the maximum percentage of Dwelling Units with Tandem Parking shall be 25%.
5. Each Parking Space arranged within a Tandem Parking configuration shall belong to the same Dwelling Unit or home-based business.

## **2.07 OFF-STREET PARKING PROVISION**

1. The minimum number of Parking Spaces for Residential Parking, Visitor Parking, or Non-Residential Parking for a Use shall be provided in accordance with the following tables. If a Use is not specifically mentioned in the tables, the requirement shall be the same as that for a Use that the Director of Planning and Building or designate deems to be most similar in parking demand characteristics to the non-specified Use. Lots within the Town Centre Area Plan or Lougheed Transit Corridor Area Plan are identified in Schedule A and B, respectively.

<b>A. Residential Uses</b>	<b>Generally (Minimum)</b>	<b>Town Centre Area Plan and Lougheed Transit Corridor Area Plan (Minimum)</b>
All Uses other than those listed below	2 spaces per Dwelling Unit	
Single Detached Residential; Street Townhouse Residential; Modular Home	2 spaces per Dwelling Unit	
Two-Unit (Duplex) Residential; Triplex Residential; Fourplex Residential; Courtyard Residential	1.5 spaces per Dwelling Unit	
Secondary Suite Residential; Detached Garden Suite Residential; Caretaker Residential	1 space per Dwelling Unit	
Townhouse Residential	2 spaces per Dwelling Unit; plus 0.2 spaces per Dwelling Unit for Visitor Parking	2 spaces per Dwelling Unit; plus 0.1 spaces per Dwelling Unit for Visitor Parking
Apartment Residential (Market Housing)	1.2 spaces per Dwelling Unit; plus 0.2 spaces per Dwelling Unit for Visitor Parking	0.9 spaces per Dwelling Unit; plus 0.1 spaces per Dwelling Unit for Visitor Parking
Apartment Residential (Purpose-Built Rental Housing)	1 space per Dwelling Unit; plus 0.1 spaces per Dwelling Unit for Visitor Parking	0.7 spaces per Dwelling Unit; plus 0.05 spaces per Dwelling Unit for Visitor Parking
Apartment Residential (Non-Market Rental Housing)	0.4 spaces per Dwelling Unit	N/A
Independent Senior Living	0.8 spaces per Dwelling Unit; plus 0.2 spaces per Dwelling Unit for Visitor Parking	0.5 spaces per Dwelling Unit; plus 0.1 spaces per Dwelling Unit for Visitor Parking
Home Occupation; Family Daycare; Neighbourhood Daycare	1 space per Non-Resident Employee	
Short-Term Rental	1 space per Short-Term Unit Rental or Short-Term Room Rental	
Boarding	1 space per Sleeping Unit	
Manufactured Home Park	1.5 spaces per Manufactured Home	

<b>B. Commercial Uses</b>	<b>Generally (Minimum)</b>	<b>Town Centre Area Plan and Lougheed Transit Corridor Area Plan (Minimum)</b>
All Uses other than those listed below	1 space per 40 m <sup>2</sup> of Gross Floor Area	1 space per 60 m <sup>2</sup> of Gross Floor Area
Retail; Personal Services; Restaurant (without drive-through); Office; Business Services; Financial Services; Professional Services; Health Services; Indoor Commercial Recreation; Animal Services; Liquor Primary Establishment	1 space per 40 m <sup>2</sup> of Gross Floor Area	1 space per 60 m <sup>2</sup> of Gross Floor Area
Tourist Accommodations	1 space per Sleeping Unit or Dwelling Unit	0.4 spaces per Sleeping Unit or Dwelling Unit
Restaurant (with drive-through)	1 space per 40 m <sup>2</sup> of Gross Floor Area; plus A minimum of 5 spaces within the queuing area in advance of each drive-through pick-up window	
Community Gaming Facility; Highway Commercial; Vehicle and Equipment Repair Services; Refund Container Recycling Depot	1 space per 40 m <sup>2</sup> of Gross Floor Area	
Campground	1 space per Campground Space or Recreational Vehicle Space; plus 1 space per 100 m <sup>2</sup> of Gross Floor Area	
Outdoor Commercial Recreation	1 space per 40 m <sup>2</sup> of Gross Floor Area; plus 3 spaces per golf course hole; 1 space per driving range tee; and 1 space per marina slip.	
Warehouse Storage	1 space per 600 m <sup>2</sup> of Gross Floor Area	

<b>C. Assembly Uses</b>	<b>Generally (Minimum)</b>	<b>Town Centre Area Plan and Lougheed Transit Corridor Area Plan (Minimum)</b>
All Uses other than those listed below	1 space per 40 m <sup>2</sup> of Gross Floor Area	1 space per 60 m <sup>2</sup> of Gross Floor Area
Group Child Care Centre	1 space per 40 m <sup>2</sup> of Gross Floor Area	1 space per 60 m <sup>2</sup> of Gross Floor Area
Funeral Services	1 space per 20 m <sup>2</sup> of Gross Floor Area	

<b>D. Industrial Uses</b>	<b>Generally (Minimum)</b>
All Uses other than those listed below	1 space per 200 m <sup>2</sup> of Gross Floor Area
Microbrewery, Microwinery, and Microdistillery	1 space per 50 m <sup>2</sup> of Gross Floor Area
Light Industrial (excluding Microbrewery, Microwinery, and Microdistillery); Wholesale Distribution; Recycling Plant; Industrial Trade School	1 space per 200 m <sup>2</sup> of Gross Floor Area
Warehouse	1 space per 300 m <sup>2</sup> of Gross Floor Area

<b>E. Institutional Uses</b>	<b>Generally (Minimum)</b>
All Uses other than those listed below	1 space per 50 m <sup>2</sup> of Gross Floor Area
Place of Worship	1 space per 50 m <sup>2</sup> of Gross Floor Area
Community Care Facility; Congregate Care/Assisted Living; Children's Institutional; Special Needs Housing	0.3 spaces per Sleeping Unit; plus 0.1 spaces per Sleeping Unit for Visitor Parking
School; Private Hospital; Corrections and Rehabilitation	1 space per 100 m <sup>2</sup> of Gross Floor Area

<b>F. Agricultural Uses</b>	<b>Generally (Minimum)</b>
Agricultural Employee Residential	2 spaces per Dwelling Unit
Produce Sales	1 space per 40 m <sup>2</sup> of Gross Floor Area
Rental Stable	1 space per hectare of lot area

- For lots located wholly or partly within a Transit-Oriented Area, the minimum Parking Space requirements listed in Section 2.07.1 shall not apply to Residential Uses. This exception shall not apply to Uses that require Parking Spaces for Non-Resident Employees or customers, including Home Occupations, Family Daycares, Neighbourhood Daycares, and Short-Term Rentals.
- For lots with no more than 6 Dwelling Units, greater in area than 281 square metres, and located wholly or partly within 400 metres of a Prescribed Bus Stop, the minimum Parking Space requirements listed in Section 2.07.1 shall not apply to the following Residential Uses: Single Detached Residential, Secondary Suite Residential, Detached Garden Suite Residential, Two-Unit (Duplex) Residential, Triplex Residential, Fourplex Residential, Courtyard Residential, and Townhouse Residential.

## 2.08 ACCESSIBLE PARKING

1. In addition to the required number of Parking Spaces listed in Section 2.07.1, Accessible Parking shall be provided in accordance with the following table:

Use	Minimum Number of Spaces for Accessible Parking
Apartment Residential, Independent Senior Living	The greater of: 1 space; or 1 space per 30 Dwelling Units
All Commercial, Assembly, Industrial, and Institutional Uses	The greater of: 1 space; or 1 space per 40 required spaces of Non-Residential Parking

2. The first space for Accessible Parking and every tenth space provided for Accessible Parking thereafter shall be a Van Accessible Parking Space.
3. The minimum dimensions for Standard Accessible and Van Accessible Parking Spaces shall be provided in accordance with the following table:

Type of Accessible Parking Space	Parking Angle	Minimum Width (Metres)	Minimum Length (Metres)	Minimum Vertical Clearance (Metres)
Standard Accessible Parking Space	Non-Parallel	2.6	5.5	2.1
	Parallel	2.6	7.3	2.1
Van Accessible Parking Space	Non-Parallel	3.4	5.5	2.1
	Parallel	3.4	7.3	2.1

4. Spaces for Accessible Parking shall:
  - a. be provided on the same lot as the Use, Building, or Structure that it serves;
  - b. be located near a Building Entrance or an elevator;
  - c. have a hard and slip-resistant surface;
  - d. have an adjacent Accessible Aisle with a minimum width of 1.5 metres, marked with diagonal lines painted on the surface, which may be shared between 2 spaces for Accessible Parking; and
  - e. be clearly identified as Accessible Parking by using signs above or at the end of each space, at a minimum height of 1.5 metres, and paint markings on the pavement with the international symbol for wheelchair accessibility.
5. For Townhouse Residential Uses, 10% of the required spaces for Visitor Parking shall be provided with dimensions equal to a Van Accessible Parking Space. In this case, Section 2.08.4 shall not apply to these spaces.
6. For Apartment Residential and Independent Senior Living Uses, Accessible Parking shall be located near the Residential Parking or Visitor Parking.
7. For Non-Residential Uses, Accessible Parking shall be located near the Non-Residential Parking for the Use(s) it serves.

## **2.09 ELECTRIC VEHICLE CHARGING**

1. For Single Detached Residential, Two-Unit (Duplex) Residential, Triplex Residential, Fourplex Residential, Street Townhouse Residential, Courtyard Residential, and Townhouse Residential Uses, a minimum of 1 Parking Space per Dwelling Unit shall be EV Ready.
2. For Apartment Residential and Independent Senior Living Uses, 100% of the required spaces for Residential Parking shall be EV Ready.
3. For Commercial Uses on a lot with more than 20 required spaces for Non-Residential Parking:
  - a. at least 10% of the required spaces for Non-Residential Parking shall be EV Ready; and
  - b. Parking Spaces equipped with Electric Vehicle Supply Equipment shall be clearly signed or marked with paint to identify their intended use for Electric Vehicle charging only.
4. Energized Outlets shall be clearly labelled for the intended use of Electric Vehicle charging.
5. Where an Electric Vehicle Energy Management System is implemented, the Director of Planning and Building or designate may specify a minimum performance standard to ensure a sufficient rate of Electric Vehicle charging.

## **2.10 SHARED PARKING**

1. Shared Parking may be permitted for Commercial, Assembly, Industrial, and Institutional Uses where supported by a parking study prepared by a Professional Engineer and approved by the Director of Planning and Building or designate.
2. Where Shared Parking is permitted, the required number of spaces for Non-Residential Parking may be reduced by up to 25% for the individual Uses.

## **2.11 PAYMENT-IN-LIEU OF PARKING**

1. Where approved by the Director of Planning and Building or designate, Payment-in-Lieu may be permitted for all Uses, except for: Single Detached Residential, Secondary Suite Residential, Detached Garden Suite Residential, Two-Unit (Duplex) Residential, Triplex Residential, Fourplex Residential, and Street Townhouse Residential.
2. Where money is paid in lieu of providing the required number of Parking Spaces listed in Section 2.07.1, the following Payment-in-Lieu rates shall apply; lots within the Town Centre Area Plan or Lougheed Transit Corridor Area Plan are identified in Schedules A and B, respectively.

<b>Payment-in-Lieu Parking Reduction</b>	<b>Generally</b>	<b>Town Centre Area Plan and Lougheed Transit Corridor Area Plan</b>
First 5%	\$10,000.00 per space	\$25,000.00 per space
Next 5% up to 10%	\$15,000.00 per space	\$30,000.00 per space
Next 5% up to 15%	\$20,000.00 per space	\$35,000.00 per space
Next 5% up to 20%	\$25,000.00 per space	\$40,000.00 per space

3. A maximum of 20% of the required number of Parking Spaces, excluding Accessible Parking, may be eligible for Payment-in-Lieu.
4. Payment-in-Lieu shall be paid to the City prior to Building permit issuance. Where no Building permit is required, Payment-in-Lieu shall be paid at the time the Use that requires the parking pursuant to this Bylaw begins.

## **2.12 CAR SHARE PARKING**

1. Where approved by the Director of Planning and Building or designate, Car Share Parking shall:
  - a. be located on the same lot as the Use it serves;
  - b. be highly visible, at-grade, and publicly accessible at all times; and
  - c. be clearly signed or marked with painted lettering.
2. Where Car Share Parking is permitted for a Commercial, Assembly, or Institutional Use:
  - a. a maximum of 5% of the required number of spaces for Non-Residential Parking, excluding Accessible Parking, shall be permitted as Car Share Parking; and
  - b. each space for Car Share Parking shall be counted as equivalent to 2 required Parking Spaces listed in Section 2.07.1 for Non-Residential Parking.
3. Spaces for Car Share Parking shall not be credited towards Residential Parking or Visitor Parking required by this Bylaw.
4. The following documents shall be required prior to approval for Car Share Parking:
  - a. a signed operating agreement between the applicant and car share operator demonstrating the intent to use the spaces for Car Share Parking, with a specified minimum agreement term following Building occupancy, a service plan to ensure an acceptable level of car share availability for residents, and remediation measures if the agreement is breached;
  - b. registration of a covenant in accordance with Section 219 of the *Land Title Act* in favour of the City stating that the number of spaces approved for Car Share Parking shall be maintained and shall only be used for the intended use; and
  - c. registration of a statutory right-of-way in accordance with Section 218 of the *Land Title Act* in favour of the City for unrestricted public access to, from and over the spaces for Car Share Parking.

## **PART 3      BICYCLE AND ACCESSIBLE SCOOTER PARKING**

### **3.01    BICYCLE PARKING PROVISION**

1. The minimum number of spaces for Short-Term Bicycle Parking and Long-Term Bicycle Parking required for a Use shall be provided in accordance with the following table:

<b>Use</b>	<b>Minimum Number of Spaces for Short-Term Bicycle Parking</b>	<b>Minimum Number of Spaces for Long-Term Bicycle Parking</b>
Single Detached Residential; Two-Unit (Duplex) Residential; Triplex Residential; Fourplex Residential; Street Townhouse Residential	N/A	1 space per Dwelling Unit
Townhouse Residential; Courtyard Residential	0.1 spaces per Dwelling Unit	1 space per Dwelling Unit
Apartment Residential	6 spaces for each Building Entrance; plus 1 space per 50 Dwelling Units	1 space per Dwelling Unit
Retail; Personal Services; Restaurant; Group Child Care Centre; Office; Business Services; Financial Services; Professional Services; Health Services; Indoor Commercial Recreation; Light Industrial; Animal Services; Liquor Primary Establishment	2 spaces for each Building Entrance	1 space per 500 m <sup>2</sup> of Gross Floor Area
Big Box Retail (Groceries)	8 spaces for each Building Entrance	1 space per 500 m <sup>2</sup> of Gross Floor Area
Institutional (except for School)	2 spaces for each Building Entrance	1 space per 500 m <sup>2</sup> of Gross Floor Area
School (Elementary)	4 spaces per classroom	1 space per classroom
School (Secondary or Post-Secondary)	6 spaces per classroom	1 space per classroom

2. The minimum Long-Term Bicycle Parking requirements listed in Section 3.01.1 shall not apply to Single Detached Residential, Two-Unit (Duplex) Residential, Triplex Residential, Fourplex Residential, Street Townhouse Residential, Courtyard Residential, and Townhouse Residential Uses where a garage is provided that meets the minimum dimensions specified in Section 2.05.1.

### **3.02    SHORT-TERM BICYCLE PARKING**

1. Spaces for Short-Term Bicycle Parking shall be located:
  - a. in a well-lit, weather-protected area;
  - b. where there are no obstructions to pedestrian or Vehicle movements;
  - c. at the same grade as the sidewalk or at a location that can be reached by a ramp; and
  - d. near a Building Entrance, except for Townhouse Residential and Courtyard Residential Uses.

2. For Townhouse Residential and Courtyard Residential Uses, spaces for Short-Term Bicycle Parking shall be located near Visitor Parking or an Outdoor Amenity Area.
3. Spaces for Short-Term Bicycle Parking shall be provided in the form of solid, sturdy, metal racks that:
  - a. contain no moving parts;
  - b. provide a minimum of two points of contact between the rack and frame of the bicycle for stability;
  - c. have tamper-proof bolts that are permanently affixed to the floor or ground;
  - d. are constructed with materials that are not easily cut by powered hand tools;
  - e. have a weatherproof and durable coating;
  - f. provide easy access and intuitive use even when at full capacity; and
  - g. are compatible with standard bicycle locking devices.
4. Each rack designed to accommodate two parked bicycles shall be equivalent to 2 spaces for Short-Term Bicycle Parking. These may include U-shaped racks, circle racks, post-and-ring racks, and other similarly designed racks.
5. Racks used for Short-Term Bicycle Parking shall be separated by a minimum of 0.6 metres from each adjacent rack and any surrounding curbs, walls, Buildings, or Structures.

### **3.03 LONG-TERM BICYCLE PARKING**

1. Spaces for Long-Term Bicycle Parking shall be provided in the form of bicycle racks or individual bicycle lockers.
2. The minimum dimensions for Long-Term Bicycle Parking shall be provided in accordance with the following table:

<b>Type of Bicycle Space</b>	<b>Minimum Width (metres)</b>	<b>Minimum Length (metres)</b>	<b>Minimum Vertical Clearance (metres)</b>
Surface Rack or Bicycle Locker	0.6	1.8	1.9
Wall-Mounted Rack	0.6	1.2	2.1
Stacked Racks	0.6	2.0	1.2

3. A maximum of 50% of the required spaces for Long-Term Bicycle Parking shall be permitted as Wall-Mounted Racks or Stacked Racks.
4. Surface Racks used for Long-Term Bicycle Parking shall be separated by a minimum of 0.6 metres from each adjacent rack and any surrounding walls.
5. Spaces for Long-Term Bicycle Parking shall:
  - a. be provided in a secure, well-lit, storage room within a Building that is separated from Parking Spaces, Loading Spaces, and garbage and recycling areas;
  - b. be located near the entrance of a Building or parkade, no lower than the first level below grade;
  - c. have controlled room access through a locked door that can open automatically;

- d. be available to the intended users at all hours of every day;
  - e. be located where there are no obstructions to pedestrian or Vehicle movements;
  - f. be accessible through the provision of a minimum 1.5 metre aisle adjacent to each space; and
  - g. include a minimum of 1 standard electrical outlet adjacent to each space to facilitate the charging of batteries.
6. Section 3.03.5 shall not apply to Single Detached Residential, Two-Unit (Duplex) Residential, Triplex Residential, Fourplex Residential, Street Townhouse Residential, Courtyard Residential, and Townhouse Residential Uses.

**3.04 END-OF-TRIP FACILITIES**

1. Non-Residential Uses that require Long-Term Bicycle Parking shall provide End-of-Trip Facilities in accordance with the following table:

Required Number of Spaces for Long-Term Bicycle Parking	Minimum Number of End-of-Trip Facilities	
	Showers	Clothing Lockers
0-9	N/A	1 per required space for Long-Term Bicycle Parking
10-29	2	
30-59	4	
60 or more	4 plus 2 for each additional 60 required spaces for Long-Term Bicycle Parking or Part Thereof	

2. Clothing lockers shall have a minimum width of 0.30 metres, a minimum height of 0.90 metres, and a minimum depth of 0.45 metres.
3. End-of-Trip Facilities shall be located in a secure room with controlled access for the intended users of the Building.

**3.05 BICYCLE MAINTENANCE FACILITIES**

1. Apartment Residential Uses shall provide a bicycle repair station within the Building or parkade that is equipped with:
- a. a bicycle stand that is securely anchored and supports the bicycle off the floor;
  - b. a bicycle appropriate toolkit secured or tethered to the bicycle stand; and
  - c. a bicycle tire air pump.
2. Apartment Residential Uses shall provide a bicycle washing area within the Building or parkade that includes:
- a. a water supply with a pressurized hose; and
  - b. a drain into a sanitary sewer.

### 3.06 ACCESSIBLE SCOOTER PARKING

1. Accessible Scooter Parking shall be provided for Congregate Care/Assisted Living (for seniors) and Independent Senior Living Uses at a minimum rate of 0.2 spaces per Sleeping Unit or Dwelling Unit.
2. Spaces for Accessible Scooter Parking shall have a minimum width of 1.3 metres, a minimum length of 2.0 metres, and a minimum vertical clearance of 1.9 metres.
3. The requirements for Long-Term Bicycle Parking listed in Section 3.03.5 shall apply to Accessible Scooter Parking.

## PART 4 OFF-STREET LOADING

### 4.01 LOADING SPACES

1. The minimum dimensions for Loading Spaces shall be provided in accordance with the following table:

Type of Loading Space	Minimum Width (metres)	Minimum Length (metres)	Minimum Vertical Clearance (metres)
Residential Loading Space	3.5	7.5	3.5
Non-Residential Loading Space	4.0	9.2	4.5

2. The minimum width for Loading Spaces shall be increased by 0.3 metres on each side that abuts a wall over 0.3 metres in height, above that required in Section 4.01.1.
3. The minimum dimensions for Loading Spaces specified in Section 4.01.1 may be increased to accommodate larger Vehicles based on the proposed Use(s) within the Building and the anticipated demand for loading, as determined by the Director of Engineering or designate.
4. Where overhead loading doors are provided, a Loading Space shall be provided adjacent to each overhead loading door.
5. Residential Loading Spaces shall be provided for Apartment Residential and Independent Senior Living Uses in accordance with the following table:

Number of Dwelling Units	Minimum Number of Loading Spaces
0-99	N/A
100-299	1 space
300 or more	1 space; plus 1 space for each additional 300 Dwelling Units or Part Thereof

6. Non-Residential Loading Spaces shall be provided for Commercial and Industrial Uses in accordance with the following table:

Total Gross Floor Area for the Uses	Minimum Number of Loading Spaces
Less than 500 m <sup>2</sup>	N/A
500-2000 m <sup>2</sup>	1 space
2001-5000 m <sup>2</sup>	2 spaces
More than 5000 m <sup>2</sup>	2 spaces; plus 1 space for each additional 5000 m <sup>2</sup> of Gross Floor Area or Part Thereof

7. Each Loading Space shall be:
  - a. be surfaced with asphalt, concrete, or similar hard materials that are compact, dust-free, and non-eroding;
  - b. located adjacent to an overhead loading door or near a Building Entrance;
  - c. illuminated with lighting arranged to prevent direct rays of light from shining onto any off-site Buildings; and
  - d. provided with adequate curb or wheel stops, where appropriate, to prevent Vehicles from obstructing an adjacent pedestrian walkway or landscaped area.
  
8. Loading Spaces for Commercial and Industrial Uses shall be located next to a Movement Aisle that provides:
  - a. a direct route to each space from a Street or Lane;
  - b. unobstructed access with a minimum vertical clearance of 4.5 metres along the entire length; and
  - c. sufficient area to accommodate all Vehicle turning and reversing on-site, without causing any temporary obstructions or traffic hazards on an adjacent Highway.
  
9. For each Loading Space, a swept path analysis prepared by a Professional Engineer shall be provided to demonstrate that there is sufficient space on a lot to accommodate all Vehicle turning and reversing required to access and egress from that space.

#### **4.02 GARBAGE AND RECYCLING**

1. For Apartment Residential, Independent Senior Living, and Non-Residential Uses, the storage and temporary staging of garbage and recycling shall be provided on-site without encroachment onto any Highway.

**PART 5      ENFORCEMENT**

**5.01    OFFENCE**

1. Any person who contravenes any provisions of this Bylaw, 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, shall be liable to the penalties hereby imposed and each day that such violation continues to exist shall constitute a separate offence.

**5.02    PENALTIES**

1. 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.

**5.03    CUMULATIVE NATURE OF PENALTIES**

1. The penalties provided for herein shall be in addition to and not in substitution of any other penalty or remedy available at law.

**READ** a first time the      24<sup>th</sup> day of October, 2023

**READ** a second time the    28<sup>th</sup> day of October, 2025

**READ** a third time the      day of                    , 20

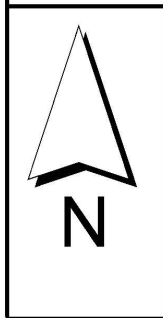
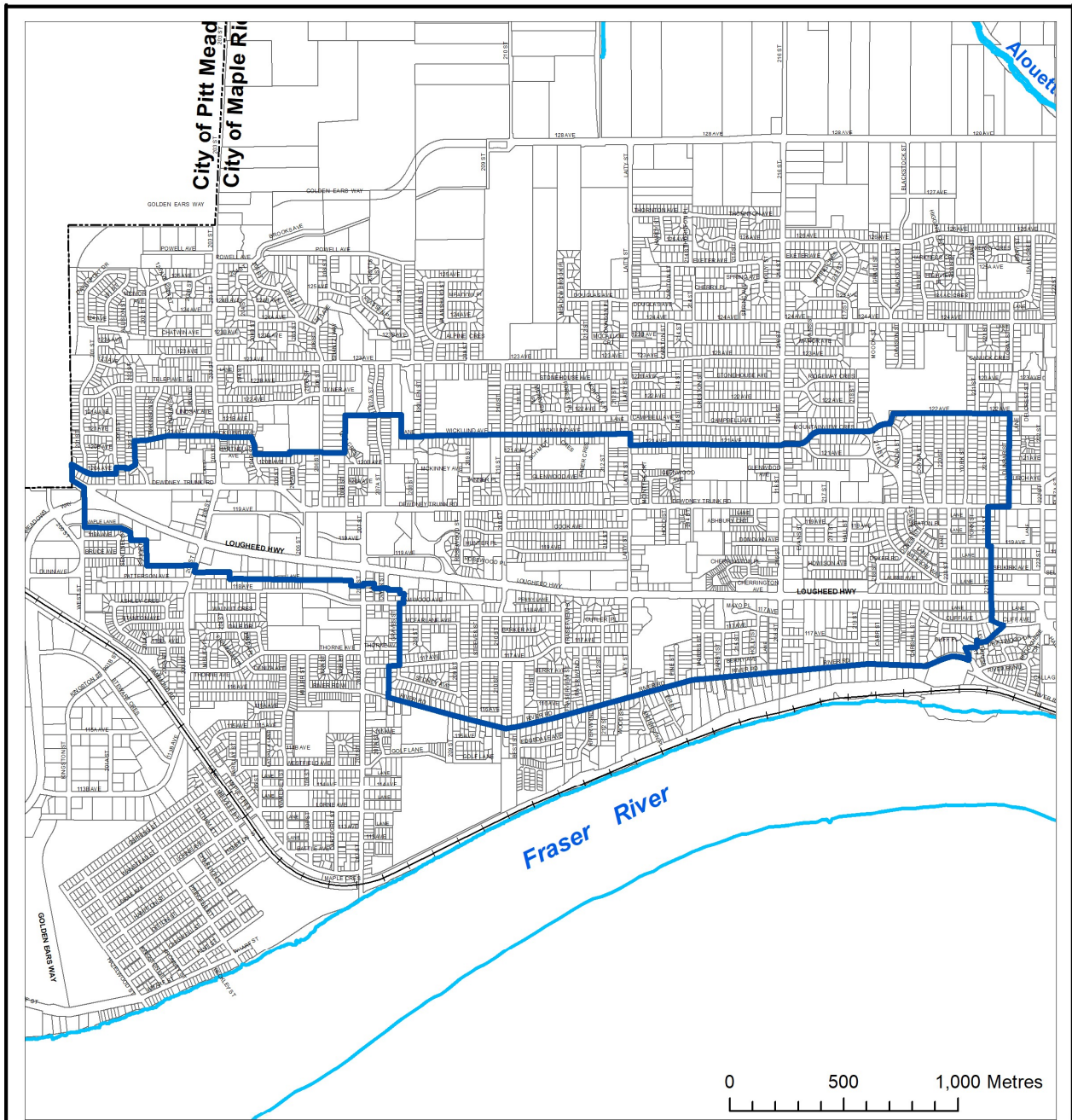
**ADOPTED** the                    day of                    , 20

\_\_\_\_\_  
**PRESIDING MEMBER**

\_\_\_\_\_  
**CORPORATE OFFICER**



# SCHEDULE B



## Lougheed Transit Corridor Area Plan

 Lougheed Transit Corridor Area Boundary

Bylaw No. 7970-2023  
Schedule 'B'



FILE: LTCAP Area - Offstreet Parking Bylaw 7970-2023.mxd  
DATE: Oct 1, 2025 BY: DT