

## **PART 7 OFF-STREET PARKING AND LOADING**

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### **703 Non-Conformity in Off-Street Parking or Loading Spaces**

- (1) A *building* or any portion of a *building* conforming as to *use* but lawfully non-conforming as to required *off-street parking* or loading spaces may be occupied, but must not be reconstructed, moved, or extended unless the required *off-street parking* and off-street loading spaces are provided.
- (2) Despite subsection (1):
  - (a) where a *building* has been lawfully constructed prior to the passage of this bylaw, a new *use* of previously unoccupied floor space is permitted;
  - (b) a change of occupant or tenant to the same *use* requiring the same or fewer *off-street parking* or loading spaces is permitted.
- (3) No *subdivision* or other creation of a new *lot* line is permitted which would increase the non-conformity as to *off-street parking* or loading spaces unless *off-street parking* and loading spaces are provided in accordance with this Part, or higher total numbers of parking and loading spaces are provided.

### **704 Location of Accessory Off-Street Parking**

- (1) *Accessory off-street parking* must be located:
  - (a) on the lot on which the *principal use* is located and on the lot on which a *secondary suite, carriage house or garden cottage* is located; or
  - (b) on a lot which adjoins or has full or partial common frontage directly across a street or *lane* from the lot on which the permitted use exists, as long as the *accessory off-street parking*:
    - (i) is not located on a lot zoned for *residential use* under PART 9 through PART 13 of this Bylaw where the *accessory off-street parking* is related to a permitted use in any commercial, industrial or institutional zone;
    - (ii) is protected by a restrictive covenant in favour of the *City* that ensures full compliance with all provisions of this Bylaw;
    - (iii) is not located across a highway under the jurisdiction of the Provincial Ministry of Transportation; or
  - (c) on a lot administered by the *City* of Coquitlam on a basis acceptable to *Council*.

- (2) *Non-Accessory Off-Street Parking* is only allowed where specifically permitted in a zone or where it is administered by the City of Coquitlam on a basis acceptable to *Council*.

**705 Minimum Design Standards for Off-Street Parking**

Reference section 707 in addition to the following regulations.

**(1) Access to Parking**

*Off-street parking and accessory off-street parking* must:

- (a) have access which is approved by the *General Manager Engineering and Public Works*;
- (b) have an access or egress driveway:
  - (i) connected to a public *street* or *lane*; and
  - (ii) not less than 3.5 metres wide where it is used for one-way vehicular traffic or for one-way vehicular traffic and a walkway, and not less than 6.0 metres where it is used for two-way vehicular traffic;
  - (iii) except for required parking for a *secondary suite, carriage house* and a *garden cottage*.

**(2) Minimum Size of Spaces and Maneuvering Aisles**

- (a) Except where parking is accessory to a duplex, a *carriage house, a garden cottage, a triplex residential* and a *fourplex residential use*, the *parking spaces* and maneuvering aisles must have the following minimum lengths and widths within the lot lines:

<b>Parking Angle (Degrees)</b>	<b>Width of Parking Space (Metres)</b>	<b>Length of Parking Space (Metres)</b>	<b>Width of Aisle (Metres)</b>
90	2.9	5.8	6.1
90	2.7	5.8	6.7
90	2.6	5.8	7.3
60	2.7	5.8	5.5
45	2.7	5.8	3.9
30	2.7	5.8	3.3
180 (parallel)	2.7	7.0	3.6

- (b) The minimum *parking space* size shall be 2.6 metres wide by 5.8 metres long for *one-family residential, duplex residential, carriage house, garden cottage, triplex residential, fourplex residential, and multiplex residential uses*.

- (c) Where the parking angle is 60 degrees, 45 degrees, 30 degrees, or 180 degrees, the aisle width shown above is permitted only where the aisle is for one-way traffic leading to a *lane*, street, or two-way maneuvering aisle; otherwise, the minimum width required is 6.1 metres.
- (d) Notwithstanding (a) above, up to 30% of the *accessory off-street parking* spaces or *off-street parking* spaces being provided on a lot may be for small car parking on the condition that all small car spaces are signed or marked for small car parking and comply with the following minimum specifications:

<b>Parking Angle</b>	<b>Width of Parking Space</b>	<b>Length of Parking Space</b>	<b>Width of Aisle</b>
90°	2.7 m	5.0 m	6.1 m
90°	2.6 m	5.0 m	6.7 m
90°	2.5 m	5.0 m	7.3 m
60°	2.44 m	4.65 m	5.8 m (one-way)
45°	2.6 m	5.0 m	3.9 m (one-way)

**(3) Additional Width by Wall**

Where a *parking space* or maneuvering aisle abuts a *wall* along its side, the space or aisle must be 0.3 metres wider than required under Section 705(2).

**(4) Curb Stops**

In a surface parking site, curb stops allowing a minimum 0.9 metre overhang must be provided:

- (a) for each non-parallel *parking space*, where the parking is on a site with a grade which exceeds ten per cent;
- (b) for each peripheral non-parallel *parking space*, where the parking use is on a site with a grade which does not exceed ten per cent.

**(5) Sidewalks and Curb Planters**

Wherever 100 or more surface *parking spaces* are provided, the following must be provided at suitable locations:

- (a) raised sidewalks not less than 2.1 metres in width where required for pedestrian traffic; and
- (b) curb planters.

## **(6) Underground Parking Structure**

*Off-street parking* and *accessory off-street parking* may be located within an *underground parking structure* having a minimum unobstructed height as regulated under the British Columbia Building Code.

## **(7) Screening of Underground Parking Structure**

Where *off-street parking* or *accessory off-street parking* is located within an *underground structure*, it must be effectively screened from view from the *street*, nearby property, etc., except at driveway and stairwell entrances, by a *landscape screen*, and in accordance with Section 514(4).

## **(8) Surface of Parking Areas**

- (a) Each *parking space* and maneuvering aisle must be surfaced with asphalt, concrete or similar pavement; except, another dust free surface material may be used:
  - (i) where a professional engineer certifies that paving as described above is impractical because of soil or drainage conditions, or both;
  - (ii) the surface is maintained to retain its dust-free nature at all times; and the parking area is graded and drained to properly dispose of surface water.
- (b) *Accessory off-street parking* for a *secondary suite*, a *carriage house* or a *garden cottage* and driveway accesses exclusively for that space may be surfaced with:
  - (i) asphalt, concrete, or concrete pavers or similar permeable pavement; or
  - (ii) other surfaces provided that:
    - (ii.i) the surface is compact, non-eroding and dust-free, and
    - (ii.ii) the surface is maintained to retain its dust-free nature at all times, and
    - (ii.iii) the surface is graded and drained to properly dispose of surface water, and
    - (ii.iv) the grade of the *parking space* does not exceed 10% across its length or width.

## **(9) Marking of Parking Spaces**

Each *parking space* must be clearly delineated by painted lines and each *parking space* required by this bylaw for visitors must be clearly marked "VISITOR PARKING".

## **(10) Off-Street Parking Use**

An *off-street parking use* on any *lot* shall include appropriate landscaping and perimeter buffering.

## 706 Number of Required Off-Street Parking Spaces

The minimum number of *off-street parking* spaces required for each *building* type or *use* is as follows and must include spaces in Section 708.

When the number of required spaces results in a fractional space, any fraction less than 0.5 may be disregarded, and any fraction 0.5 or greater shall require one additional space.

When calculating *parking spaces* based on *gross floor area*, areas used for parking shall not be included.

<u>Type of Building or Use</u>	<u>Required Off-Street Parking Spaces</u>
<b>(1) Residential</b>	
(a) (i) <i>One-Family Residential</i>	2 spaces per <i>dwelling unit</i>
(ii) <i>Duplex Residential</i>	2 spaces per <i>dwelling unit</i> , of which a maximum of 100% may be <i>tandem parking</i> spaces
(iii) <i>Triple residential, fourplex residential, multiplex residential</i>	2 spaces per <i>dwelling unit</i> , of which a maximum of 100% may be <i>tandem parking</i> spaces
(iv) <i>Street-oriented village residential</i>	2 spaces per <i>dwelling unit</i> , of which a maximum of 33% may be <i>tandem parking</i> spaces
(v) <i>Townhouses</i>	2 spaces per <i>dwelling unit</i> , of which a maximum of 33% may be in <i>tandem parking</i> spaces  Plus .20 spaces per <i>dwelling unit</i> designated for visitors
<u>Except:</u>	
<i>Townhouse use</i> located within the Evergreen Line Core and Shoulder Station areas, as defined by Schedule "O" of this Bylaw	0.85 space per <i>studio dwelling unit</i> and one-bedroom <i>dwelling unit</i>  1.25 spaces per <i>dwelling unit</i> with two or more bedrooms  Plus 0.50 spaces per <i>dwelling unit</i> that contains a <i>lock-off unit</i>  Plus 0.15 spaces per <i>dwelling unit</i> designated for visitors,  which may not be <i>tandem parking</i>

**Type of Building or Use**

**Required Off-Street Parking Spaces**

(vi) <i>Secondary Suite</i>	1 space per <i>secondary suite</i> , which may not be <i>tandem parking</i>
(vii) <i>Accessory one-family residential</i>	1 space per <i>dwelling unit</i>
(viii) <i>Carriage house or garden cottage</i>	1 space per <i>dwelling unit</i> , which may not be <i>tandem parking</i>
(b) <i>Apartment use, (except purpose-built rental)</i>	1 space per <i>studio dwelling unit</i> and one-bedroom <i>dwelling unit</i>  1.5 spaces per <i>dwelling unit</i> with two or more bedrooms  Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors
<u>Except:</u> <i>Apartment use</i> located within the Evergreen Line Core and Shoulder Station areas, as defined by Schedule “O” of this Bylaw	0.85 space per <i>studio dwelling unit</i> and one-bedroom <i>dwelling unit</i>  1.25 spaces per <i>dwelling unit</i> with two or more bedrooms  Plus 0.50 spaces per <i>dwelling unit</i> that contains a <i>lock-off unit</i>  Plus 0.15 spaces per <i>dwelling unit</i> designated for visitors
(c) <i>Dwelling units in non market housing developments and below-market rental units</i>	1 space per <i>dwelling unit</i>  Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors
<u>Except:</u> <i>Dwelling units in non market housing developments and below-market rental units</i> located within the Evergreen Line Core and Shoulder Station areas, as defined by Schedule “O” of this Bylaw	0.65 spaces per <i>dwelling unit</i>  Plus 0.50 spaces per <i>dwelling unit</i> that contains a <i>lock-off unit</i>  Plus 0.15 spaces per <i>dwelling unit</i> designated for visitors
(d) <i>Mobile home park use</i>	1.5 space per <i>dwelling unit</i> , one of which one must be immediately adjacent to the <i>mobile home</i> , or pad of the <i>mobile home</i> , for which it is required
(e) <i>Boarding Use</i>	1 space for each sleeping unit

**Type of Building or Use**

**Required Off-Street Parking Spaces**

(f) <i>Congregate Housing and Care Use, and Community Care Use</i>	0.35 spaces for each <i>Licensed Residential Care, Registered Assisted Living or Supportive Housing Unit</i>
(g) <i>Purpose-built rental (except for dwelling units in non market housing developments and below-market rental units noted in (c) above) and expansion of existing rental buildings</i>	1 space per <i>dwelling unit</i> Plus 0.20 spaces per <i>dwelling unit</i> designated for visitors
<u>Except:</u> <i>Purpose-built rental (except for dwelling units in non market housing developments and below-market rental units noted in (c) above) and expansion of existing rental buildings located within the Evergreen Line Core and Shoulder Station areas, as defined by Schedule “O” of this Bylaw</i>	0.75 spaces per <i>dwelling unit</i> Plus 0.50 spaces per <i>dwelling unit</i> that contains a <i>lock-off unit</i> Plus 0.15 spaces per <i>dwelling unit</i> designated for visitors
<b>(2) Commercial</b>	1 space per 40 m <sup>2</sup> of <i>gross floor area</i>
<u>Except:</u>	
(a) <i>Grocery stores with a gross floor area of more than 325 m<sup>2</sup></i>	1 space per 30 m <sup>2</sup> of <i>gross floor area</i>
(b) <i>Mini-warehouses</i>	1 space per 100 m <sup>2</sup> of <i>gross floor area</i>
(c) <i>Liquor primary establishment</i>	1 space per 10 m <sup>2</sup> of <i>gross floor area</i>
(d) <i>Tourist Accommodation uses</i>	1 space per <i>sleeping unit, or dwelling unit</i>
(e) <i>Assembly uses permitted in Commercial and Service Commercial Zones</i>	1 space per 30 m <sup>2</sup> of <i>gross floor area</i>
<u>Except:</u>	
(i) <i>Child-minding services, youth/senior centres</i>	1 space per 40 m <sup>2</sup> of <i>gross floor area</i>
(f) <i>Commercial and civic uses permitted in the C-7 zone or a CD zone located within Schedule O (excludes: park use)</i>	1 space per 55 m <sup>2</sup> of <i>gross floor area</i>
(g) <i>Commercial uses permitted in the Business Enterprise (B) zone</i>	1 space per 100 m <sup>2</sup> of <i>gross floor area</i>

**Type of Building or Use**

**Required Off-Street Parking Spaces**

Except:

(i) *Commercial recreation, grocery store, office, restaurant, specialty food retail*

1 space per 40 m<sup>2</sup> of *gross floor area*

(h) *Commercial uses permitted in an Industrial (M) zone*

1 space per 100 m<sup>2</sup> of *gross floor area*

(i) *Casino Gaming*

1 space per 10 m<sup>2</sup> of *gross floor area*

**(3) Industrial**

1 space per 100 m<sup>2</sup> of *gross floor area*

**(4) Institutional**

(a) *Assembly use*

1 space per 10 m<sup>2</sup> of *gross floor area*

Except:

(i) *Child-minding services, youth/senior centres, pre-schools (not located in Commercial or Service Commercial Zones)*

1 space per staff member

(ii) *Places of worship*

1 space per 20 m<sup>2</sup> of *gross floor area*

(b) *Civic use*

1 space per 40 m<sup>2</sup> of *gross floor area*

(c) *Schools*

(i) *Primary school, including kindergarten, elementary and middle schools*

1 space for every 10 students of school capacity

(ii) *Secondary school*

1 space for every 7 students of school capacity

(iii) *Post-secondary institution*

1 space per 35 m<sup>2</sup> of *gross floor area*

(d) *Extensive recreation use*

(i) *Golf courses*

10 spaces per hole

(ii) *Golf driving ranges*

1 space per driving tee

(iii) *Marinas*

1 space per two boat mooring berths

(iv) *Sports clubs*

1 space per 40 m<sup>2</sup> of *gross floor area*

(v) *Stadium*

1 space per 10 fixed seats

(e) *Animal shelter*

1 space per 40 m<sup>2</sup> of *gross floor area*

(f) *Hospital*

0.30 spaces per patient bed



**707 Minimum Design Standards for Off-Street Accessible Parking Spaces**

- (1) *Off-street parking* spaces designated for *accessible parking* must be:
  - (a) A minimum size 2.7 metres wide by 5.8 metres long;
  - (b) Provided with an access space of 1.3 metres in width adjacent to the *accessible parking* space. Where this access space is adjacent to another *accessible parking* space, the access space may be shared between two adjacent *accessible parking* spaces;
  - (c) Clearly marked by a painted wheelchair symbol on the pavement, and by an erected vertical rectangular sign facing toward the *accessible parking* space. The vertical sign is to be of a size and design following the Provincial Catalogue of Standard Traffic Signs; and
  - (d) Located so as to allow convenient barrier-free access to the entrance to the *building or use* for which the *accessible parking* spaces are provided.

**708 Number of Required Off-Street Accessible Parking Spaces**

- (1) A portion of the required *off-street parking* spaces listed in Section 706 shall be designated as *Accessible Parking* at the rates below:
  - (a) Within the *residential uses* of *townhouse, apartment, purpose-built rental, congregate housing and care, and community care* shall be calculated at a ratio of the greater of either:
    - (i) 2.5% of the total number of *off-street parking* stalls shall be designated as *accessible parking*; or
    - (ii) A minimum of 0.5 *accessible parking* space shall be provided for each *accessible residential dwelling unit or adaptable unit*.
  - (b) Within *commercial, industrial, or institutional building or use* classes the following number of the required *off-street parking* spaces must be designated as *accessible parking*:

<b>Required Total Off-Street Parking Spaces</b>	<b>Spaces Designated as Accessible Parking Spaces</b>
1-39	1
40-74	2
75-124	3
125-174	4
Over 175	4 spaces, plus one additional space per 50 required <i>off-street parking</i> spaces or portion thereof

**709 Minimum Standards for Off-Street Loading Spaces**

(1) The minimum dimensions for each type of off-street loading space will be based on the description of each outlined in Subsection (i).

(i) Each off-street loading space must achieve the following minimum dimensions:

<b>Type</b>	<b>Minimum Loading Space Length in Metres (includes operating clearances)</b>	<b>Minimum Loading Space Width in Metres (includes operating clearances)</b>	<b>Minimum Vertical Clearance in Metres</b>
Type A	7.5	3.5	3.5
Type B	12.5	3.5	4.5
Type C	25.0	4.5	4.5

(ii) In residential only developments, the Type B minimum vertical clearance is reduced to 3.5 metres.

- (2) Each off-street loading space must be designed to allow for unloading or loading of goods or materials by motor vehicles without encroachment by the motor vehicle upon, or disruption to the operation of, a *street*, *public lane* or public space;
- (3) Provided with sufficient maneuvering space to avoid the necessity of using *off-street parking spaces, streets or lanes*;
- (4) Sited at an elevation convenient to a major floor level of the *building* or to a utility elevator serving each major floor, and to an adjoining exterior door; and
- (5) Located to allow for receipt or delivery of goods or materials by motor vehicles without encroachment by the motor vehicle upon a *street* or *lane* while receiving or delivering goods or materials.

**710 Number of Required Accessory Off-Street Loading Spaces**

**(1) Required Off-Street Loading**

The number and type of required off-street loading spaces for each *building* will be in accordance with the following, based on *building use* and size:

<b>Building Use</b>	<b>Classification: Principal Dwelling Units Square metres (m<sup>2</sup>)</b>	<b>Minimum Number of Type A</b>	<b>Minimum Number of Type B</b>	<b>Minimum Number of Type C</b>
<i>Residential</i>	80 or less	None	None <sup>i</sup>	None
	81 – 300	None	1	None
	Add required loading bay(s) for any portion of each 300 <i>dwelling units</i>	None	1	None
<i>Retail or Restaurants</i>	Up to 500 m <sup>2</sup>	1	None	None
	501 - 2000 m <sup>2</sup>	None	1	None
	2001 - 5000 m <sup>2</sup>	None	1	1
	Add required loading bay(s) for any portion of each 15,000 m <sup>2</sup>	None	1	1
<i>Office</i>	Up to 500 m <sup>2</sup>	1	None	None
	501 - 2000 m <sup>2</sup>	None	1	None
	2001 - 5000 m <sup>2</sup>	1	1	None
	5001 - 15,000 m <sup>2</sup>	1	2	None
	Add required loading bay(s) for any portion of each 10,000 m <sup>2</sup>	1	1	None
<i>Industrial</i>	Up to 500 m <sup>2</sup>	None	1	None
	501 - 2000 m <sup>2</sup>	None	None	1
	2001 - 5000 m <sup>2</sup>	None	1	1
	Add required loading bay(s) for any portion of each 5000 m <sup>2</sup>	None	1	1

- i One Type B loading space required if *street or lane* frontage cannot be used for stopping and or parking of at least one Type B vehicle.

For developments containing *residential uses* as well as *commercial, office and/or industrial uses*, the number and type(s) of required off-street loading spaces will be calculated based on the sum of the total number of *dwelling units* within the development and the total *floor area* of all *commercial, office and/or industrial uses* within the development.

**(2) Exception**

Notwithstanding Subsection (1) above, off-street loading spaces may not be required for residential developments if each unit has a driveway or private *roadways* internal to the development are provided or the development proposes a private *lane* which can accommodate loading operations without adversely impacting on maneuverability.

**711 Off-Street Bicycle Parking**

Off-street bicycle *parking spaces* shall be provided as set out in this Section.

When the number of required spaces results in a fractional space, any fraction of 0.50 or less may be rounded down to the nearest whole number, and any fraction greater than 0.50 shall be rounded up to the nearest whole number.

Whenever spaces for *bicycle parking, short-term*, are required such spaces must be located at pedestrian entrances at grade.

<b>Use</b>	<b>Minimum number of spaces required for <i>Bicycle Parking, Long-Term</i></b>	<b>Minimum number of spaces required for <i>Bicycle Parking, Short-Term</i></b>
<i>Apartment; Townhouse</i>	1.25 spaces per principal <i>dwelling unit</i>	6 spaces for each <i>building</i> entrance <b>Exception:</b> <i>townhouse buildings</i> without <i>concealed parking</i> are required to have 6 spaces located at a <i>common amenity area</i>
<i>Congregate Housing and Care; Community Care Use</i>	0.05 space per unit of: <i>Licensed Residential Care; Assisted Living, Registered; or Supportive Housing</i>	6 spaces for each <i>building</i> entrance
<i>Commercial; Office</i>	4 spaces plus 0.1 space per 100 m <sup>2</sup> of <i>gross floor area</i>	6 spaces for each <i>building</i> entrance
<i>Tourist Accommodation</i>	1 space for every 30 <i>sleeping units</i> or <i>dwelling units</i>	6 spaces for each <i>building</i> entrance
<i>Industrial</i>		3 spaces for each <i>building</i> entrance for any <i>building</i> with 1000 m <sup>2</sup> or more of <i>gross floor area</i>
<i>Institutional</i>		6 spaces for each <i>building</i> entrance for any <i>building</i> with 1000 m <sup>2</sup> or more of <i>gross floor area</i>

<i>Use</i>	<b>Minimum number of spaces required for <i>Bicycle Parking, Long-Term</i></b>	<b>Minimum number of spaces required for <i>Bicycle Parking, Short-Term</i></b>
<i>Primary or Secondary School; Post-Secondary Institution</i>		1 space for every 20 students of school capacity
<i>Assembly</i>		6 spaces for each <i>building</i> entrance for any <i>building</i> with 1000 m <sup>2</sup> or more of <i>gross floor area</i>
<i>Civic</i>		6 spaces for each <i>building</i> entrance for any <i>building</i> with 1000 m <sup>2</sup> or more of <i>gross floor area</i>

## 712 Off-Street Bicycle Parking Minimum Design Standards

### (1) Long-Term Bicycle Parking

Spaces for *bicycle parking, long-term* must:

- (a) be located in a private parking area, parking garage, or bicycle room;
- (b) be independently accessible and all doors en route to *bicycle parking, long-term* shall be fitted with automatic door openers;
- (c) be provided in a secure bicycle storage area which contains bicycle racks, or must be provided in the form of a bicycle locker and is accessible only to residents or employees of the *building*;
- (d) be located no lower than the first complete parking level below grade unless as approved by the *General Manager Engineering and Public Works*;
- (e) have access routes that:
  - (i) have wheel ramps, as required, and not stairs; and
  - (ii) provide a minimum clear width of 2.0 metres; and
- (f) be equipped with electrical outlets.

### (2) Short-Term Bicycle Parking

Spaces for *bicycle parking, short-term*, must:

- (a) be visible and provided at grade within 15 metres of each *building* entrance(s);
- (b) have access routes that provide a minimum clear width of 2.0 metres;
- (c) be provided in racks, permanently anchored to the ground or a permanent *structure*;
- (d) be well-lit; and
- (e) be weather protected.

### **(3) End of Trip Facilities**

- (a) Where *bicycle parking, long-term* is required for non-residential *buildings* minimum two on-site amenity rooms are required and shall include as a minimum the following features: shower, changing room, water closet, wash basin, mirror, and electrical outlet.
- (b) Personal storage lockers shall be provided within close proximity to the on-site amenity rooms in non-residential *buildings*. The number of personal lockers shall equal the number of *bicycle parking, long-term* spaces on the site.

### **(4) Bicycle Maintenance Facilities**

- (a) Where *bicycle parking* is required on-site, bicycle maintenance areas shall be provided for each *building* and shall include as a minimum the following: work space and desk, repair stand, wash station, and bicycle tire air pump.

## **713 Off-Street Parking Management for the Evergreen Line Core and Shoulder Station Areas**

An owner of a *lot* located within the Evergreen Line Core and Shoulder Station Areas, as identified in Schedule “O” of this Bylaw, who applies for a *building* permit to construct or add additional *gross floor area* to a *building* or *structure* for an *apartment, townhouse, commercial, or office use* which requires *off-street parking* spaces under Section 706 will be required to provide *transportation demand management* measures and may opt to reduce the number of required *off-street parking* spaces through payment in-lieu of parking, subject to the following:

- (1) *Transportation demand management* measures must be approved by the *General Manager Engineering and Public Works*, and must include:
  - (a) Contribution to the *transportation demand management* monitoring fund for *apartment, townhouse, commercial or office uses*;
  - (b) Provision of *transportation demand management* travel information packages to the occupants of all *apartment or townhouse dwelling units* and *commercial* units, including *office* and retail units; and
  - (c) Provision of directional signage to on-site *parking spaces* for *residential* and *commercial* visitors, including *office* visitors; and
- (2) Payment in-lieu of parking for parking reductions for a *lot* located in the Evergreen Line Core and Shoulder Station Areas, as identified in Schedule “O” is permitted as follows:

<b>Allowable <i>Off-Street Parking</i> Reduction for each <i>Use</i></b>	<b>Payment for each <i>Off-Street Parking Space</i> – Evergreen Line Core Area</b>	<b>Payment for each <i>Off-Street Parking Space</i> – Evergreen Line Shoulder Area</b>
Up to 5%	\$20,000	\$25,000
Next 5% up to 10%	\$30,000	\$35,000
Next 5% up to 15%	\$35,000	Not Permitted

#### **714 Requirements for Electric Vehicle Charging Infrastructure**

This Section sets out the minimum number of *parking spaces* required pursuant to this Part that must also be equipped each with an *energized outlet* for an *electric vehicle*.

Each *energized outlet* required under this Section 714 must provide *level 2 charging* or higher.

Where an *electric vehicle energy management system* is implemented, the Director of Development Services may specify a minimum performance standard to ensure a sufficient rate of *electric vehicle* charging.

##### **Type of Building or Use**

##### **(1) Residential**

- (a) *Apartment, Townhouse, Street-Oriented Village Home Residential*

##### **Required Off-Street Parking Spaces**

The lesser of:

- (i) the number of principal *dwelling units*; and
- (ii) 100% of the number of *parking spaces* required pursuant to this Part, excluding *parking spaces* designated for visitors

Additional Requirement: No *parking spaces* designated for visitors shall be equipped with any *energized outlets* required under this Section 714.

#### **715 Waste Management and Recycling Services Requirements**

Waste Management and Recycling Services including storage and staging for any *building use* classified in Subsection 710(1) must be provided on-site without encroachment by the motor vehicle upon, or disruption to the operation, of a *street*, public *lane* or public space.

## 716 Shared Parking for the Evergreen Line Core and Shoulder Station Areas

- (1) Subject to Subsection 716(2), shared *parking spaces* may be permitted on sites with two or more land *uses* that share a common *off-street parking structure* and which may reduce peak parking supply requirements below the cumulative requirement for individual land *uses*.
- (2) The types of *parking spaces* or *uses* that are eligible for shared *parking spaces* are: *residential visitor, commercial, office, assembly, and civic*.
- (3) Notwithstanding Subsections 716(1) and (2) above, other sites or land *uses*, at the discretion of the *City*, may be considered for shared *parking spaces* upon approval by the *General Manager Engineering and Public Works*.
- (4) Shared *parking spaces* must be available to all intended users sharing the parking pool, with no designated or reserved spaces permitted except for small car and *electric vehicle* charging spaces. Reserved spaces for specific individuals, *businesses* or groups of users on a site are allowed on the site, but such spaces shall not be counted as part of the shared parking supply.
- (5) A study outlining the shared *parking spaces* arrangement must be undertaken by a Professional Engineer and approved by the *General Manager Engineering and Public Works*.
- (6) Shared *parking spaces* may reduce the number of required *off-street parking spaces*, as identified in Section 706, up to a maximum of 25%.
- (7) An easement, covenant, or statutory right-of-way, or any combination of the foregoing, at the discretion of the *General Manager Engineering and Public Works*, must be registered on title to any parcel(s) for which shared *parking spaces* are provided, which may include any of the following: a specification of the minimum number of spaces in each shared parking pool, or a requirement that such *parking spaces* be permanently maintained for the types of *parking spaces* or *uses* for which they are required with no reserved spaces for individual users.
- (8) Upon the cessation of any of the *uses*, the basis for which the shared parking calculation was made under this Section, or the provision of new or replacement *uses* at a site where such new or replacement *uses* would alter the original number of required *off-street parking spaces* for the site, a further parking study must be provided to the *City* as per the City of Coquitlam's Shared Parking Guidelines Policy to confirm that the shared parking supply for the proposed site *uses* is sufficient.