

FILE: 08-3360-20/26

REPORT DATE: August 21, 2026 **MEETING DATE:** September 01, 2026

TO: Mayor and Council

FROM: Patrick Ward, Director of Planning and Development

SUBJECT: Zoning Bylaw Update – Parking Regulations

CHIEF ADMINISTRATIVE OFFICER REVIEW/APPROVAL: M. Roberts / August 26, 2026

RECOMMENDATION(S):

THAT Council:

- A. Has, pursuant to Sections 479(6), 525.1(4) and 525.2(4) of the *Local Government Act*, considered the Provincial Policy Manual: Transit-Oriented Areas and the Provincial Policy Manual: Small Scale, Multi-Unit Housing, as outlined in the “Zoning Bylaw Update – Parking Regulations” report presented at the September 1, 2026 Council meeting, and in that regard, considers that no further consideration of the Provincial Policy Manuals is required at this time; AND
 - B. Grant first and second readings to Zoning Amendment Bylaw No. 3062, 2026; AND
 - C. Direct Staff to schedule a Public Hearing for an upcoming Council meeting; OR
 - D. Other.
-

PURPOSE

For Council to consider parking regulation updates to the City’s Zoning Bylaw that provide increased clarity, ease of interpretation, and respond to emerging land development trends.

☐ Information Report

☒ Decision Report

☐ Direction Report

DISCUSSION

Background:

In 2023, staff reviewed the Zoning Bylaw for consistency with the new Official Community Plan and presented the findings in a report at the June 13, 2023 Council meeting. Staff recommended

a number of updates and received Council's direction to proceed with bringing those forward for consideration. The following updates have since been adopted by Council:

- New mobile home park zone
- Updates to home occupation regulations
- Clarity regarding building separation requirements
- Updates to farm retail sales and migrant farm workers housing regulations
- Updates to vehicle inspection and repair regulations

Staff continue to work on the remaining amendments recommended at the June 13, 2023 meeting as they align with other work and initiatives. These include:

- General review of multi-family zones and potential rental tenure zoning
- Recreation vehicle storage in agricultural areas
- Updating building setback requirements from watercourses

This package of parking-related amendments is intended to improve interpretation and administration of the Zoning Bylaw and respond to emerging land use trends. The proposed amendments include:

- New electric vehicle (EV) charging infrastructure requirements, carried forward from the original 2023 list of recommended amendments;
- New accessible parking requirements, developed following the October 2025 adoption of the City's Accessibility Plan;
- Updating commercial vehicle regulations to improve administration; and
- Minor revisions to bicycle parking and storage requirements to improve bylaw interpretation.

Staff anticipate bringing the remaining Zoning Bylaw amendment matters forward for Council's consideration as part of future reports later this year or early 2027.

Relevant Policy, Bylaw or Legislation:

City of Pitt Meadows Official Community Plan (OCP)

Policy 11.2.3: Promote energy efficiency in existing buildings and through transportation initiatives to help reduce GHG emissions in the community

- i. Explore options for encouraging and developing infrastructure for electric vehicle charging stations.

Policy 7.1.3: Continue to require accessibility features in new multi-family developments where feasible and appropriate.

The OCP also addresses accessibility more broadly through policies that promote:

- Universal accessibility in public spaces.
- Walkable neighbourhoods.
- Safe and accessible transportation networks.
- Barrier-free pedestrian infrastructure.
- Inclusive community design.

City of Pitt Meadows Accessibility Plan

Priority 1: Outdoor Spaces, Places and Buildings

c. Continue applying accessible and adaptable design standards to new developments.

Analysis:

EV Charging Requirements

The proposed regulations (see Attachment B) establish requirements to support the provision of electric vehicle (EV) ready electrical infrastructure in new developments. Rather than requiring Level 2 charging stations to be installed at the time of construction, the proposed bylaw requires that parking spaces be provided with roughed-in electrical infrastructure necessary to accommodate future Level 2 charging.

Metro Vancouver municipalities are increasingly incorporating electric vehicle charging requirements into their planning and zoning regulations. Common approaches include requiring EV-ready electrical infrastructure, dedicated electrical capacity, or a minimum percentage of parking spaces with EV charging capability to support the transition to zero-emission vehicles and reduce greenhouse gas emissions. Coquitlam, Delta, the Township of Langley, and Maple Ridge all require EV-ready infrastructure in new developments, while some municipalities, such as Delta, also require a portion of parking spaces (20% of residential spaces) to be equipped with installed EV chargers. Providing conduit, electrical connections, and related infrastructure during initial construction (i.e., roughed-in, EV-ready infrastructure) facilitates the future installation of EV charging equipment and avoids the need for costly and extensive modifications after a building is occupied. This approach ensures that new development is EV-ready and able to accommodate electric vehicle charging infrastructure when required by future residents and tenants.

The proposed requirements also recognize that parking demand and charging needs vary by land use. Residential developments would require one EV-ready parking space per dwelling unit to ensure residents could install charging equipment in the future. Visitor parking in apartment and townhouse developments would be required to be 50% EV-ready to provide flexibility as visitor charging demand grows. Commercial and industrial developments would be required to provide

EV-ready infrastructure for 10% of required parking spaces, reflecting the typically lower proportion of vehicles that require on-site charging while allowing future expansion if demand increases.

An exemption for secondary suites and garden suites recognizes that these forms of housing are generally developed on existing residential lots where providing additional electrical infrastructure may be impractical or disproportionately costly. The exemption also supports the City's objectives to encourage the development of these smaller housing forms.

Overall, the proposed regulations are intended to provide a cost-effective, scalable and flexible framework that supports the adoption of electric vehicles, reduces future retrofit costs, and ensures new development is prepared for changing transportation needs without imposing the higher upfront costs associated with installing charging stations in every required parking space.

Accessible Parking Requirements

Prior to 2018, the City relied on the BC Building Code's accessible parking requirements for new development proposals, changes in building use, or extension of an existing building. Accessible parking requirements were, however, removed in 2018 from the BC Building Code to allow municipalities to set their own parking requirements.

Since the removal of these requirements from the BC Building Code, developers have continued to propose and supply accessible parking consistent with the old requirements, and staff have continued to make recommendations promoting accessibility. Incorporating accessible parking requirements into the Zoning Bylaw, and expanding them to other types of development, establishes clear expectations for development applicants and supports enhanced community accessibility.

The proposed accessible parking requirements consist of two sets of requirements: design / dimensional requirements for parking spaces, and the number of required accessible parking spaces for each type of development. The design/dimensional requirements generally remain consistent across all land use and development types; however, the number of required spaces varies according to land use and density considerations.

Staff reviewed the accessible parking requirements from several Metro Vancouver municipalities. The review indicates that the requirements for the number of accessible parking stalls vary considerably among municipalities. Some municipalities apply flat percentages, while others use tiered formulas or requirements tied to specific land uses or accessible dwelling units. Staff also considered accessible parking standards from the City's adaptable housing policy and the National Standard of Canada (see Attachment A for a comparison table). All of these various regulations and standards were presented to the Community Support and Accessibility

Committee at their meeting on May 23, 2026, and the committee provided general feedback regarding the provision, use and maintenance of accessible parking spaces.

Based on the review and the collected feedback, staff recommend two sets of minimum accessible parking standards be employed: one for apartments and townhouse developments, and another for other uses, including commercial, institutional, and industrial uses (see Table 1). Single-family dwellings, agricultural uses, home-based businesses, secondary suites and certain other uses are exempted. These uses are proposed to be exempt because they are private or low intensity in nature, generate little or no public parking demand, and are not typically intended to serve the general public. The recommended dimensional requirements for accessible parking stalls, included in Attachment B, are consistent with the City of Pitt Meadows Adaptable Housing Policy, the National Standard of Canada and other Metro Vancouver municipalities.

Table 1: Proposed Accessible Parking Space Requirements

Minimum Number of Parking Spaces Required	Minimum Number of Accessible Parking Spaces Required
Apartment and townhouse developments with common parking	
Less than 25	2
25-50	4
51-100	6
101-150	8
2 additional accessible parking spaces for every 50 required parking spaces more than 150	
All other uses, except single-family dwelling, duplex, mobile home, secondary suites, garden suites, boarding, home-based businesses and townhouse developments without common parking	
Less than 25	1
25-50	2
51-75	3
76-100	4
1 additional accessible off-street parking space required for every 50 required off-street parking spaces more than 100	

Updating commercial vehicle regulations for residential properties

The proposed amendments are intended to clarify and improve the administration and enforcement of commercial vehicle parking regulations in residential zones. The existing limit of one commercial vehicle per dwelling unit would be retained, with the provision revised to make

clear that only one commercial vehicle is permitted per dwelling unit, regardless of size. The maximum permitted weight is also proposed to be updated from the current 4,600 kg gross vehicle weight to 5,500 kg licensed gross vehicle weight.

Replacing gross vehicle weight with licensed gross vehicle weight provides a more objective and readily verifiable standard for administration and enforcement. Unlike actual gross vehicle weight, which can vary depending on the vehicle at the time it is observed, licensed gross vehicle weight is a registered value that can be more readily confirmed by staff. The change would therefore provide greater consistency in determining compliance.

The proposed 5,500 kg threshold is anticipated to accommodate modern full-size contractor pickup trucks, commercial vans, and similar utility or service vehicles, while continuing to restrict larger commercial vehicles, including most box trucks, large moving trucks, and other medium- and heavy-duty vehicles, from being parked or stored on residential properties. The threshold is also consistent with standards used by several neighbouring municipalities, including the Township of Langley, Maple Ridge, and Port Coquitlam. A 5,500 kg licensed gross vehicle weight is also a recognized provincial threshold, as commercial vehicles over this weight are subject to requirements to report to highway scales.

Construction vehicles larger than 5,500 kg will be permitted during work hours, where needed for the construction, repair, servicing or maintenance of the property.

Revisions to bicycle parking and storage regulations

Staff are proposing to remove the provision in the Zoning Bylaw that limits the number of bicycles permitted within a bicycle storage facility. Removing this restriction would allow property owners and building occupants greater flexibility to design and use designated bicycle storage areas according to their needs. Minimum bicycle parking requirements will remain unchanged.

Updates to the Bylaw Notice Enforcement Bylaw No. 2439, 2009

The Bylaw Notice Enforcement Bylaw serves as the City's main mechanism for issuing fines related to specific bylaw offences. Schedule A of the bylaw identifies the designated contraventions and corresponding penalties. In this Schedule, City bylaws that can levy a fine through bylaw notices are currently listed individually, along with the specific infraction from the bylaw and associated fine amount.

Zoning Amendment Bylaw No. 3062 includes amendments to the Bylaw Notice Enforcement Bylaw, adding new fines for not providing EV charging or accessible parking spaces. The subsection of this bylaw that addresses commercial vehicle parking in residential zones is also being updated to reflect the proposed amendments to the commercial vehicle parking regulations, as explained above.

Consultation

Information regarding the proposed Zoning Bylaw amendments has been posted on the City's website. Staff also contacted members of the development community directly to seek input on the proposed EV charging requirements and accessible parking standards, and no feedback was received from that outreach. If the amendments are supported by Council, a public hearing will be scheduled, providing members of the public with an opportunity to review and comment on the proposed bylaw.

Provincial Policy Considerations

Section 479(6) of the Local Government Act requires that Council consider the Provincial Policy Manual: Transit-Oriented Areas when developing or adopting a zoning bylaw. Sections 525.1(4) and 525.2(4) of the Local Government Act require that Council consider the Provincial Policy Manual: Transit-Oriented Areas and the Provincial Policy Manual: Small Scale, Multi-Unit Housing, respectively, when developing or adopting an off-street parking or loading regulation. These policy manuals have been reviewed and in staff's opinion, the proposed Zoning Bylaw amendments are in keeping with the applicable guidelines, noting that the Local Government Act specifically allows for the regulation of accessible parking within transit-oriented areas. It is recommended that no further consideration of these Provincial Policy Manuals is required at this time.

COUNCIL STRATEGIC PLAN ALIGNMENT

- ☐ Principled Governance ☒ Balanced Economic Prosperity ☐ Infrastructure
☐ Community Spirit & Wellbeing ☐ Corporate Pride ☐ Public Safety
☐ Not Applicable

Affordability - Promote accessible and affordable transportation, daycare and a variety of housing opportunities to help families and businesses thrive.

WORKPLAN IMPLICATIONS

- ☒ Already accounted for in department workplan / no adjustments required
☐ Emergent issue / will require deferral of other priority(ies)
☐ Other
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FINANCIAL IMPLICATIONS

☒ None ☐ Budget Previously Approved ☐ Referral to Business Planning
☐ Other

There are no financial implications associated with this report.

PUBLIC PARTICIPATION

☒ Inform ☐ Consult ☐ Involve ☐ Collaborate ☐ Empower

Comment(s): As described in the report.

KATZIE FIRST NATION CONSIDERATIONS

Referral ☐ Yes ☒ No ☐ Other

SIGN-OFFS

Written by:

Dana K. Parr,
Planner II

Reviewed by:

Colin O'Byrne,
Manager of Planning

Patrick Ward,
Director of Planning and Development

ATTACHMENT(S):

- A. Accessible Parking Standards Comparison Table
- B. Zoning Amendment Bylaw No. 3062, 2026

Accessible Parking Standards Comparison Table

Municipality	Use Category	Requirement (Simplified)	Thresholds / Formula	Key Notes
City of North Vancouver	Residential	0.038 accessible spaces per parking space	Linear ratio	Applies to total parking supply
	Non-residential	Base + incremental	1 per 25 spaces (up to 50), then +0.02 per additional space	Scales with parking supply
New Westminster	Care & institutional uses	Tiered requirement	1 for up to 15 spaces, 2 for 16–30 spaces, 3 for 31–50 spaces, 4 for 51–75 spaces, 5 for 76–100 spaces, +1 per 30 spaces over 100	Applies to care-related residential uses
	Medical uses	10% of required parking	Flat percentage	Hospitals, clinics, dental offices
	Multiple dwellings	Tiered requirement	1 for 1-15 spaces, 2 for 16-39 spaces, 3 for 40 – 69 spaces, 4 for 70 – 100 spaces, +1 per 30 over 100	Residential buildings

	Other uses	Tiered requirement	1 for 1 – 25 spaces, 2 for 26-50 spaces, 3 for 51 - 75 spaces, 4 for 76 – 100 spaces, +1 per 50 over 100	Excludes low-density residential
Surrey	All uses	Minimum 2% of required parking	Applies when >12 spaces	50% must be van-accessible; if only 1 space, it must be van-accessible
	Residential (ground-oriented)	Exempt	No accessible parking requirements	Excludes units with individual garages; visitor spaces still required
Coquitlam	Commercial uses	Tiered requirement	1 (26–75), 2 (76–125), 3 (126–200), + 1 per 100 over 200	Applies when ≥ 26 spaces
	Residential uses	Greater of two ratios	1 per 30 units OR 1 per 2 accessible units	Applies to apartments, townhouses, care housing
Port Coquitlam	General (large parking supply)	1 per 100 spaces	Applies when >50 spaces	Minimum 1 space required
	Residential (≥ 10 units)	Minimum requirement	At least 1 accessible visitor space	Must be common property in strata
	All uses (BCBC-related)	Based on accessible units	1 per required accessible sleeping room	Linked to BC Building Code
National Standard of Canada	All uses	Tiered requirement	1-3 accessible spaces for 2-50 required spaces, 2-4 for 51-100 spaces, 4-8 for 101-	Offers a range of required accessible parking

			200 spaces, 5-10 for 201-300 spaces, 6-12 for 301-500 spaces, 6-12 plus 1-3 spaces for every 100 spaces over 500.	
City of Pitt Meadows Adaptable Housing Policy	Apartment buildings	Tiered requirement	2 accessible parking spaces for 0-25 required spaces, 4 for 26-50 spaces, 6 for 51-100 spaces, 8 for 101-150 spaces, 10 for 151-200 spaces, 12 for 201 to 250 spaces, 14 for 251-300 spaces, 16 for 301-350 spaces, 18 for 351-400 spaces, 20 for 401-450 spaces	
Pitt Meadows Recommended Accessible Parking Requirements	Apartment and townhouse developments with common parking	Tiered requirement	2 accessible parking spaces for less than 25 required spaces, 4 for 25-50 spaces, 6 for 51 to 100 spaces, 8 for 101-150 spaces, 2 additional accessible parking spaces for every 50 required parking spaces thereafter	Single-family dwelling, duplex, mobile home, secondary suites, garden suites, boarding, home-based businesses and townhouse developments without common parking are exempted
	All other uses	Tiered requirement	1 accessible parking space for less than 25	

			required spaces, 2 for 25-50 spaces, 3 for 51-75 spaces, 4 for 76-100 spaces and 1 additional accessible off-street parking space required for every 50 required off-street parking spaces more than 100	
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CITY OF PITT MEADOWS
ZONING AMENDMENT BYLAW
NO. 3062, 2026

Attachment B

A bylaw to amend applicable sections of Zoning Bylaw No. 2505, 2011 and
Bylaw Notice Enforcement Bylaw No. 2439, 2009

The Council of the City of Pitt Meadows enacts as follows:

1. This Bylaw may be cited as the "Zoning Amendment Bylaw No. 3062, 2026".
2. The Zoning Bylaw No. 2505, 2011 is amended as follows:
 - a) Subsection 2.3 [General Definitions] is amended by deleting the definition for Commercial Vehicle and replacing it with the following:

COMMERCIAL VEHICLE means a vehicle engaged in carrying, or which is designed to carry, goods, wares or merchandise and which is licensed as a commercial vehicle under the appropriate municipal or provincial laws or regulations.

- b) Section 4.20 [Commercial and Recreational Vehicle Parking and Storage] is deleted in its entirety and replaced with the following:

4.20 Commercial and Recreational Vehicle Parking and Storage

In residential zones, vehicles, boats, and equipment parked or stored outdoors on any lot at any time shall be limited to the following:

- a) *Not more than one recreational vehicle per dwelling unit;*
 - b) *A maximum of one commercial vehicle is permitted per dwelling unit; or*
 - c) *Not more than one unlicensed vehicle in an operable condition; and a*
 - d) *No commercial vehicle parked or stored on a lot shall have a licensed gross vehicle weight exceeding 5,500 kg;*
 - e) *Despite subsection d), vehicles and equipment with a gross vehicle weight exceeding 5,500 kg that are required for the construction, repair, servicing or maintenance of the premises may be present on the lot only during normal working hours;*

- f) *Recreational vehicles stored on a lot must be stored no closer than:*
- i. *0.9 metres from the closest edge of the sidewalk; or*
 - ii. *Where there is no sidewalk, 0.9 metres from the curb or edge of the travelled roadway.*
- c) Subsection 7.3 [Off-Street Parking Requirements] is amended by:
- i. deleting paragraph 7.3(d) and replacing with the following, including adding a new Table 7.2 and renumbering all subsequent tables and references to those tables in Section 7 accordingly:
 - d) *For any new building, addition, or enlargement of an existing building, or for any change in the occupancy of any building that results in the need for additional parking spaces, accessible parking spaces shall be provided as specified in Table 7.2:*

Table 7.2
Off-Street Accessible Parking Requirements

<i>Minimum Number of Parking Spaces Required</i>	<i>Minimum Number of Accessible Parking Spaces Required</i>
<i>Apartment and townhouse developments with common parking</i>	
<i>Less than 25</i>	<i>2</i>
<i>25-50</i>	<i>4</i>
<i>51-100</i>	<i>6</i>
<i>101-150</i>	<i>8</i>
<i>2 additional accessible parking spaces for every 50 required parking spaces more than 150</i>	
<i>All other uses, except single-family dwelling, duplex, mobile home, secondary suites, garden suites, boarding, home-based businesses and townhouse developments without common parking</i>	
<i>Less than 25</i>	<i>1</i>
<i>25-50</i>	<i>2</i>
<i>51-75</i>	<i>3</i>
<i>76-100</i>	<i>4</i>
<i>1 additional accessible off-street parking space required for every 50 required off-street parking spaces more than 100</i>	

ii. adding the following new paragraphs:

- e) *Off-street accessible parking spaces shall*
 - i. *have a clear width of at least 3.7 m;*
 - ii. *be constructed and located to permit convenient access to a building entrance; and*
 - iii. *be clearly designated as being reserved for the exclusive use of persons with disabilities.*
- f) *Developments with ground-oriented multiple-unit residential buildings with individual surface-level garages or carport parking are excluded from providing accessible parking spaces for the residential portion of the required parking provided that accessible parking spaces for visitors are still provided.*
- g) *For a residential use within a Transit Oriented Area, the number of required accessible parking spaces shall be determined using Table 7.2, based on the number of off-street parking spaces that would otherwise be required under Table 7.1.*
- h) *The following regulations shall apply to any development containing 10 or more dwelling units:*
 - i. *at least one accessible parking space shall be provided as part of the visitor parking space requirements; and*
 - ii. *the accessible parking space shall be included within the common property if the development is a strata development.*
- d) Subsection 7.7 [Bicycle Storage Requirements] is amended by deleting subparagraph d) ii;
- e) Section 7 [Parking and Loading Spaces] is amended by adding a new subsection 7.8 as follows:

7.8 EV Charging Requirements

Electric Vehicle Charging Infrastructure

- a) *Where off-street parking is provided, for each:*
 - i. *Single-family, duplex, townhouse or apartment use, a minimum of one parking space per dwelling unit shall be provided with roughed-in infrastructure capable of providing Level 2 charging;*

- ii. *Apartment and townhouse use, a minimum of 50% of visitor parking spaces shall be provided with roughed-in infrastructure capable of providing Level 2 charging;*
- iii. *Commercial and industrial use with 10 or more off-street parking spaces, a minimum of 10% of the required parking spaces shall be provided with roughed-in infrastructure capable of providing Level 2 charging.*
- b) *Garden suites and secondary suites shall be exempted from the EV charging requirements of this section.*
- c) *Energized outlets and charging stations provided pursuant to Section 7.7a above shall be installed in conformance with the B.C. Electrical Code.*
- d) *Any visitor, or industrial or commercial use parking spaces provided with EV charging stations shall be clearly marked to indicate that the spaces are designated for EV charging.*

3. Bylaw Notice Enforcement Bylaw No. 2439, 2009 is amended as follows:

- a. Schedule A [Designated Bylaw Penalties and Contraventions] is amended by deleting from the Zoning Bylaw No. 2505, 2011 table the following penalties:

DESCRIPTION	SECTION NO IN BYLAW	DISCOUNTED PENALTY IN \$ (Within 14 Days)	FULL PENALTY IN \$	COMPLIANCE AGREEMENT DISCOUNT (After 14 Days)
<i>Park/store more than one other vehicle exceeding a gross vehicle weight of 4,600 kg</i>	4.20(b)	80	100	n/a
<i>Park/store prohibited vehicle/equipment in residential zone</i>	4.20(d)	80	100	n/a
<i>Park/store a recreational vehicle within 0.9 metres of sidewalk or curb</i>	4.20(e)	80	100	n/a

- b. Schedule A [Designated Bylaw Penalties and Contraventions] is amended by adding the following penalties to the Zoning Bylaw No. 2505, 2011 table:

DESCRIPTION	SECTION NO IN BYLAW	DISCOUNTED PENALTY IN \$ (Within 14 Days)	FULL PENALTY IN \$ (After 14 Days)	COMPLIANCE AGREEMENT DISCOUNT
Park/store more than one commercial vehicle per dwelling unit	4.20(b)	80	100	n/a
Commercial vehicle exceeding 5,500kg licensed gross vehicle weight	4.20(d)	80	100	n/a
Park/store prohibited vehicle/equipment in residential zone	4.20(e)	80	100	n/a
Park/store a recreational vehicle within 0.9 metres of sidewalk or curb	4.20(f)	80	100	n/a
Failure to provide required number of accessible parking spaces	7.3 (d)	160	200	n/a
Failure to provide accessible parking spaces in accordance with dimensional requirements	7.3(e)	160	200	n/a
EV charging not provided	7.8	160	200	n/a

READ a FIRST and SECOND time , 2026.

PUBLIC HEARING held , 2026.

READ a THIRD time , 2026.

APPROVAL from Ministry of Transportation and Transit , 2026.

ADOPTED on , 2026.

Nicole MacDonald
Mayor

Kate Barchard
Corporate Officer