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The Corporation of **THE CITY OF NORTH VANCOUVER**  
**ENGINEERING, PARKS & ENVIRONMENT DEPARTMENT**

**REPORT**

To: Mayor Linda Buchanan and Members of Council

From: Blair Underhill, Planner 2

Subject: CURB ACCESS AND PARKING PLAN – POLICY AND IMPLEMENTATION

Date: April 1, 2025 File No: 16-8350-20-0041/1

*The following is a suggested recommendation only. Refer to Council Minutes for adopted resolution.*

**RECOMMENDATION**

PURSUANT to the report of the Planner 2, dated April 1, 2025, entitled “Curb Access and Parking Plan – Policy and Implementation”:

THAT the City of North Vancouver Curb Access and Parking Plan be endorsed;

THAT staff be directed to undertake initial implementation in 2025;

THAT the Resident and Visitor Parking Policy, endorsed in 2013, be rescinded;

THAT the Resident and Visitor Parking Policy (2025) be endorsed;

THAT “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes) be considered for readings;

AND THAT staff return with updated revenue forecasts and present options for community investment as part of the 2026-2030 financial planning process.

**ATTACHMENTS**

1. Curb Access and Parking Plan (CityDocs [2571352](#))
2. Curb Access and Parking Plan Phase Two Engagement Summary Report (CityDocs [2567159](#))
3. Resident and Visitor Parking Policy (2013) (CityDocs [2647251](#))
4. Resident and Visitor Parking Policy (2025) (CityDocs [2645893](#))

5. Proposed Bylaw 9088, tracked changes version, “Street and Traffic Bylaw, 1991, No. 6234” (CityDocs [2578245](#))
6. “Street and Traffic Bylaw, 1991, No. 6234, Amendment Bylaw, 2025, No. 9088” (Curb Access and Parking Plan Policy Changes) (CityDocs [2568272](#))

## **SUMMARY**

This report presents the Curb Access and Parking Plan (Attachment #1) for Council’s consideration, to improve the reliability of finding parking in high-demand areas of the City.

This plan includes policy direction for pay parking, permit parking, loading zones, accessible parking, and additional special-use parking areas. The Plan is grounded in engagement outcomes (Attachment #2), proven practices in the region, and detailed local analysis.

These changes will be realized by way of initial implementation and amendments to the Resident and Visitor Parking Policy (Attachment #4) as well as an amendment to the Street and Traffic Bylaw (Attachment #6).

Recommended rates have been set with consideration for the scale of change for the community and are below market rates. Staff have modelled a ‘transition’ rate for pay parking that provides a substantial cost reduction for the first hour of a parking session during 2025 and 2026.

If the Curb Access and Parking Plan is endorsed, staff will return to Council with a 2025-2029 Revised Financial Plan to fund program costs and an amendment to the Fees and Charges Bylaw to reflect changes to pay and permit parking rates.

## **BACKGROUND**

### **Why We Need to Update our Curb Space and Parking Policies**

The City’s existing curb space policies were developed in the 1990s to navigate issues of the time. These dated approaches limit the ability for staff to manage the challenges of today. Without changes to how we manage curb space, we anticipate:

- Lack of reliable parking turnover in front of businesses, frustrating patrons and impacting business;
- Safety and congestion issues as deliveries and drop-offs struggle to find dedicated space;
- Shortage of accessible parking for people with disabilities;
- Busy residential streets near commercial areas struggling to manage competing demands.
- New housing with limited off-street parking in some areas, increasing pressures on-street without demand management;

- Many residents continuing to not be eligible for on-street parking near their homes in permit parking areas; and
- More congestion, pollution, and lost time spent circling for parking;

Policies in the Curb Access and Parking Plan will allow more people and businesses to reliably access curb space when and where needed. Observed parking demand on our streets will guide ongoing adjustments to ensure the objectives of this Plan are met.

### **Plan Purpose and Objectives**

This plan includes direction for pay parking, permit parking, loading zones, accessible parking and additional special-use parking areas.

The Curb Access and Parking Plan seeks to achieve the following objectives:

- Improve the reliability of finding parking in high-demand areas of the City;
- Update our parking policies to promote fairness so more people can access curb space when and where needed;
- Support businesses through improved curb space management.

## **DISCUSSION**

### **Policy Changes to Parking and Curb Access**

The Curb Access and Parking Plan recommends five policy changes that are based on best practices in curb space management, technical analysis, engagement feedback and meeting plan objectives.

- **Change 1:** Expand pay parking in high-demand areas to increase parking turnover and availability.
- **Change 2:** Update the Resident and Visitor Parking Policy by expanding the geographic coverage, and adjusting the eligibility criteria and costs.
- **Change 3:** Expand short-term loading zones for the efficient and safe movement of people and goods.
- **Change 4:** Provide more accessible on-street parking spaces for people with disabilities in close proximity to shops, services, and key destinations across the City.
- **Change 5:** Enable unique special-use parking to ensure a wide range of curb space needs are achieved.

The specific actions associated with each policy change can be found in the attached Curb Access and Parking Plan.

Several of these actions (expansion of pay parking, permit parking, loading zones, and accessible parking spaces) would be reflected through initial implementation which is explained in the following section.

Policy-related action would be reflected through an update to the Resident and Visitor Parking Policy (Attachment #4) as well as an amendment to the Street and Traffic Bylaw (Attachment #6).

## **Public and Interest-holder Engagement**

Staff undertook two phases of public and interest-holder engagement for this project. Phase 1 engagement focused on current state feedback and building awareness of the benefits associated with improved curb access.

Phase 2 engagement aimed to further refine and validate proposed policy changes with the community. The following list provides the general thematic response to proposed policy changes:

- People generally don't like paying for parking, but it is recognized as an effective method of managing parking demand in busy areas.
- There is an understanding that modernizing the Resident & Visitor Parking Policy is necessary, with support for a fair approach that maintains resident priority.
- There is support for more short-term loading zones to accommodate pick-ups and drop-offs as well as quick deliveries.
- There is demand for more accessible parking spaces for people with disabilities, particularly in busy areas.
- There is recognition that special-use parking can provide benefits and that it should be carefully considered alongside general parking supply.

The Phase 1 Engagement Summary Report can be found online at [www.cnv.org/curb](http://www.cnv.org/curb). The Phase 2 Engagement Summary Report is attached (Attachment #2).

## **Prioritizing Areas Experiencing High Curb Space Demand**

There is over 130 km of usable curb space in the City. Staff are unable to update signage all at once and therefore must consider prioritization and phasing for a seamless change to curb space regulations. This means focusing on areas with the highest observed parking occupancy which are Lower and Central Lonsdale.

Parking occupancy refers to how many spots are available within a block and the ideal condition is to always have 1-2 spots available – which translates to an 85% occupancy. Once occupancy exceeds 85%, drivers must circle the block or may decide to forgo a trip altogether, negatively impacting businesses. Data gathered from the summer of 2024 shows that occupancy exceeds 85% for much of Lower and Central Lonsdale.

## **Signage Adjustments**

The City will follow best practices for managing general use and permit parking, seeking to maintain curb space occupancy at less than 85% for peak periods (midday weekday), so there are a few spaces available on any given block. The following types of parking regulations will be applied in high demand areas as it relates to adjacent land use.

- *Pay parking* is best applied in commercial areas to increase access for more vehicles near shops and businesses.
- *Pay parking except with permit* is best applied in mixed residential commercial areas. This provides residents with priority to park near their homes for the cost of a resident-exempt permit, and allows other vehicles to still use the space through pay parking.
- *Time-limited parking except with permit* is best applied on busy residential blocks. This provides residents with priority to park near their homes for the cost of a resident-exempt permit and allows other vehicles to use the space for a time-limited period.
- *Time-limited parking (no exemption)* may continue to be applied in some situations where parking turnover is desired but without sufficient demand to require pay parking (e.g., schools, small commercial nodes).

### Initial Implementation

Figures 1 on the following page shows existing conditions in Lower and Central Lonsdale. Figure 2 shows proposed predominant regulation type for each block in the implementation area, recognizing additional curb space uses (e.g., loading zones, accessible spaces, etc.) will continue to be accommodated.

This regulatory plan is what staff believe is required to achieve the policy goals of the program and the desired occupancy of 85% on-street for both commercial pay parking and residential permit parking zones.

By concurrently installing regulatory changes to commercial and residential areas in the highest demand areas, we can expect to see improvement to curb space availability while also actively mitigating spillover issues (which may occur in nearby residential blocks if only commercial area pay parking were installed).

Alongside signage adjustments, the residential permit parking program will shift from a restrictive block-based system to a more flexible zone-based approach. This will provide residents with more options nearby, if parking spaces directly in front of a home are unavailable.

To summarize, we anticipate commercial area parking availability to considerably improve based on expanding pay parking areas. Residential area parking availability is also expected to improve based on expanding permit parking areas, and with more vehicles using off-street spaces (e.g., driveways, garages) where they exist.

This initial implementation introduces change to how we use our streets. Staff have developed a comprehensive communications plan detailed below that will support the transition period.

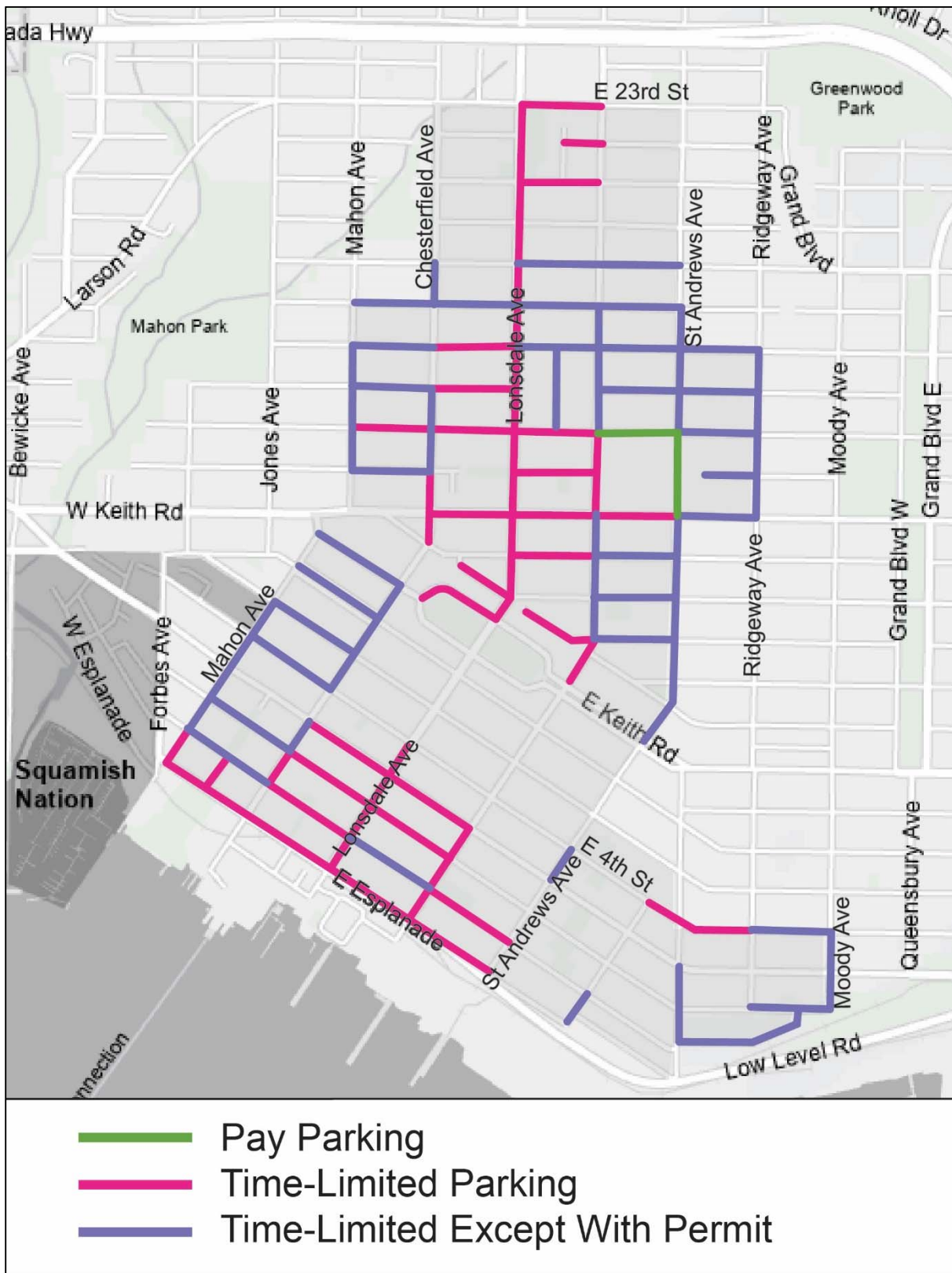


Figure 1: Existing Parking Regulations in Lower and Central Lonsdale



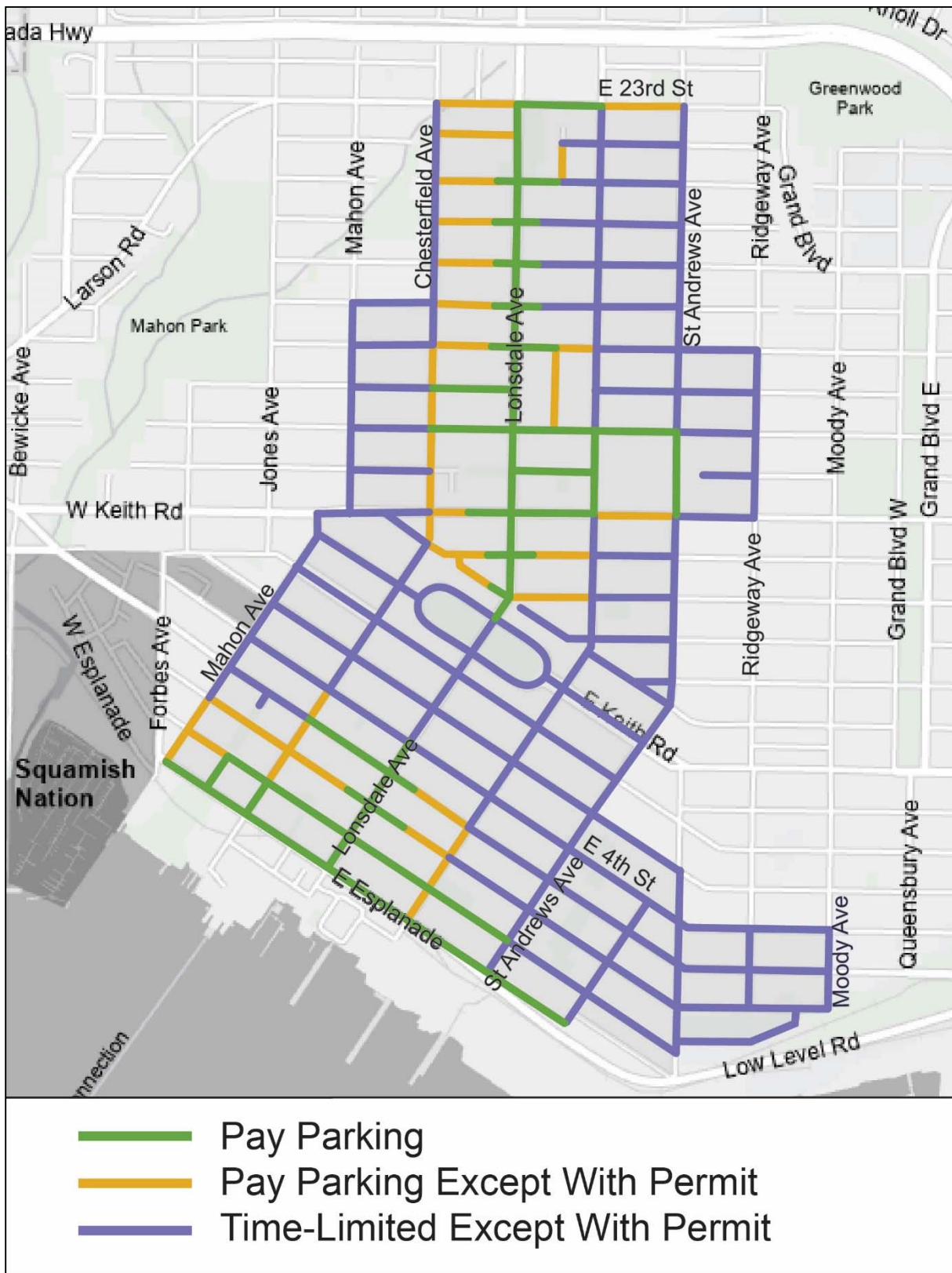


Figure 2: Future Parking Regulations in Lower and Central Lonsdale

## **Pay and Permit Parking Rates**

Three types of pay and permit parking regulations are included in the Curb Access and Parking Plan to manage curb space use and turnover in high demand commercial and residential parts of the City. Recommended rates are based on regional research, and local off-street hourly and monthly rates.

### *Commercial Pay Parking Rates*

On-street regional pay parking rates range from \$3.00/hour to \$6.00/hour. Typically, higher pay parking rates are reflective of higher parking demand. Current CNV rates are \$2.25/hour in the existing on-street pay parking spaces surrounding Lions Gate Hospital. Service fees, charged by the parking platform (app) provider, are paid in addition to the hourly rate and in this region can range anywhere from \$0.10-\$0.30 per parking session.

In light of the existing demand and the vibrant, mixed-use character of our commercial areas in Lower and Central Lonsdale, staff recommend a pay parking rate of \$3.00/hour. This price is still below market rate compared to off-street pay parking lots, but is anticipated to begin creating the conditions desired at our curb – namely being able to find an available space or two in every block.

For simplicity, a single rate would be introduced and following the first year of monitoring rates would be adjusted up or down (or hold steady) based on the actual occupancy measured.

### *Residential Permit Rates*

Resident parking permits in the region range from \$2.10/month to \$39.65/month. CNV rates are currently lowest in the region at \$2.10/month. Similar to on-street pay parking, higher permit rates are typically seen in high demand areas. For comparison, off-street parking spaces in multi-unit residential buildings can cost as much as \$200/month in Lower and Central Lonsdale.

It is important to start treating on- and off-street rates as one ecosystem as the rates signal the desired type of parking activity. On-street parking, when available, is generally viewed as more convenient than parking off-street. However, when rates are too low on-street, occupancies exceed the desired 85% and drivers start to prefer the reliability of a dedicated off-street space to avoid circling blocks further from home in a scramble to find parking. By bringing on-street rates into closer alignment with off-street rates, we expect more off-street spaces to be used where they exist. As such, staff recommend increasing the base permit rate to \$15.00/month (i.e. \$.50/day). This change, like pay parking rates, would be monitored through 2026 and adjusted in 2027 based on measured occupancy.



### *Parking Rate Principles*

The following principles will be followed for maintaining available space on our streets in commercial and residential areas:

- Apply a transition pay parking rate of \$1.00/hour for the first hour until the beginning of 2027.
- Allow up to two resident parking permits per household (i.e. unit) with the second permit costing twice the first to encourage use of off-street parking.
- Initially apply a uniform City-wide rate for both pay and permit parking and allow parking demand to set zone rates over time.
- Use occupancy observations to determine whether rates for permit and pay parking increase, decrease or stay the same for each zone the following year.

*Table 1: Recommended Initial Pay and Permit Parking Rates*

<b>PAY PARKING</b>	<b>Pay Parking Rate (hourly)</b>
Daytime Pay parking (6am-6pm)	\$3.00
Evening Pay parking (6pm-9pm)	\$2.00
<i>Rate adjustment</i>	+\$0.25 / -\$0.25 per hour

<b>RESIDENT EXEMPT PARKING PERMITS</b>	<b>Permit Parking Rate (monthly)</b>
First household vehicle permit	\$15.00
Second household vehicle permit	\$30.00
Homecare provider	\$15.00
<i>Rate adjustment</i>	+20% / -20%

<b>VISITOR PARKING PERMITS</b>	<b>Permit Parking Rate (monthly)</b>
Hiring a contractor	\$20.00
Borrowing a vehicle	\$30.00
Courtesy or Rental Vehicle	\$30.00
Hosting an out-of-town visitor or house sitter	\$30.00
New resident (1 month without proof of address)	\$30.00
<i>Rate adjustment</i>	+20% / -20%

### **Implementation Plan**

An implementation plan has been developed that accounts for staff/contractor resourcing, schedule, communications, and a transition plan from the existing policy.

- Staff/contractor resourcing: the City has confirmed the cross-departmental internal team responsible for the delivery of the plan, led by the Transportation division. The City will seek external support for sign production and installation due to volume.
- Schedule: Initial implementation will span eight months, May through December 2025, including timing contingency. This includes two months at the start for

procurement, hiring, sign printing, and communications, followed by 6 months of sign installation.

- Communications: A communications plan has been developed that follows a “no surprises” approach to public education and garnering adoption. The plan follows an expanding, phased approach that includes an online platform with interactive maps, city-wide mail outs, advertising, and on-the-ground educational opportunities for both businesses and residents.
- Transition Plan: It will take time to build awareness of new parking signage and regulations. A gentle transition is planned with bylaw enforcement officers issuing warnings for initial weeks. Continuous monitoring will allow adjustments to be made if there are unforeseen curb space impacts.

## **FINANCIAL IMPLICATIONS**

### *Project Costs and Funding Strategy*

Capital costs (contractor support, sign printing, pay stations) can be addressed through a revised 2025-2029 Financial Plan, without impact to tax, by borrowing from the Civic Amenity Reserve, subject to future Council consideration. Loan repayments via parking revenues would then be made to this reserve.

The initial implementation will require \$1,074,000, which reflects a strong focus on communications through the transition period. To facilitate implementation in advance of a revised 2025-2029 Financial Plan being presented to Council, short-term funding reallocation(s) from internal projects can be utilized ahead of the revised 2025-2029 Financial Plan with this short-term funding reallocation again subject to future Council consideration.

Operating costs include hiring of staff (enforcement, community response, monitoring) and ongoing maintenance and equipment fees. These costs can also be funded by parking revenue, without tax impact, through a revision to the 2025-2029 Financial Plan.

The 2025-2027 Capital & Operating expenditures of this program are estimated to be \$3,334,000 (including inflation).

### *Program Revenue*

The parking program is expected to generate revenue for the City which can be used to fund Council’s strategic priorities, strengthen City reserves and/or realize a tax rate offset.

Following implementation, staff will return to Council to provide an updated revenue forecast and present options for community investment as part of the 2026-2030 financial planning process.

## INTER-DEPARTMENTAL IMPLICATIONS

The Curb Access and Parking Plan establishes policy direction which will have cross-organizational impacts. The project maintains an internal governance structure which includes staff from across the organization to support the delivery of this work.

## STRATEGIC PLAN, OCP OR POLICY IMPLICATIONS

The Curb Access & Parking Plan supports and builds upon transportation-related objectives in core policy documents:

- CNV Official Community Plan (2014)
  - 2.2.2 - Strategically manage on-street and off-street transportation facilities to prioritize more sustainable forms of transportation through a variety of measures.
  - 7.2.10 - Ensure a balance between transportation demand management principles seeking to discourage single-occupant vehicle travel behaviour and providing adequate and appropriate parking to support local businesses.
- CNV Mobility Strategy (2022)
  - 6A – Review curb space use across the City to better meet the needs of street users.
  - 6B – Ensure there are sufficient loading zones, pick-up and drop-off zones, and accessible parking spots in high-demand locations.
- 2022-2026 Council Strategic Plan
  - Support the effective use of curbside space through updated parking policy and practices.

## NEXT STEPS

If the Curb Access & Parking Plan and initial implementation are endorsed, staff will proceed with implementation.

Staff will also return to Council with a 2025-2029 Revised Financial Plan and an amendment to the Fees and Charges Bylaw to reflect changes to pay and permit parking rates.

RESPECTFULLY SUBMITTED:



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Blair Underhill, Planner 2