



District of North Vancouver

CORPORATE POLICY

Section:	Engineering
Sub-Section:	Transportation
Title:	On-Street Parking Policy

POLICY

It is the policy of the District of North Vancouver Council that on-street parking be effectively managed through the articulation of clear goals, the use of appropriate regulatory tools and the use of follow-up evaluation criteria.

REASON FOR POLICY

To provide the District's on-street parking management goals, available parking management regulatory tools and evaluation criteria for implementing the on-street parking regulations.

PROCEDURE

1. Goals of On-Street Parking Regulatory Tools

The on-street parking regulatory tools will be used on a site specific basis to support the following goals:

- Improve liveability in residential neighbourhoods;
- Maintain public accessibility to parks and other open spaces;
- Promote local commercial activity through increased turnover;
- Encourage travel by public transit and sustainable modes of transportation;
- Achieve fair and consistent parking management treatments across the District;
- Complement and support the OCP and town centres; and
- Regulate based on daily and seasonal variations in demand.

2. On-Street Parking Regulatory Tools

The following on-street parking regulatory tools are endorsed for use in the District of North Vancouver:

- Resident Parking Only (RPO);
- Time Limited Parking with/without Resident Exempt (RE); and
- Pay Parking with/without Resident Exempt (RE).

3. Evaluation Criteria for On-Street Parking Regulatory Tools

3.1 Resident Parking Only (RPO) and Resident Exempt (RE) Zones

RPO or RE may be considered based on the following criteria:

- Road classification: local and collector roads only are eligible for RPO/RE;
- Demonstrated level of parking demand during peak periods: 85% occupancy required for RPO consideration, 75% occupancy required for RE consideration; and
- Demonstrated support for on-street parking regulations: 67% support required by abutting property owners.
- Regulation and enforcement periods established to suit parking demand variation by season of year, day of week and time of day

3.2 Time Limited and/or Pay Parking

Time Limited and/or Pay parking may be considered for the following areas:

- Town and village centres;
- Around major trip generators such as public parks, transit hubs, civic buildings, libraries, tourist attractions; and
- High-density mixed-use buildings.

4. Parking Permits

Residents/property owners of streets where on-street parking regulatory tools are in place may purchase permits (based on available parking supply and demand) exempting them from the parking restrictions:

- For their own vehicles; and
- For their visitors vehicles.

AUTHORITY TO ACT

Municipal Engineer

Approval Date:	November 23, 2020	Approved By:	Regular Council Meeting
1. Amendment Date:		Approved By:	
2. Amendment Date:		Approved By:	
3. Amendment Date:		Approved By:	