



<https://www.dnv.org/sites/default/files/edocs/reduced-parking-rates.pdf>

The Corporation of the District of North Vancouver

## ADMINISTRATIVE AND OPERATIONAL POLICY

Title	Reduced Parking Rates for Multifamily Residential Developments
Section	Engineering and Public Works

### POLICY

It is **staff policy** that parking rates below what is required in Part 10 of the District's Zoning Bylaw may only be considered in a multifamily residential development when the development proponent submits a written commitment (travel demand management plan) on specific actions to be undertaken that may:

- Support residents' choice to own fewer vehicles; and
- Ensure parking occurs on-site, so that development-generated parking does not overflow into adjacent neighbourhoods.

If the proposed travel demand management (TDM) plan is not sufficient, a reduced parking rate will not be supported and the development proposal will need to be revised.

**Policy approved on:** December 15, 2014

Policy amended on:

### PROCEDURE

Before a reduced parking rate is considered, the proponent must prepare a TDM plan to the **satisfaction of the Municipal Engineer**. The District would anticipate that the plan would address the following:

- ☐ Proposed reduced parking rate applies to **multifamily residential** land use
- ☐ Identify whether site is located in a frequent transit development area (i.e. Lower Lynn, Marine Drive, Capilano Village) or within 400 m of existing/planned frequent transit
- ☐ Commitment to provide access to alternative mode of transport:
  - ☐ At least one secure bike parking stall per residential unit
  - ☐ At least one six-month two-zone transit pass for every parking space reduced (Note: In general, one pass can justify one less parking stall)
  - ☐ At least one on-site car-share vehicle and parking stall (Note: In general, one car-share vehicle can justify reduction of four stalls)
- ☐ Personal travel planning information for residents (before they move in)
  - ☐ Information on cycling routes and cycling skills training
  - ☐ Information on transit access
  - ☐ Information on destinations within walking distance
- ☐ Identify any plans to share visitor parking with commercial parking
- ☐ Commitment to provide post-implementation information to the District
- ☐ Other items that demonstrate a robust trip reduction strategy
- ☐ Summary of proposed parking rates relative to Zoning Bylaw (per Appendix 1)

## Appendix 1: Sample Table Summarizing Proposed Parking Rate Relative to Zoning Bylaw

Unit Type	# of Units	Rate in Zoning Bylaw	Bylaw spaces required	Proposed Rate	Assumptions	Proposed # of spaces
Apartment						
Town Home						
Visitor						
Total						

### Lowest rates that may be considered, per Town/Village Centre Implementation Plans

- 0.1 spaces per visitor
- 1.5 parking spaces per unit for townhomes in village or town centres
- 1.1 spaces per unit for apartments in Frequent Transit Development Areas
- 1.4 stalls per unit for apartments outside Frequent Transit Development Areas
- 0.75 spaces per unit for purpose-built rental and non-market apartments
- All other parking to be provided per parking rates outlined in part 10 of the District's zoning bylaw, i.e.:
  - Commercial parking
  - Seniors residential parking
  - Handicap parking spaces
  - Small parking spots