

Curb Access and Parking Plan FAQ

Why are we proposing changes to parking policy?

Many of our existing parking policies date back to the 1990s. Finding parking is a daily issue we hear from all of our community members including seniors, parents, business owners, and visitors. There is such high demand in many areas that community members need to continuously circle blocks looking for available space, leading to congestion, pollution, and strains on community member's time.

The proposed Curb Access and Parking Plan will improve parking availability in our busy commercial and residential areas.

What changes does the Plan include?

The City is proposing adjustments to best manage parking demand across the City.

Busy commercial areas will see a transition towards more paid parking, allowing community member to pay only for the time they need, before moving on and letting others use this valuable space.

In residential areas, we are expanding eligibility for resident permits as they are effective at prioritizing resident parking while still allowing visitors parking for shorter stays.

In mixed-use areas, we will be introduce paid parking except with permit. This allows residents of the area to park with a permit, and others to pay for the time that they are using.

What does the proposed primary regulation mean for each block?

These areas will include a mix of paid parking, permit parking, and paid parking except with permit. In many cases, there will be a mix of regulations based on demand and close by uses.

Examples:

- 100 Block E 1st is expected to have a mix of paid parking and paid parking except with permit, to support access to businesses and maintain priority for residents.
- 100 Block E 18th is expected to have pay parking up to the laneway off Lonsdale and transition to time-limited parking except with permit to maintain resident priority.
- 200 Block W 4th will primarily have time-limited parking except with permit to maintain resident priority.

There will continue to be loading zones, accessible spaces, and other curb uses as needed on each block.

What are the key proposed changes to Resident and Visitor Parking Policy?

Resident permits prioritize parking close to home for those that live in the area. Typically, these areas allow non-permit holders (such as visitors) to park for up to 2 hours during the day and early evening, with no restrictions overnight (9pm–9am).

Currently, community members in most multi-family buildings aren't eligible for a parking permits. While some have off-street parking, many must walk long distances. By expanding eligibility and creating larger permit zones (instead of the block-by-block permit areas of today), more residents will be able to park closer to their homes.

Our visitor parking policy remains largely unchanged, providing space for contractors and rental vehicles, and hosting visitors and out-of-town guests. Homecare support workers will continue to be able to access these zones, just like today.

How much off-street residential parking is currently not used?

While most community members use the off-street parking—such as driveways, garages, and parking lots-- available to them, we know some is used for storage, home gyms or offices. Roughly 20% of off-street parking spaces in the City is not used for parking. If utilized, this could increase our on-street availability for those who do not have access to off-street parking.

How much off-street public pay parking is currently not used?

There are over 2000 paid, public parking spaces in off-street parking lots in Central and Lower Lonsdale. Even at our busiest times of year, there is typically up to 40% available parking spaces in our off-street paid parking lots.

What are the proposed paid parking costs?

Recommended parking rates are based on regional trends and local off-street prices. In the region, on-street parking typically costs \$3.00–\$6.00/hour, depending on demand. App service fees add \$0.10–\$0.30 per session. The current rate near Lions Gate Hospital is \$2.25/hour.

To improve availability across our City, a \$3.00/hour rate is proposed— still below off-street prices and within regional norms. Cost adjustments, whether decreasing or increasing, may be made after the first year, based on demand. To ease in this transition, the first hour of parking would cost \$1.00 until 2027.

What are the proposed permit parking costs?

Resident parking permits in the region range from \$2.10/month to \$39.65 per month, with CNV at the lowest rate of \$2.10. In comparison, off-street parking in multi-unit buildings can cost up to \$200/month in Lower and Central Lonsdale.

To better manage demand, on- and off-street parking should be seen as part of the same system. On-street spots are often more convenient, but if rates are too low, demand exceeds ideal levels and residents may struggle to find space. To encourage better use of off-street parking, staff recommend raising the base residential permit rate to \$15.00/month (\$0.50/day). This would be monitored through 2026 and adjusted in 2027 based on actual use.