

# Parking



## Mount Pleasant

City of Vancouver  
**Community**  
planning program

On-street parking is generally treated differently on local residential streets from on arterial streets. For information about arterials, please see the “Parking on Arterials” Fact Sheet.

### On-street Parking on Residential Streets

Parking is permitted on unregulated residential streets. Residents who live on streets near facilities which increase parking pressures can request “resident parking only”, or, in some cases, be integrated into a “resident permit parking” system.

Resident Parking Only (RPO) zones typically are found in single family dwelling areas and are addressed on a block by block basis. RPO zones are initiated and installed once it is established that a significant parking problem exists on the block. These zones are usually found near commercial areas, schools, parks, or other destinations which attract motorists. They are enforced on a complaint basis since it is the residents who can identify who is entitled to park and who is not.

Resident Permit Parking (RPP) zones are typically found in multiple dwelling areas. These types of zones are reserved for larger parking problems and generally extend for several blocks around locations like VGH, the West End, and SkyTrain stations. Once the system is in place, a resident who wishes to park on the street must purchase a parking permit each year. These zones are routinely patrolled by Parking

Enforcement because each vehicle can be checked for a valid permit.

In Mount Pleasant, there are a number RPO blocks and one extensive RPP zone. The RPP zone encompasses portions of the area between 10<sup>th</sup> Avenue and 15<sup>th</sup> Avenue from Cambie Street to Quebec Street, north of Broadway in the Mount Pleasant Industrial Area, and between Scotia and Brunswick Streets from 5<sup>th</sup> Avenue to 8<sup>th</sup> Avenue. These areas are heavily parked during the day by commuters who work nearby.

Motorists displaying a valid permit for people with disabilities (SPARC placard) may park in RPO and RPP zones for up to three hours.

### Off-street Parking Requirements

When new developments are built, or when developments change from one type of use to another, the City's Parking By-law specifies the off-street parking required.

Parking requirements vary with the zoning, and the type and size of developments. The intent is to provide a reasonable level of service to site users and prevent adding excessive loads on adjacent on-street parking.

Examples of parking requirements are:

- For most single-family houses, houses with suites, and duplexes, a minimum of 1 parking space for each dwelling unit. The maximum number of spaces is set according to site

width, ranging from 2 spaces for 33' sites to 5 spaces for sites equal to or greater than 50' wide.

- For most office and retail uses, a minimum of 1 space for each 100 square metres of gross floor area, up to 300 square metres, and 1 additional space for each additional 50 square metres of gross floor area
- Staff is recommending to City Council to reduce the parking standard for the Mount Pleasant Industrial Area (I-1 zoning). For non-residential uses a minimum requirement of one space per 70 m<sup>2</sup> and a maximum allowable of one space per 40 m<sup>2</sup> is being proposed.
- For multi-residential developments, the requirement ranges typically from 0.5 to 1.5 parking spaces per dwelling unit, depending on the size of the unit and, in some cases, the site size or density.
- Car-sharing vehicles and spaces may be provided for multiple residential developments as an alternative to required parking at the option of the developer. One car-share vehicle (and space) may be substituted in exchange for 3 required parking spaces, at a rate of one car-share vehicle per 60 dwelling units.

### Car Ownership

The parking for multi-unit residential developments varies considerably amongst projects, but averages close to one vehicle per dwelling. Car ownership has trended gradually downward over

the last five years. Variation occurs with newer, larger units exhibiting greater ownership than older, smaller housing units. Provision of visitor parking also varies, generally from none to one space per five units.

Source:  
City of Vancouver  
Engineering Services