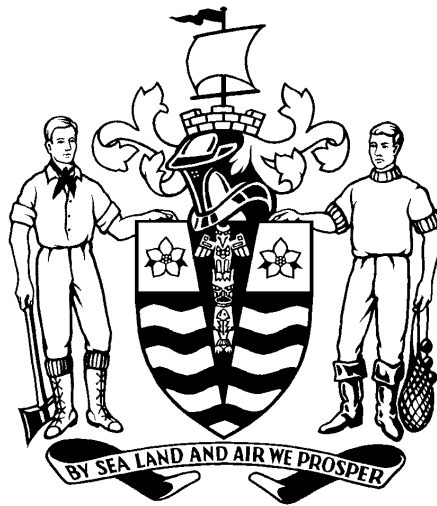


# **CITY OF VANCOUVER BRITISH COLUMBIA**



## **PARKING METER BY-LAW NO. 2952**

**This By-law is printed under and  
by authority of the Council of  
the City of Vancouver**

**(Consolidated for convenience only  
to December 12, 2023)**

**BY-LAW NO. 2952**

**A By-law to provide for the reservation of  
certain streets or portions thereof for parking  
purposes and to charge and collect a fee for  
their use or occupation**

**(Consolidated for convenience only,  
amended to include By-law No. 13863, 13880,  
effective January 1, 2024)**

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THE COUNCIL OF THE CITY OF VANCOUVER, in open meeting assembled, enacts as follows:

1. This by-law may be cited as the "Parking Meter By-law".

2. **INTERPRETATION**

The following terms whenever used in this by-law or in any resolution of the Council dealing with parking meters, shall have the meanings given to them in this section unless the context otherwise requires:

“Adjacent Curb Lane” means the lane designed for travel or parking of motor vehicles that is nearest to a parking meter or pay station.

“Bicycle Lane Separation” means a curb or an area which is raised, painted, or otherwise marked, separating a portion of street designated by the City Engineer for the exclusive use of bicycle traffic, from the roadway.

“Block” means the portion of street between two intersections, which do not involve a lane.

“Clearance Parking Area” means an area on a street adjacent to the curb located between a crosswalk and the nearest area available for vehicle parking that is not specifically signed for motorcycle and motor assisted cycle parking, and that the City Engineer has marked and signed for motorcycle parking and motor assisted cycle parking or has installed bicycle racks for bicycle parking.

“Direct Current Fast Charging Station” or “DCFC” is a battery charging station with a specified nominal power output of at least 24kW (and if not specified is assumed to be 50kW) that is available for public use for the purpose of transferring electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

“Electric Vehicle” means any vehicle that operates, either partially or exclusively, on electrical energy from an off-board source, that is stored on-board for motive purpose; but, for the purposes of this by-law, does not include vehicles that cannot be licensed by the Insurance Corporation of British Columbia.

“Electric Vehicle Charging Station” means a Direct Current Fast Charging Station or a Level 2 Charging Station.

“Electric Vehicle Parking Space” means any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle. Electric vehicle parking spaces may or may not be situated adjacent to an Electric Vehicle Charging Station.

“Existing Metered Zone” means any street or portion of a street in any area contained within bold black lines in any of the maps attached as Schedule A to this By-law.

“Gas Powered Motorcycle” means a two wheeled self-propelled vehicle that has a gas powered engine.

“Interim Maximum Daytime Charging Station Occupancy” is the ratio of occupied Electric Vehicle Charging Stations during the hours of 9:00am and 6:00pm to the total number of Electric Vehicle Charging Stations on a block, expressed as a percentage that is calculated based on all data collected by the City over a 30 day period.

“Interim Maximum Evening Charging Station Occupancy” is the ratio of occupied Electric Vehicle Charging Stations during the hours of 6:00pm and 10:00pm to the total number of Electric Vehicle Charging Stations on a block, expressed as a percentage that is calculated based on all data collected by the City over a 30 day period.

“Interim Maximum Overnight Charging Station Occupancy” is the ratio of occupied Electric Vehicle Charging Stations during the hours of 10:00pm and 9:00am to the total number of Electric Vehicle Charging Stations on a block, expressed as a percentage that is calculated based on all data collected by the City over a 30 day period.

“Interim Peak Daytime Curbside Occupancy Rate” is the ratio of the number of occupied spaces on a block during the hours of 9:00 am to 6:00 pm to the total number of spaces on a block, expressed as a percentage that is calculated based on all data collected by the City within a 30 day period.

“Interim Peak Evening Curbside Occupancy Rate” is the ratio of the number of occupied spaces on a block during the hours of 6:00 pm to 10:00 pm to the total number of spaces on a block, expressed as a percentage that is calculated based on data collected by the City within a 30 day period.

“Level 2 Charging Station” is a battery charging station with a specified nominal power output of less than 24kW that is available for public use for the purpose of transferring electric energy (by conductive or inductive means) to a battery or other energy storage device in an electric vehicle.

“Maximum Daytime Charging Station Occupancy” is the ratio of occupied Electric Vehicle Charging Stations on a block during the hours of 9:00am and 6:00pm to the total number of Electric Vehicle Charging Stations on a block, expressed as a percentage that is calculated based on all data collected by the City throughout the calendar year.

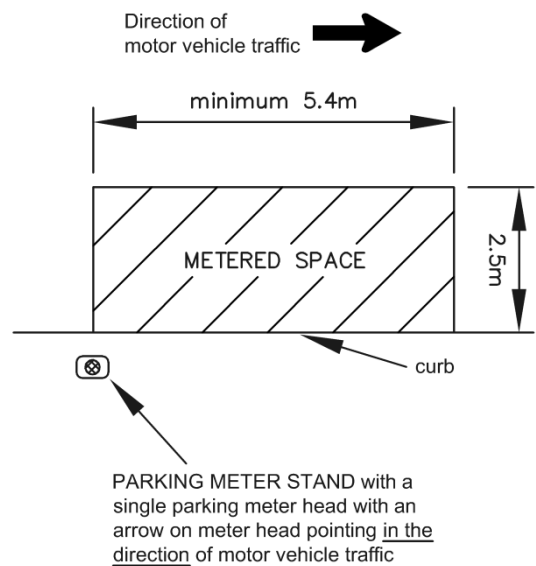
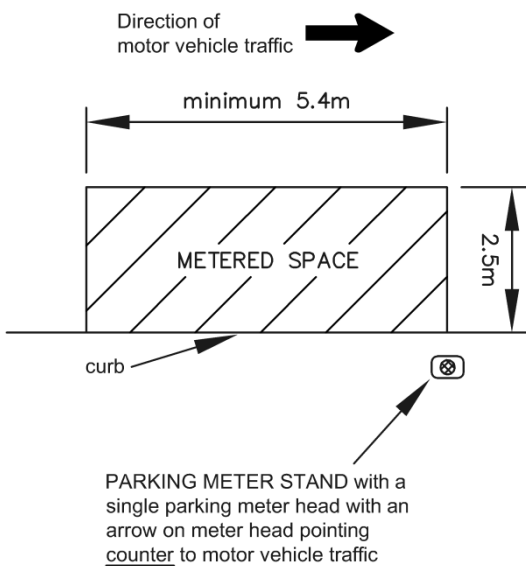
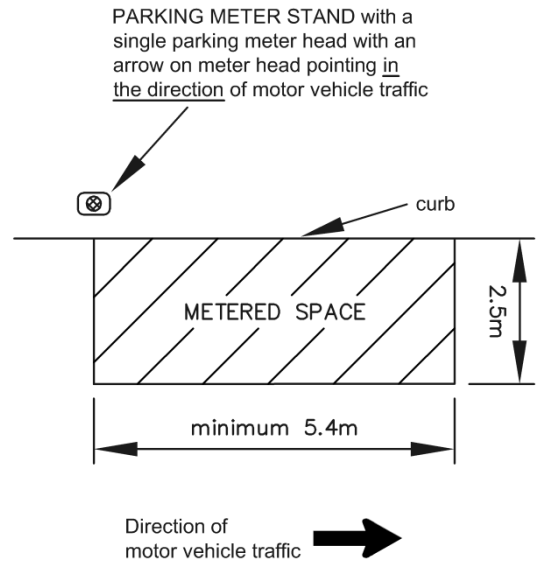
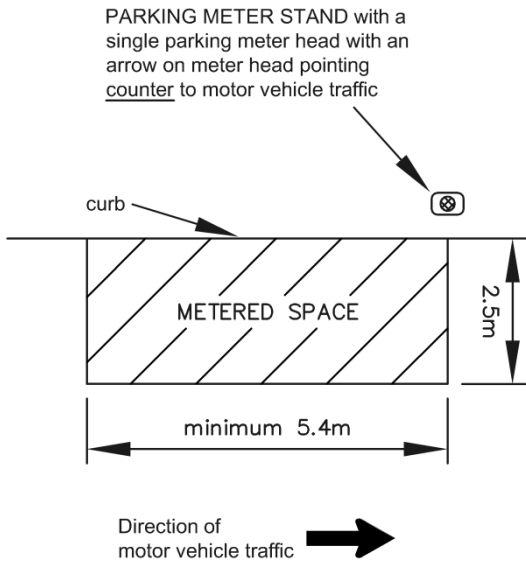
“Maximum Evening Charging Station Occupancy” is the ratio of occupied Electric Vehicle Charging Stations on a block during the hours of 6:00pm and 10:00pm to the total number of Electric Vehicle Charging Stations on a block, expressed as a percentage that is calculated based on all data collected by the City throughout the calendar year.

“Maximum Overnight Charging Station Occupancy” is the ratio of occupied Electric Vehicle Charging Stations on a block during the hours of 10:00pm and 9:00am to the total number of Electric Vehicle Charging Stations on a block, expressed as a percentage that is calculated based on all data collected by the City throughout the calendar year.

“Metered Block” means any city block containing one or more metered spaces.

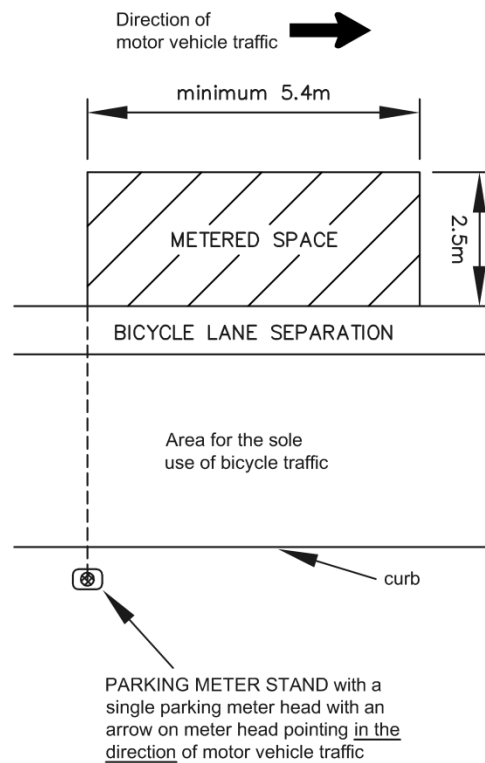
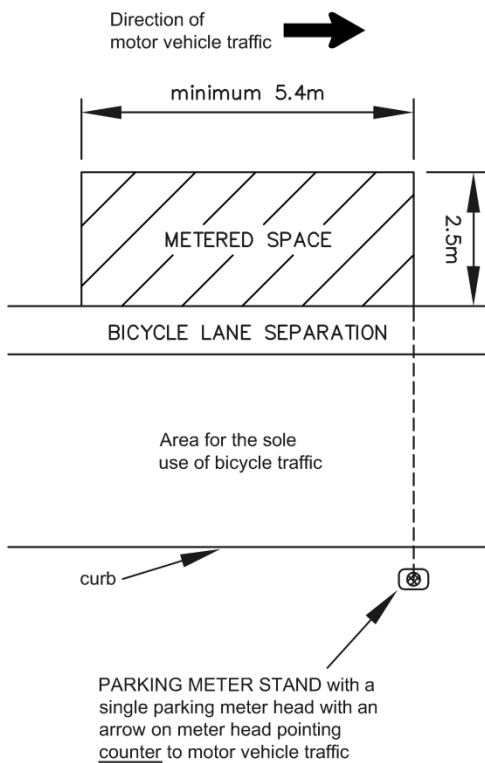
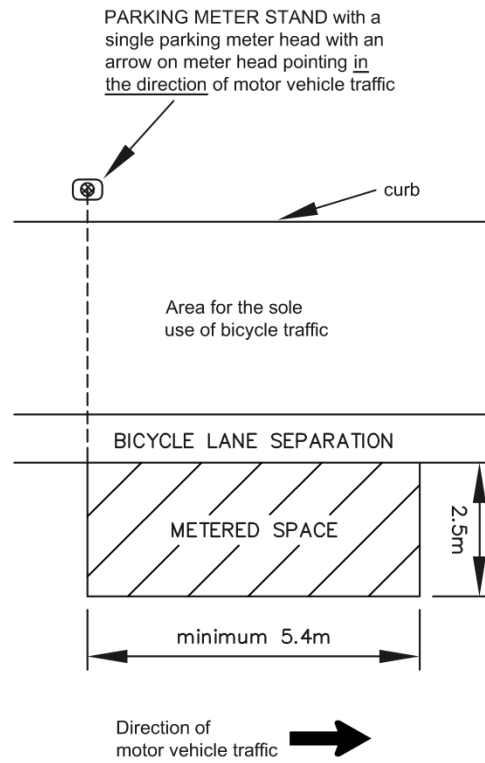
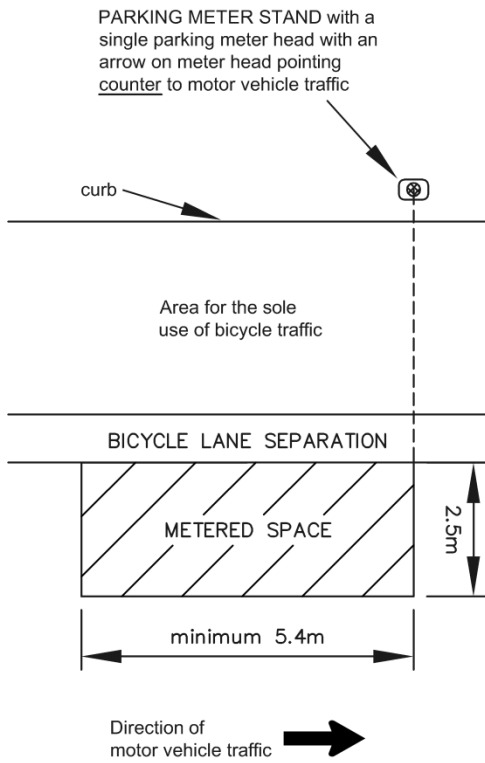
“Metered Space” means:

- (1) in the case of a parking meter stand with a single parking meter head, that rectangular portion of the adjacent curb lane measuring not less than 5.4 metres from the centre of the base of the parking meter stand in the direction indicated by the arrow on the parking meter head and measuring not more than 2.5 metres from the curb in the direction of the roadway, as illustrated in the following diagrams:

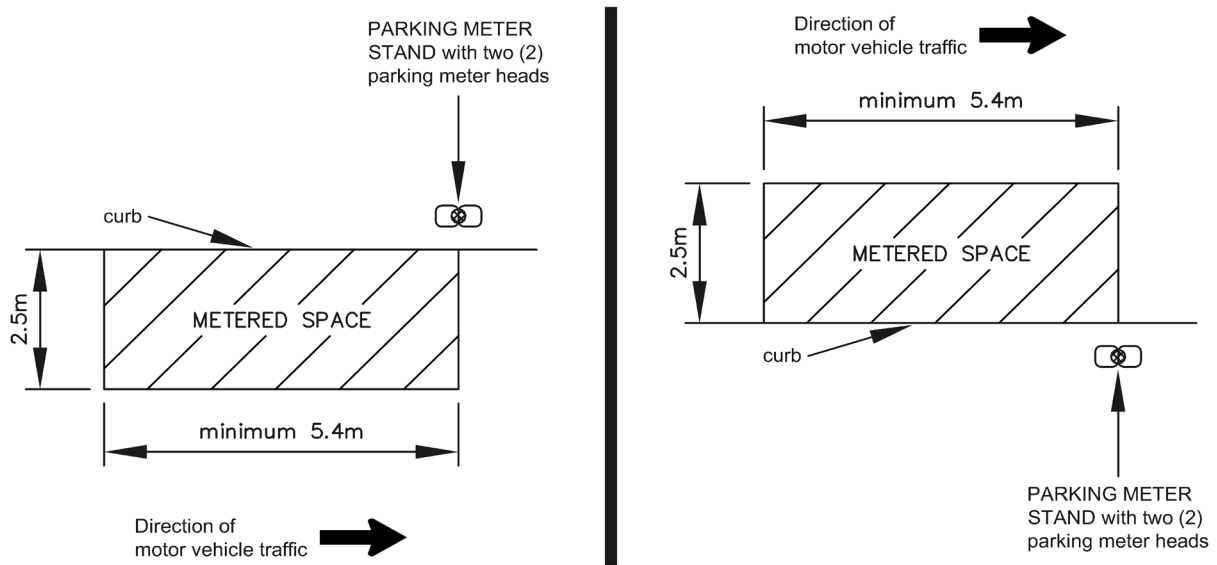


except that:

- (a) in the case of a parking space signed for motorcycles only, the measurement of 5.4 metres changes to 2.7 metres; and
- (b) in the case of a parking meter stand separated from the adjacent curb lane by a portion of street designated by the City Engineer for the exclusive use of bicycle traffic, the measurement of 2.5 metres must be from the adjacent curb lane edge of the bicycle lane separation, as illustrated in the following diagrams:



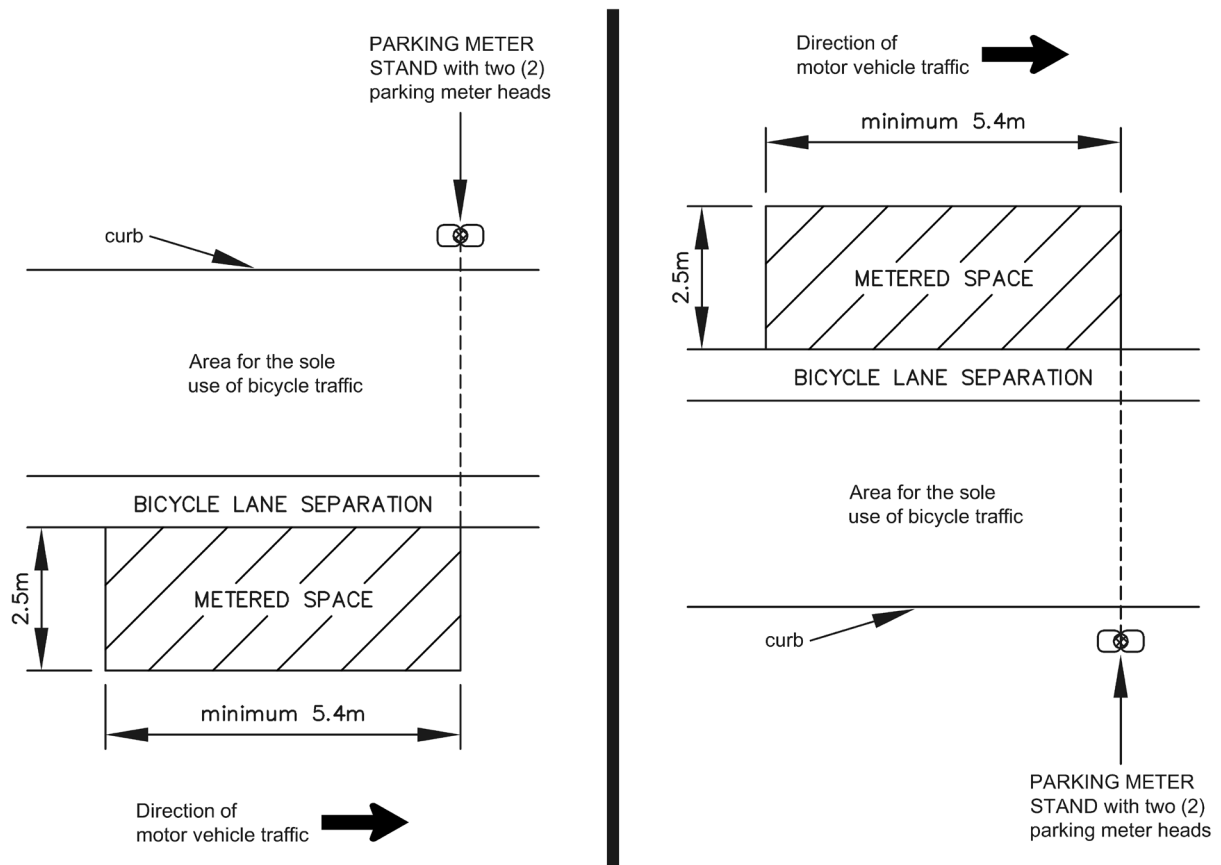
- (2) in the case of a parking meter stand equipped with two (2) parking meter heads, for the parking meter head first in sequence in the direction of the curb lane traffic, that rectangular portion of the adjacent curb lane measuring not less than 5.4 metres from the centre of the base of the parking meter stand in the direction counter to the direction of the curb lane traffic and measuring not more than 2.5 metres from the curb in the direction of the roadway, as illustrated in the following diagrams:



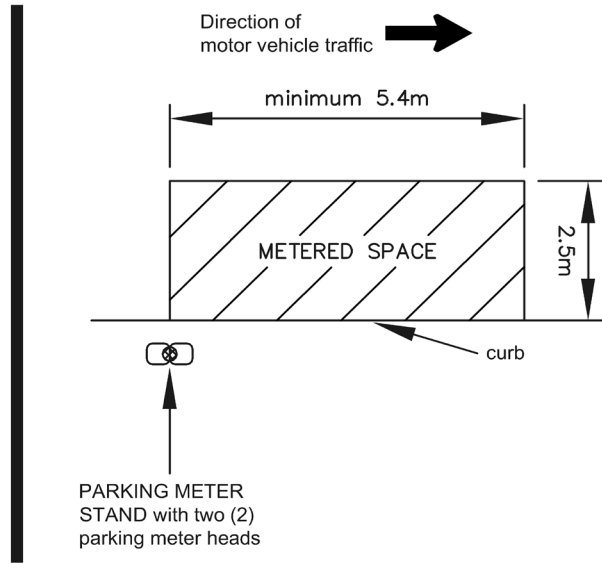
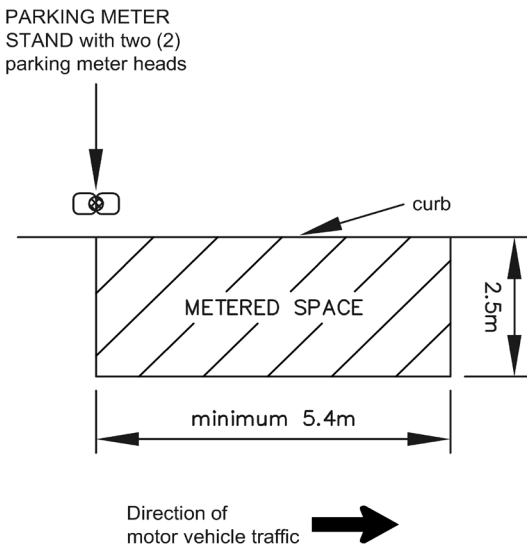


except that:

- (a) in the case of a parking space signed for motorcycles only, the measurement of 5.4 metres changes to 2.7 metres; and
- (b) in the case of a parking meter stand separated from the adjacent curb lane by a portion of street designated for the exclusive use of bicycle traffic, the measurement of 2.5 metres must be from the adjacent curb lane edge of the bicycle lane separation, as illustrated in the following diagrams:

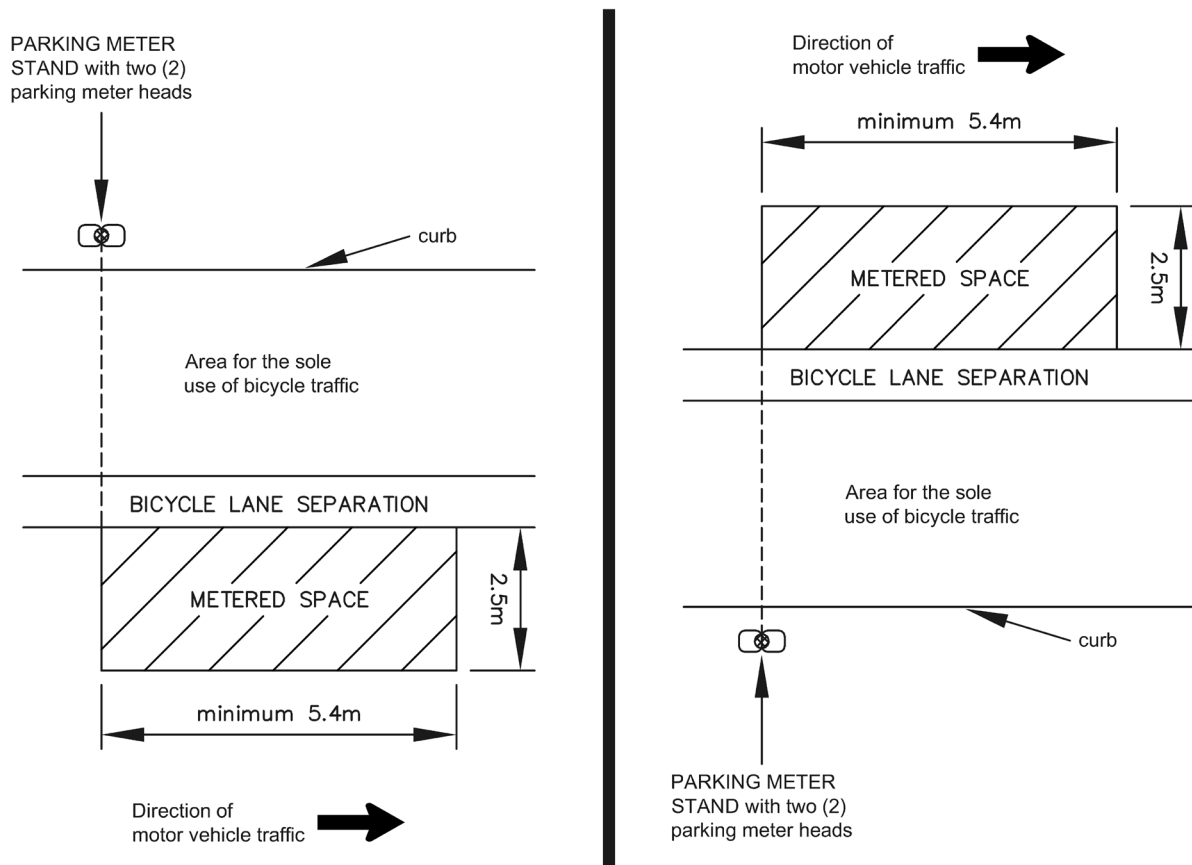


- (3) in the case of a parking meter stand equipped with two (2) parking meter heads, for the parking meter head second in sequence in the direction of the curb lane traffic, that rectangular portion of the adjacent curb lane measuring not less than 5.4 metres from the centre of the base of the parking meter stand in the direction of the curb lane traffic and measuring not more than 2.5 metres from the curb in the direction of the roadway, as illustrated in the following diagrams:



except that:

- (a) in the case of a parking space signed for motorcycles only, the measurement of 5.4 metres changes to 2.7 metres; and
- (b) in the case of a parking meter stand separated from the adjacent curb lane by a portion of street designated for the exclusive use of bicycle traffic, the measurement of 2.5 metres must be from the adjacent curb lane edge of the bicycle lane separation, as illustrated in the following diagrams:



- (4) in the case of a parking meter stand installed adjacent to a curb lane which is marked with parallel angular lines or other markings, that portion of the adjacent curb lane designated for the accommodation of vehicles by said lines or markings and being nearest the applicable meter head;
- (5) in the case of a pay station, notwithstanding any street markings delineating the boundaries of a rectangle, any lawful parking space on a street between the curb adjacent to the roadway and an imaginary line on the roadway parallel to and 2.5 metres from the curb, where the street

sign that regulates parking in such space indicates that the parking fee may be paid at a pay station, except that:

- a. in the case where the signage is separated from the adjacent curb lane by a portion of street designated by the City Engineer for the exclusive use of bicycle traffic, the measurement of 2.5 metres must be from the adjacent curb lane edge of the bicycle lane separation; and
  - b. in the case where the signage is installed adjacent to a curb lane which is marked with parallel angular lines, the metered space means that portion of the adjacent curb lane designated for the accommodation of vehicles by such markings;
- (6) where a parking meter stand is installed in a clearance parking area, that portion of the adjacent curb lane located within the clearance parking area markings installed by the City Engineer.
- (7) in the case of a location where there is signage installed that indicates that pay parking is in effect only through the pay by phone system, notwithstanding any street markings delineating the boundaries of a rectangle, any lawful parking space on a street between the curb adjacent to the roadway and an imaginary line on the roadway parallel to and 2.5 metres from the curb, except that:
- a. in the case where the signage is separated from the adjacent curb lane by a portion of street designated by the City Engineer for the exclusive use of bicycle traffic, the measurement of 2.5 metres must be from the adjacent curb lane edge of the bicycle lane separation; and
  - b. in the case where the signage is installed adjacent to a curb lane which is marked with parallel angular lines, the metered space means that portion of the adjacent curb lane designated for the accommodation of vehicles by such markings;
- (8) in the case of an Electric Vehicle Charging Station any lawful parking space on a street between the curb adjacent to the roadway and an imaginary line on the roadway parallel to and 2.5 meters from the curb in an area marked as an Electric Vehicle Parking Space.

“Motor Assisted Vehicle” means a vehicle that combines the pedal power of a bicycle with the power assistance of an electric motor.

“Motorcycle” means a gas powered motorcycle or zero emission motorcycle.

“New Metered Zone” means any street or portion of a street that is not in an Existing Metered Zone.

"One-way Shared Vehicle Organization" means a shared vehicle organization that allows its members to begin and end their rental periods at any lawful and authorized space within the operating area of the shared vehicle organization.

"Operator" includes every person who drives or operates a vehicle as the owner thereof, or as the agent, employee or permittee of the owner.

"Park" includes causing, permitting or allowing a vehicle, whether occupied or not, to stand on a street. "Parked" and "Parking" shall have a corresponding meaning.

"Parking Debit Card" means a plastic card which has been authorized for use in parking meters by the City Engineer and which contains a computer chip which enables a monetary value to be added to and subtracted from the card.

"Parking Meter" means a parking meter stand and the single or double parking meter head that it supports or an Electric Vehicle Charging Station.

"Parking Meter Head" means a mechanical or electronic appliance designed for the purpose of gauging and indicating a time within which a vehicle is, or may be, parked in a metered space or a sign mounted as a facsimile for such mechanical or electronic device that displays information regarding the pay by phone system.

"Parking Meter Rate" means the rate calculated in accordance with section 5A of this By-law.

"Parking Meter Stand" means that pole or stand supporting a single or double parking meter head.

"Passenger Directed Vehicle" means taxis, limousines, and vehicles operated under a license held by a transportation network service provider under the Passenger Transportation Act.

"Pay by Licence Plate", or grammatical variations of that term, means a system established by or on behalf of the city under which the operator of a vehicle may pay the fee for parking the vehicle in a metered space remotely at a pay station in accordance with the requirements of that system as indicated on or at the pay station.

"Pay by Phone", or grammatical variations of that term, means a system established by or on behalf of the city under which a person may:

- (i) set up a cash or credit card account with the city, and
- (ii) pay the fee for parking a vehicle in a metered space remotely by telephone in accordance with the requirements of that system.

"Pay Station" means an electronic appliance designed for the purpose of gauging and indicating a time within which the operator of a vehicle may park the vehicle in a metered space.

“Peak Daytime Curbside Occupancy Rate” is the ratio of the number of occupied spaces on a block during the hours of 9:00 am to 6:00 pm to the total number of spaces on a block, expressed as a percentage that is calculated based on all data collected by the City throughout the calendar year.

“Peak Evening Curbside Occupancy Rate” is the ratio of the number of occupied spaces on a block during the hours of 6:00 pm to 10:00 pm to the total number of spaces on a block, expressed as a percentage that is calculated based on all data collected by the City throughout the calendar year.

“Person” includes an owner, registered owner, lessee or operator of a vehicle.

“RFID EV network card” is a card provided by a data network operator of Electric Vehicle Charging Stations on a block that activates an Electric Vehicle Charging station through radio frequency identification technology for the purposes of providing electricity to an electric vehicle and collecting payments.

“Shared Vehicle” means a four-wheeled automobile, van, or pick-up truck owned and operated by a shared vehicle organization.

“Shared Vehicle Organization” means a legal entity whose principal business objective is to provide its members, for a fee, with a car-sharing service by which such members have access to a fleet of shared vehicles which they may reserve for use on an hourly basis, and which the City Engineer has approved.

“Vehicle” includes any means of conveyance in, upon or by which any person or property is or may be transported or drawn upon a highway irrespective of the motive power, but shall not include any conveyance which is operated on rails or tracks.

“Zero Emission Motorcycle” means a two wheeled self-propelled vehicle that is electrically powered but does not include a cycle that combines the pedal power of a bicycle with the power assistance of an electric motor.

“Zero Emission Vehicles” means vehicles approved by the City Engineer as zero emission vehicles.

### 3. **PLACING PARKING METERS AND PAY STATIONS:**

- (1) The City Engineer may:
  - (a) establish and mark out metered spaces;
  - (b) install a parking meter at each metered space by firmly fastening the parking meters to the curb, sidewalk, or concrete pad adjoining, or close to the metered space;

- (c) install a pay station by firmly fastening the pay station to the curb, sidewalk, or concrete pad adjoining the roadway of the street; and
  - (d) install signage that indicates that the metered spaces must be paid using the pay by phone system.
- (2) Each parking meter is to:
- (a) indicate the parking rate required and time allowed for parking in the corresponding metered space; and
  - (b) display information that indicates how an operator may pay by phone or, in the case of a parking meter that is an Electric Vehicle Charging Station, display information that indicates how an operator may pay.
- (3) Each pay station is to indicate the parking rate required and time allowed for parking in the metered space to which the pay station applies.

**3A. PAY BY PHONE**

A person who chooses to pay by phone must comply with the city's requirements regarding the pay by phone system.

**3B. PAY BY LICENCE PLATE**

A person who pays by licence plate must comply with the city's requirements regarding the pay by licence plate system.

**4. METHOD OF PARKING:**

- (1) A person must park a vehicle entirely within a metered space.
- (2) In metered spaces parallel to the closest curb or sidewalk, a person must park a vehicle parallel to the curb or sidewalk, except motorcycles or motor assisted vehicles can park at an angle.
- (3) In metered spaces that are not parallel to the closest curb or sidewalk, a person must park a vehicle in the same direction as the general direction of traffic.

**5. PARKING TIME AND FEE:**

- (1) A person who parks a vehicle in a metered space must immediately:
  - (a) deposit in the mechanical parking meter installed at the metered space one or more coins of Canada of a denomination indicated on the parking meter head and fully turn the handle on the meter head;

- (b) in the case of an electronic parking meter, deposit in the parking meter installed at the metered space one or more coins of Canada of a denomination indicated on the parking meter head;
- (c) in the case of an electronic parking meter designed to accept a parking debit card, insert a parking debit card in the parking meter installed at the space;
- (d) pay using the pay by phone system by calling the telephone number provided at the meter space or using an internet-connected software application to enter the person's account, metered space location, licence plate, and amount of parking time required;
- (e) pay by licence plate by:
  - (i) entering, at the pay station, the licence plate number of the person's vehicle, and the amount of parking time required, and
  - (ii) pay the fee indicated by the pay station by a method of payment prescribed at the pay station; or
- (f) in the case of an electronic parking meter designed to accept a credit card, insert a credit card in the parking meter installed at the metered space;
- (g) in the case of an Electric Vehicle Charging Station designed to accept payments via a network subscription, tap the appropriate RFID EV network card on the appropriate part of the Electric Vehicle Charging Station and connect the electric vehicle to the Electric Vehicle Charging Station via conductive or inductive means to initiate a charging session;
- (h) in the case of an Electric Vehicle Charging Station designed to accept payments via a smartphone application, use the smartphone application appropriate to the Electric Vehicle Charging Station and connect the electric vehicle to the Electric Vehicle Charging Station via conductive or inductive means to initiate a charging session;
- (i) in the case of an Electric Vehicle Charging Station designed to accept payments via an RFID-enabled credit card, tap the credit card on the appropriate part of the Electric Vehicle Charging Station and connect the electric vehicle to the Electric Vehicle Charging Station via conductive or inductive means to initiate a charging session; or
- (j) in the case of an Electric Vehicle Charging Station designed to accept credit card payments by phone, call the phone number printed on the Electric Vehicle Charging Station and provide the appropriate details to initiate a session, and connect the electric vehicle to the Electric Vehicle Charging Station via conductive or inductive means to initiate a charging session.



- (2) When, after the action taken in subsection (1):
- (a) the window in a parking meter head;
  - (b) the time recorded by the city under the pay by phone option;
  - (c) the time recorded by the pay station; or
  - (d) the time recorded on the Electric Vehicle Charging Station;

shows a time period that is greater than 0, the meter space may be lawfully occupied by a vehicle during the period of time shown, subject to all other restrictions, limitations or conditions of this by-law, including but not limited to subsection (3), and of the Street and Traffic By-law.

- (3) A person who parks a vehicle in a metered space must comply with the following time limits and parking meter rates:
- (a) despite subsection (2), a person must not leave a vehicle continuously in a metered space for longer than the indicated time limit for that metered space that is indicated;
  - (b) unless another rate is indicated on the meter head or at the pay station, a person who parks a vehicle other than a motorcycle in a metered space must pay the parking meter rate, except that in an area where an event rate is also listed in Schedule A, the City Engineer may determine the events and hours during which that event rate applies; and
  - (c) a person who parks a motorcycle in a metered space must pay the parking meter rate, except that the rate:
    - (i) for gas powered motorcycles, under the pay by phone system, is 50% of the parking meter rate for the block,
    - (ii) for zero emission motorcycles, under the pay by phone system, in all metered spaces except metered clearance spaces, is 25% of the parking meter rate for the block, and
    - (iii) for zero emission motorcycles and motor assisted cycles in metered clearance parking areas, is 0% of the parking meter rate for the block.

- (4) A person must not park a vehicle in a metered space if:
- (a) the parking meter head placed at such metered space:
    - (i) displays a "FAIL" text in a window; or
    - (ii) displays four flashing zeros in a window; or

- (iii) displays an "OUT OF ORDER" text in a window;
  - (b) the time recorded by the operator under the pay by phone or pay by licence plate option has expired; or
  - (c) parking of a vehicle therein is otherwise restricted or prohibited.
- (5) A person may:
- (a) use the unexpired time remaining on the meter from its previous use;
  - (b) not use the unexpired time remaining at a parking space under a pay by phone or pay by licence plate use at another parking space.
- (6) If the parking time limit is 9 hours between 9:00 am and 6:00 pm, a metered parking rate five times the daytime hourly parking rate may be set as the fee paid to cover the entire period between 9:00 am and 6:00 pm.

**5A. METER RATES:**

- (1) The initial metered rates for all parking spaces in an existing metered zone shall, prior to adjustment in accordance with this section 5A, be the rate shown for that zone in Schedule A, increased in all cases to the nearest dollar.
- (2) Every new meter installed in a new metered zone pursuant to this By-law shall, when first installed, be subject to same rate at the time of installment as the present rate imposed under this By-law for the closest metered spaces already operating when installment began, unless the closest metered spaces are more than 2 full city blocks away from the new meters, in which case the new meters shall have a rate at the time of installment of \$1.00 per hour.
- (3) Every new meter installed in an existing metered zone pursuant to this By-law shall, when first installed, be subject to the same rate at the time of installment as the present rate imposed under this By-law for the closest metered spaces in that zone already operating when installment began.
- (4) If the Peak Daytime Curbside Occupancy Rate on a metered block exceeds 85% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be increased by \$1.00 per hour no later than March 1 of that year.
- (5) If the Peak Daytime Curbside Occupancy Rate in a metered block is less than 60% in a calendar year, then the fee between 9 AM and 6 PM for the subsequent calendar year shall be decreased by \$1.00 per hour no later than March 1 of that year, but no meter shall be subject to a fee less than \$1.00 per hour.

- (6) If the Peak Evening Curbside Occupancy Rate in a metered block exceeds 85% in a calendar year, then the fee between 6 PM and 10 PM for the subsequent calendar year shall be increased by \$1.00 per hour no later than March 1 of that year.
- (7) If the Peak Evening Curbside Occupancy Rate in a metered block is less than 60% in a calendar year, then the fee between 6 PM and 10 PM for the subsequent calendar year shall be decreased by \$1.00 per hour no later than March 1 of that year, but no meter shall be subject to a fee less than \$1.00 per hour.
- (8) If there are fewer than five metered spaces on a block in a metered zone, the rate shall match the highest rate imposed under this By-law on any adjacent block in that zone.
- (9) If a block in a Business Improvement Association contains more than five metered spaces and the parking meter rate has been increased in accordance with this by-law in the previous six months, that Business Improvement Association may request the City Engineer to calculate an Interim Peak Daytime Curbside Occupancy Rate once per a calendar year.
- (10) If a block in a Business Improvement Association contains more than five metered spaces and the parking meter rate has been increased in accordance with this by-law in the previous six months, that Business Improvement Association may request the City Engineer to calculate an Interim Peak Evening Curbside Occupancy Rate once per calendar year.
- (11) If the Interim Peak Daytime Curbside Occupancy Rate on a metered block is less than 60% then the rate between 9 AM and 6 PM shall revert to the previous calendar year's rate.
- (12) If the Interim Peak Evening Curbside Occupancy Rate on a metered block is less than 60% then the rate between 6 PM and 10 PM shall revert to the previous calendar year's rate.
- (13) The initial metered rates for all Level 2 Charging Stations in an existing meter zone shall, prior to adjustment in accordance with this section 5A, be the metered rate for that block plus an additional \$2.00 per hour.
- (14) The initial metered rates for all Level 2 Charging Stations not in an existing meter zone shall, prior to adjustment in accordance with this section 5A, be \$2.00 per hour.
- (15) The initial metered rates for all Direct Current Fast Charging Stations with a nominal power output of 50kW in an existing meter zone shall, prior to adjustment in accordance with this Section 5A, be the metered rate for that block plus an additional \$16.00 per hour.
- (16) The initial metered rates for all Direct Current Fast Charging Stations with a nominal power output of 50kW not in an existing meter zone shall, prior to adjustment in accordance with this Section 5A, be \$16.00 per hour.

- (17) The initial metered rates for Direct Current Fast Charging Stations with nominal power outputs greater or less than 50kW in an existing meter zone shall, prior to adjustment in accordance with this Section 5A, be the metered rate for that block plus an amount calculated proportionally to the hourly rate of the nearest existing Direct Current Fast Charging Station as follows:

$$R_{Near} \times (P_{New}/P_{Near})=R_{New}$$

Where

$R_{Near}$  = Hourly Meter Rate of Nearest DCFC (\$)

$P_{New}$  = Power Output of New DCFC (kW)

$P_{Near}$  = Power Output of Nearest DCFC (kW)

$R_{New}$  = Hourly Meter Rate of New DCFC (\$)

$R_{New}$  = Hourly Meter Rate of New DCFC (\$)

- (18) The initial metered rates for Direct Current Fast Charging Stations with nominal power outputs greater or less than 50kW not in an existing meter zone shall, prior to adjustment in accordance with this Section 5A, be an amount calculated in accordance with the formula set out in subsection 5A(17) above without the metered rate.
- (19) If the Maximum Daytime Charging Station Occupancy on a block exceeds 75% in a calendar year, then the metered rate for Electric Vehicle Charging Stations on that block between 9am and 6pm for the subsequent calendar year shall be increased by \$1.00 per hour no later than March 1 of that year.
- (20) If the Maximum Daytime Charging Station Occupancy on a block is less than 40% in a calendar year, and that block is an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 9am and 6pm for the subsequent calendar year shall be decreased by \$1.00 per hour by no later than March 1 of that year provided that the rate shall not be less than the metered rate for that block.
- (21) If the Maximum Daytime Charging Station Occupancy on a block is less than 40% in a calendar year, and that block is not an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 9am and 6pm for the subsequent calendar year shall be decreased by \$1.00 per hour by no later than March 1 of that year provided that the rate shall not be less than \$1.00 per hour.
- (22) If the Maximum Evening Charging Station Occupancy on a block exceeds 75% in a calendar year, then the metered rate for Electric Vehicle Charging Stations on that block between 6pm and 10pm for the subsequent calendar year shall be increased by \$1.00 per hour no later than March 1 of that year.

- (23) If the Maximum Evening Charging Station Occupancy on a block is less than 40% in a calendar year, and that block is an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 6pm and 10pm for the subsequent calendar year shall be decreased by \$1.00 per hour no later than March 1 of that year provided that the rate shall not be less than the metered rate for that block.
- (24) If the Maximum Evening Charging Station Occupancy on a block is less than 40% in a calendar year, and that block is not an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 6pm and 10pm for the subsequent calendar year shall be decreased by \$1.00 per hour no later than March 1 of that year provided that the rate shall not be less than \$1.00 per hour.
- (25) If the Maximum Overnight Charging Station Occupancy on a block exceeds 75% in a calendar year, then the metered rate for Electric Vehicle Charging Stations on that block between 10pm and 9am for the subsequent calendar year shall be increased by \$1.00 per hour no later than March 1 of that year.
- (26) If the Maximum Overnight Charging Station Occupancy on a block is less than 40% in a calendar year, and that block is an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 10pm and 9am for the subsequent calendar year shall be decreased by \$1.00 per hour no later than March 1 of that year provided that the rate shall not be less than the metered rate for that block.
- (27) If the Maximum Overnight Charging Station Occupancy on a block is less than 40% in a calendar year, and that block is not an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 10pm and 9am for the subsequent calendar year shall be decreased by \$1.00 per hour no later than March 1 of that year provided that the rate shall not be less than \$1.00 per hour.
- (28) If the Interim Maximum Daytime Charging Station Occupancy is more than 75%, then the metered rate for Electric Vehicle Charging Stations on that block between 9am and 6pm shall be increased by \$1.00 per hour.
- (29) If the Interim Maximum Daytime Charging Station Occupancy is less than 40%, and that block is an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 9am and 6pm shall be decreased by \$1.00 per hour provided that the rate shall not be less than the metered rate for that block.
- (30) If the Interim Maximum Daytime Charging Station Occupancy is less than 40%, and that block is not an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 9am and 6pm shall be decreased by \$1.00 per hour provided that the rate shall not be less than \$1.00 per hour.

- (31) If the Interim Maximum Evening Charging Station Occupancy is greater than 75% then the metered rate for Electric Vehicle Charging Stations on that block between 6pm and 10pm shall be increased by \$1.00 per hour.
  - (32) If the Interim Maximum Evening Charging Station Occupancy is less than 40%, and that block is an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 6pm and 10pm shall be decreased by \$1.00 per hour provided that the rate shall not be less than the metered rate for that block.
  - (33) If the Interim Maximum Evening Charging Station Occupancy is less than 40%, and that block is not an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 6pm and 10pm shall be decreased by \$1.00 per hour provided that the rate shall not be less than \$1.00 per hour.
  - (34) If the Interim Maximum Overnight Charging Station Occupancy is greater than 75% then the metered rate for Electric Vehicle Charging Stations on that block between 10pm and 9am shall be increased by \$1.00 per hour.
  - (35) If the Interim Maximum Overnight Charging Station Occupancy is less than 40%, and that block is an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 10pm and 9am shall be decreased by \$1.00 per hour provided that the rate shall not be less than the metered rate for that block.
  - (36) If the Interim Maximum Overnight Charging Station Occupancy is less than 40%, and that block is not an existing meter zone, then the metered rate for Electric Vehicle Charging Stations on that block between 10pm and 9am shall be decreased by \$1.00 per hour provided that the rate shall not be less than \$1.00 per hour.
- 5B. (1) Notwithstanding Section 5A, the metered rates for Chinatown, as defined by the area contained within bold black lines in the map attached as Schedule B to this By-law, be set at \$2.00 per hour between 9 AM and 10 PM, as a pilot until December 31, 2024.
- (2) Any parking fee paid pursuant to this By-law is subject to an additional fee of \$0.05 per transaction if paid using the pay by phone system.

6. **EXEMPTIONS:**

- (1) The following vehicles are exempt from the provisions of Section 5 of this by-law:
  - (a) Vehicles identified by sign or insignia as belonging to the City of Vancouver.
  - (b) Emergency vehicles, as defined by the "Street and Traffic By-law".

- (c) Such other classes of vehicles as the Council may by resolution exempt (subject to such limitations as the Council may prescribe). But such exemption shall only apply when such vehicles have attached thereto in a place satisfactory to the City Engineer an identification card, sticker or certificate providing for such exemption.
- (d) Shared vehicles belonging to a one-way shared vehicle organization that are parked in a metered space by a member at the end of each of their rental periods, provided that the one-way shared vehicle organization has an agreement with the City Engineer to pay:
  - (i) for zero emission vehicles, 5% of the metered parking charges for parking time that is less than the parking time limit,
  - (ii) for vehicles that are not zero emission vehicles, 65% of the metered parking charges for parking time that is less than the parking time limit, and
  - (iii) 100% of the metered parking charges for parking time that exceeds the parking time limit.

The shared vehicle may remain parked in the metered space, without time limit, as long as it is not in contravention of any other stopping or parking regulations.

- (2) It shall be unlawful for any person to display on any vehicle any card, sticker or certificate purporting to provide for any exemption from the provisions of this by-law unless such card, sticker or certificate has been duly authorized by the City Engineer.
- (3) Every metered space may be used without charge on any day of the week between 10:00 p.m. and 9:00 a.m., subject, however, to the parking time limits or prohibitions set out in the Street and Traffic By-law and subject to the metered rates set out in Section 5A that are applicable to Electric Vehicle Charging Stations.
- (4) The owners or operators of commercial vehicles displaying a valid permit obtained under section 21.6 or 21.6A of the Street and Traffic By-law may use a metered space without charge on any day up to 11:00 a.m. except a metered space that is adjacent to an Electric Vehicle Charging Station.
- (5) The operators of passenger directed vehicles may use a metered space without charge, but only when taking on or discharging passengers and, in any event for a period not exceeding two (2) minutes.
- (6) Members of shared vehicle organizations may use a metered space for up to 2 hours without charge to park the shared vehicle during the member's rental period.

- (7) Motor vehicles bearing a Veteran's or Memorial Cross licence plate shall be exempt from any parking fees imposed at any parking meter under this By-law for a period up to the parking time limit.

7. **TEMPORARY DISCONTINUANCE OF METERED SPACE:**

In case the City Engineer is of the opinion that any metered space or spaces should be temporarily discontinued as a parking space, the City Engineer may place or erect, or cause to be placed or erected, one or more signs prohibiting parking or stopping at such metered space, and it shall be unlawful for any person to park or stop a vehicle at such metered space or spaces while such sign is so placed or erected.

- 8. Repealed.

9. **SUBSTITUTES PROHIBITED:**

No person shall deposit, or cause to be deposited in any parking meter or pay station, a slug or similar device or a plastic or metallic substitute for the coins or debit cards prescribed by this by-law.

10. **UNLAWFUL PARKING:**

It shall be unlawful for any person to cause, allow, permit or suffer any vehicle to be parked in any metered space except as permitted by the provisions of this by-law.

11. **RESPONSIBILITY OF OWNER:**

The owner or lessee of a vehicle shall incur the penalties provided for any violation of this by-law with respect to the vehicle unless at the time of such violation the vehicle was in the possession of some person other than the owner or lessee without the consent of the owner or lessee; but nothing in this section shall relieve an operator of a vehicle who is not the owner or lessee from incurring the penalties provided for any violation.

12. **COLLECTION OF PARKING FEES:**

- (1) The General Manager of Engineering Services and City Comptroller shall:
  - (a) designate and appoint such persons as are required to make regular collections of the money deposited in parking meters or at pay stations;
  - (b) make such rules and regulations as deemed necessary for the:
    - (i) proper and safe collection and accounting of such fees,
    - (ii) proper accounting of fees paid by phone, and



- (iii) proper accounting of fees paid by credit cards, debit cards, or other means.
- (2) All fees collected from parking meters or pay stations, and fees derived from other methods of payment, shall be the property of the City and shall be disbursed and used only for the following purposes, or any of them:
  - (a) There shall be paid first the costs of inspection, supervision, operation, maintenance, depreciation and replacement of parking meters and pay stations and other costs and expenses incidental thereto, including the cost of collection of the fees deposited in the parking meters or pay stations, and the cost of applying and operating the said by-law.
  - (b) After payment of the amounts described in paragraph (a) hereof an amount shall be set aside for traffic control purposes in a fund to be known as the "Reserve for Traffic Control". Such amount shall be designated from time to time by a resolution of the Council as a percentage of the net revenue (being the gross revenue less the amounts paid in accordance with paragraph (a) hereof).
  - (c) After payment of the amounts described in paragraphs (a) and (b) hereof the cost of extensions and additions to the parking meter system, pay by phone system, or pay by licence plate system shall be paid.
  - (d) After payment of the amounts described in paragraphs (a), (b) and (c) hereof such an amount as may be determined by resolution of Council from time to time may be transferred to the General Revenue of the City.
  - (e) After payments of the amounts described in paragraphs (a), (b), (c) and (d) hereof the balance remaining shall be transferred to a fund, to be known as the "Reserve for Parking Sites", and to be used for the provision of off-street parking facilities.

13. **VIOLATION OF BY-LAW:**

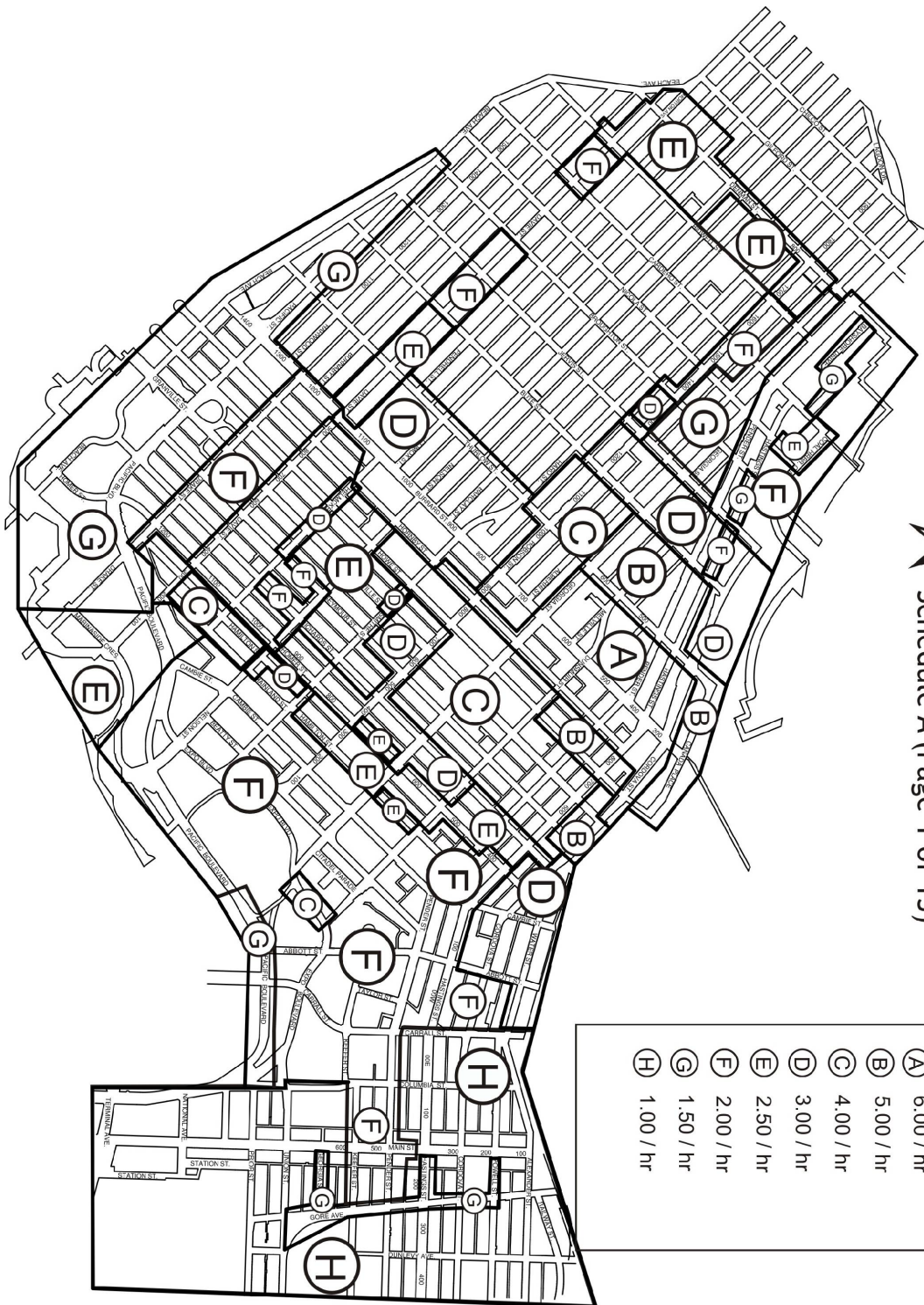
Every person who violates any of the provisions of this by-law or who suffers or permits any act or thing to be done in contravention or in violation of any of the provisions of this by-law, or who neglects to do or refrains from doing anything required to be done by any of the provisions of this by-law, or who does any act which violates any of the provisions of this by-law shall be deemed to be guilty of an infraction thereof and liable to the penalty hereinafter provided.

14. **PENALTY SECTION:**

- (1) Every person who commits an offence against this by-law is liable to a fine not less than \$77.00 and not more than \$10,000.00.



Schedule "A"



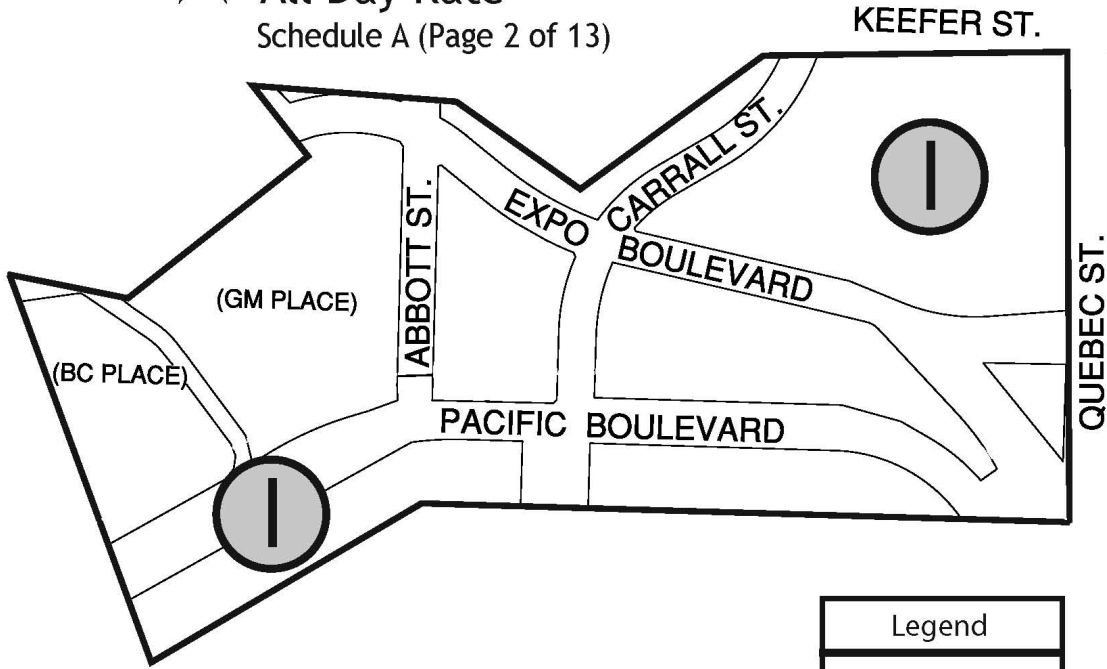
N  
**Downtown Vancouver**  
 Schedule A (Page 1 of 13)

Legend	
(A)	6.00 / hr
(B)	5.00 / hr
(C)	4.00 / hr
(D)	3.00 / hr
(E)	2.50 / hr
(F)	2.00 / hr
(G)	1.50 / hr
(H)	1.00 / hr



# North East False Creek All Day Rate

Schedule A (Page 2 of 13)

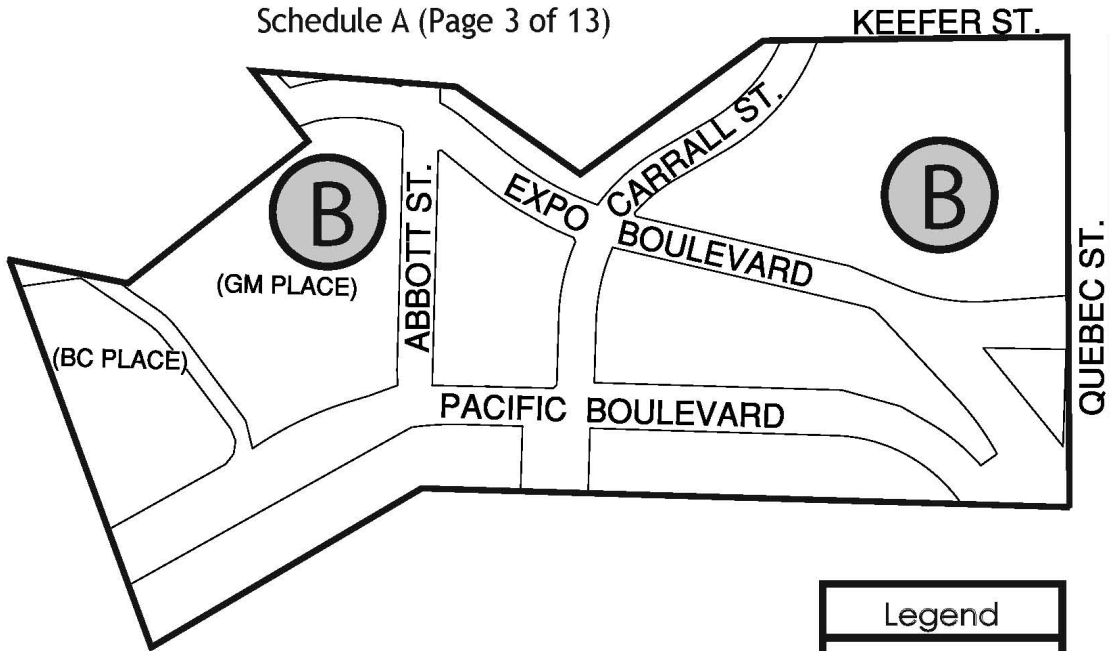


Legend	
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# North East False Creek Event Rate

Schedule A (Page 3 of 13)

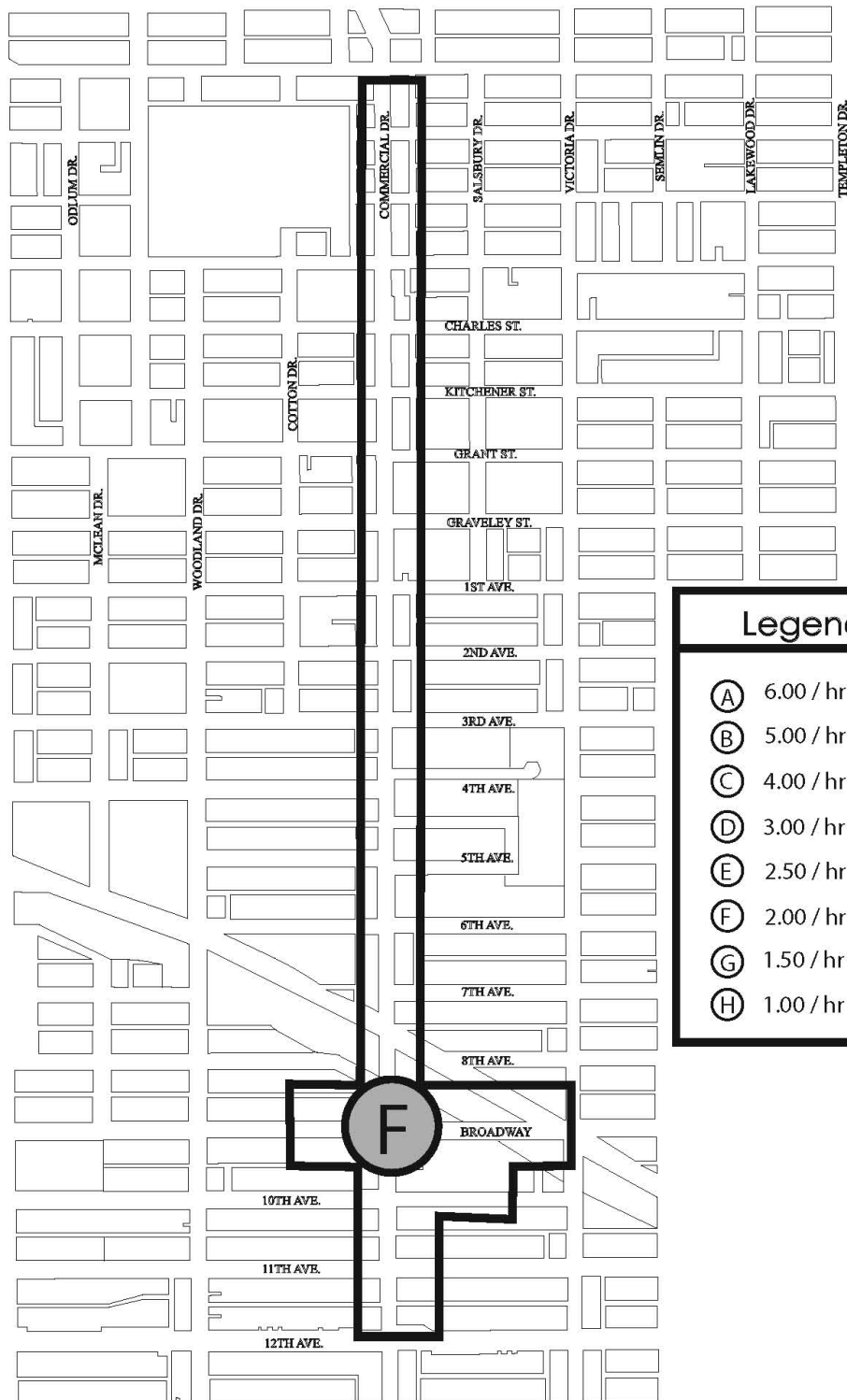


Legend	
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Ⓓ	3.00 / hr
Ⓔ	2.50 / hr
Ⓕ	2.00 / hr
Ⓖ	1.50 / hr
Ⓗ	1.00 / hr



# Commercial Drive

Schedule A (Page 4 of 13)

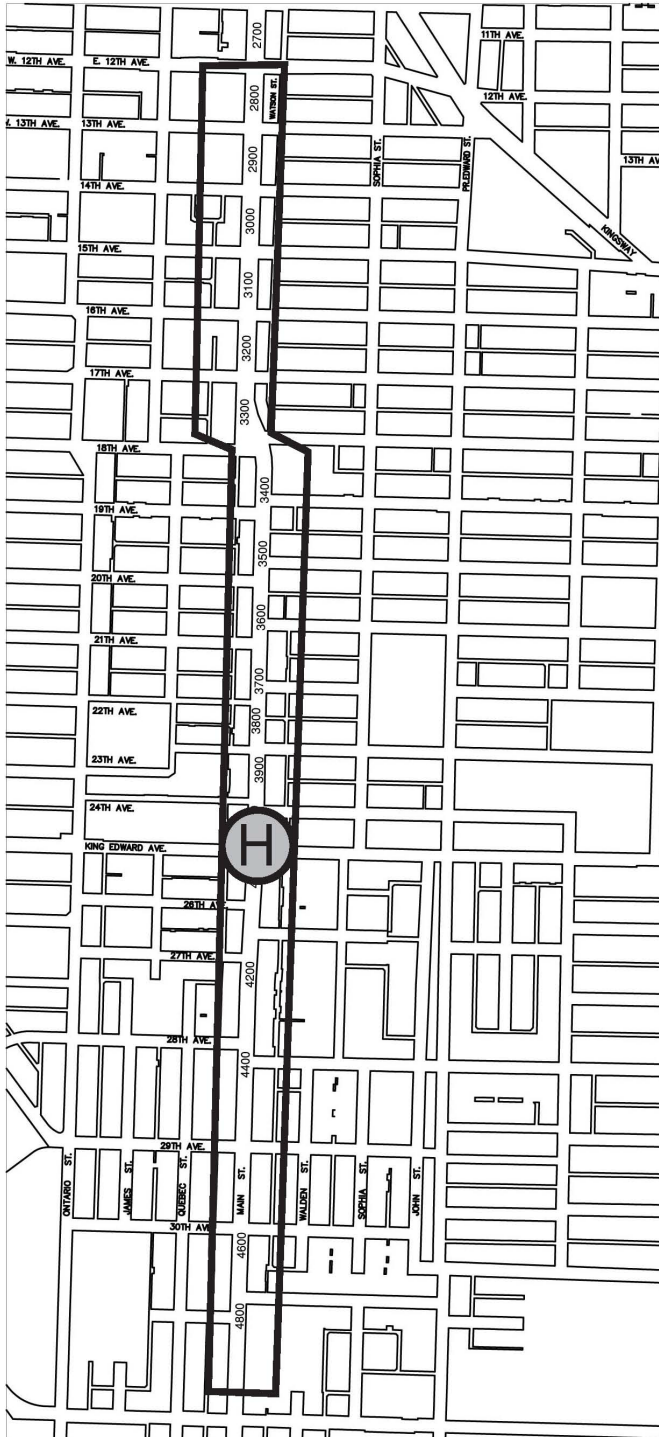


Legend	
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(C)	4.00 / hr
(D)	3.00 / hr
(E)	2.50 / hr
(F)	2.00 / hr
(G)	1.50 / hr
(H)	1.00 / hr



# Main Street

Schedule A (Page 5 of 13)

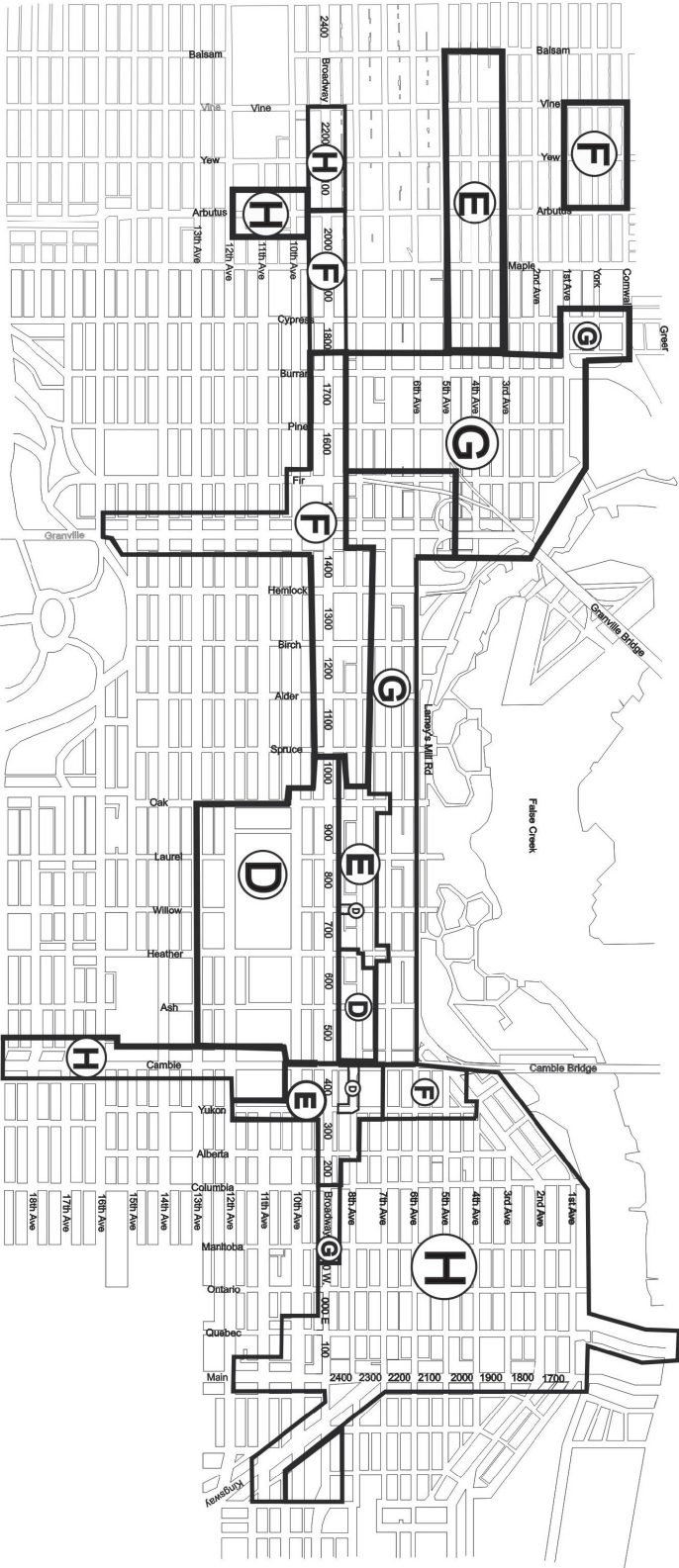


Legend	
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(D)	3.00 / hr
(E)	2.50 / hr
(F)	2.00 / hr
(G)	1.50 / hr
(H)	1.00 / hr



# Broadway Corridor

## Schedule A (Page 6 Of 13)

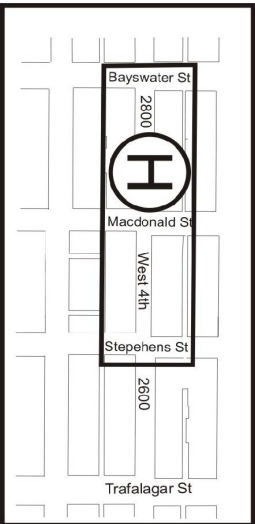


Legend	
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(G)	1.50 / hr
(H)	1.00 / hr

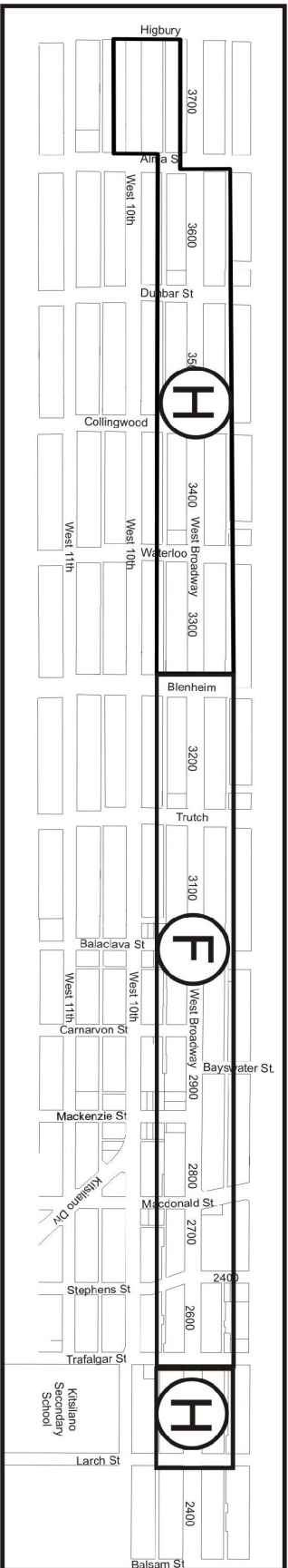


# West Broadway

## Schedule A (Page 7 of 13)



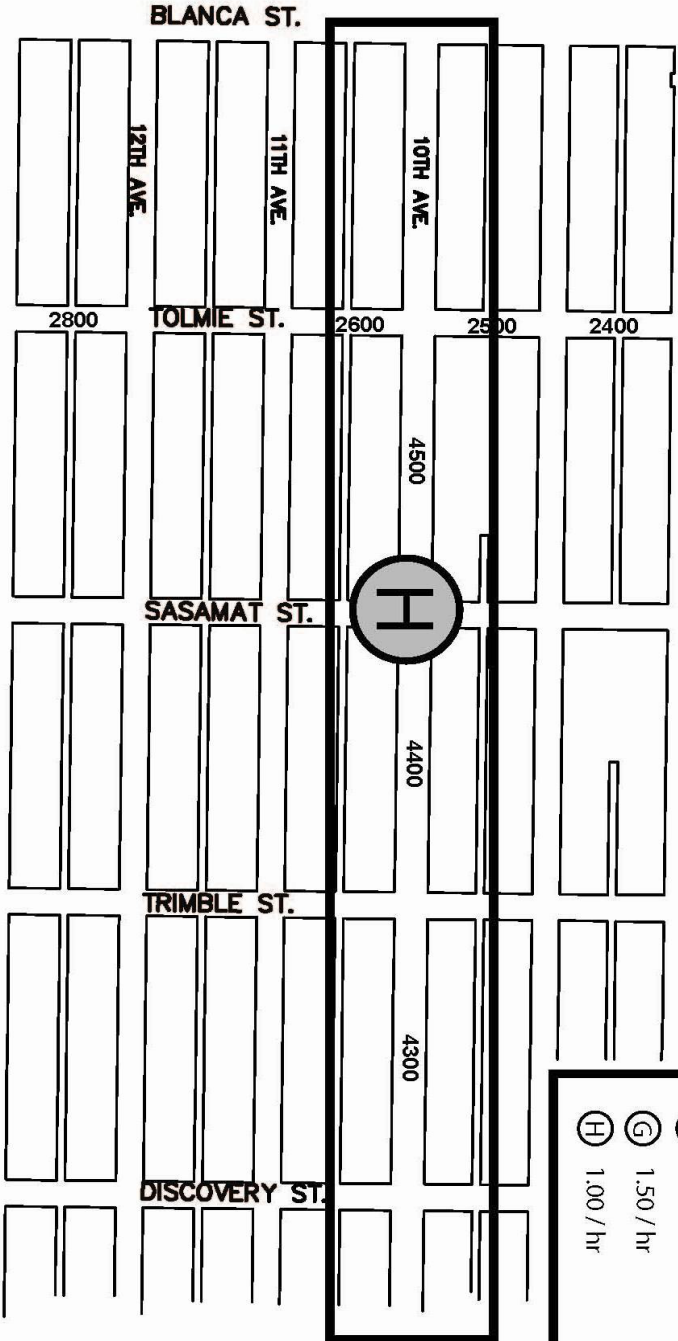
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(D)	3.00 / hr
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(F)	2.00 / hr
(G)	1.50 / hr
(H)	1.00 / hr





# West Point Grey

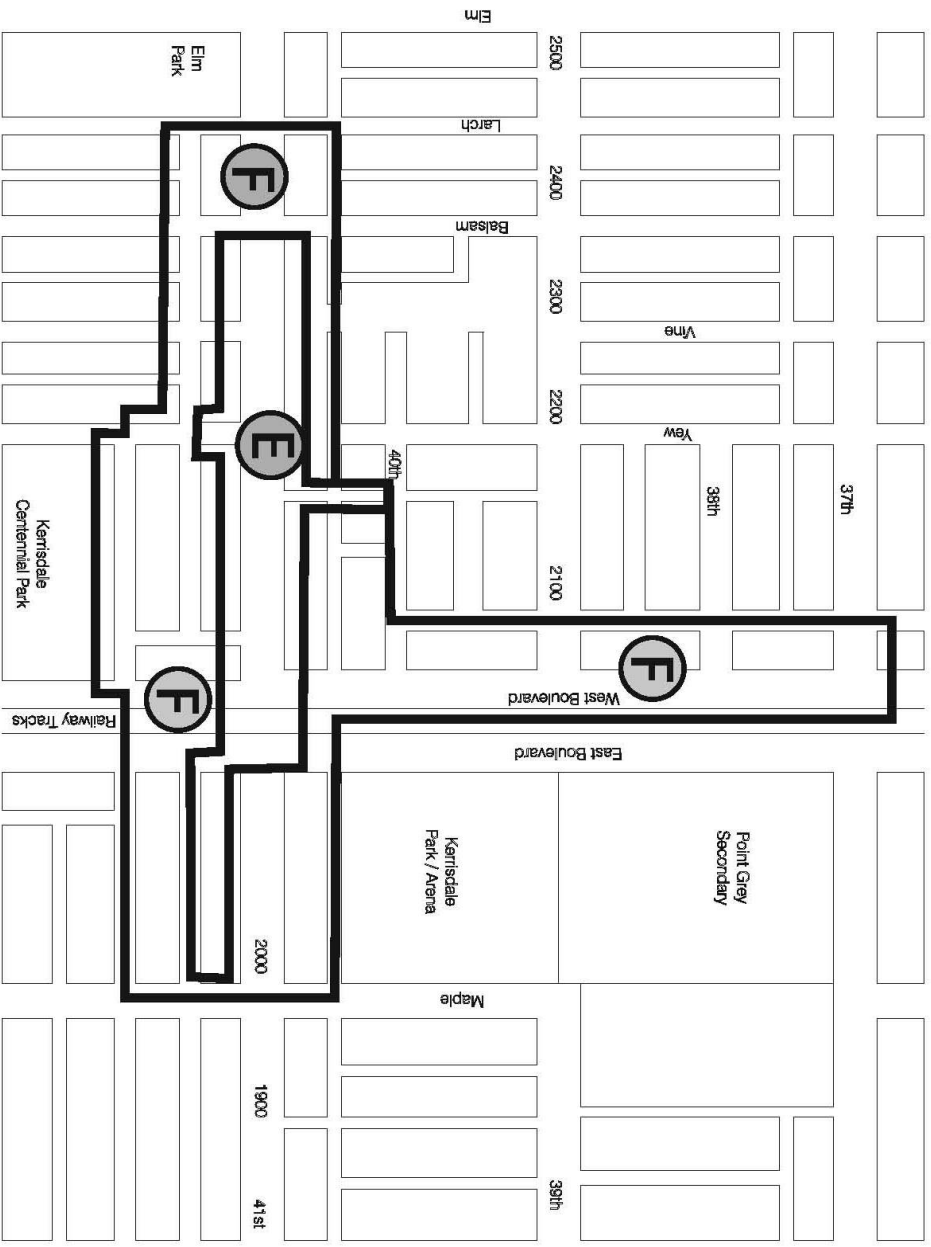
Schedule A (Page 8 of 13)



Legend	
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Ⓕ	2.00 / hr
Ⓖ	1.50 / hr
Ⓗ	1.00 / hr

# Kerrisdale

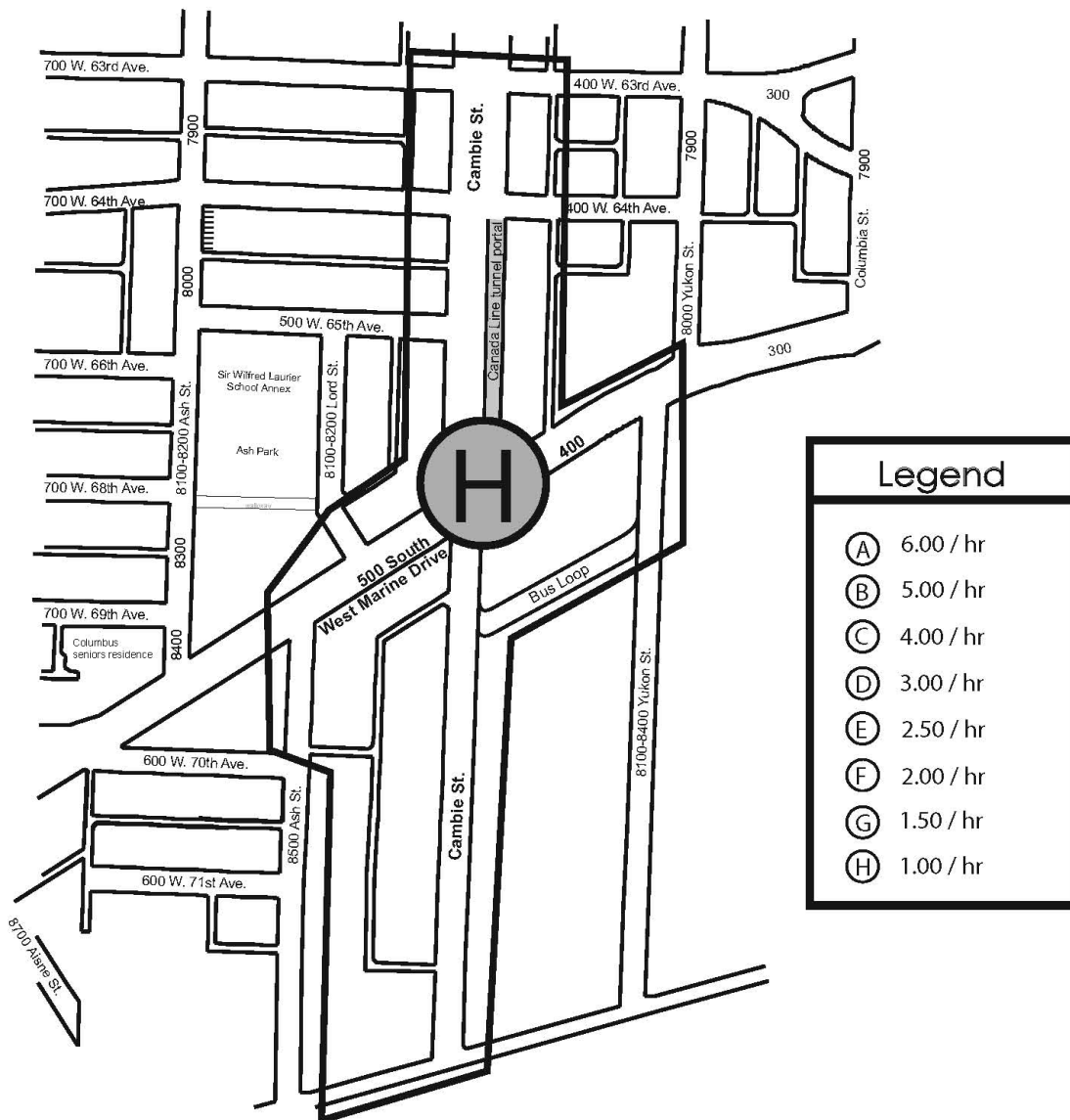
Schedule A (Page 9 of 13)



Legend	
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Ⓒ	4.00 / hr
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Ⓔ	2.50 / hr
Ⓕ	2.00 / hr
Ⓖ	1.50 / hr
Ⓗ	1.00 / hr

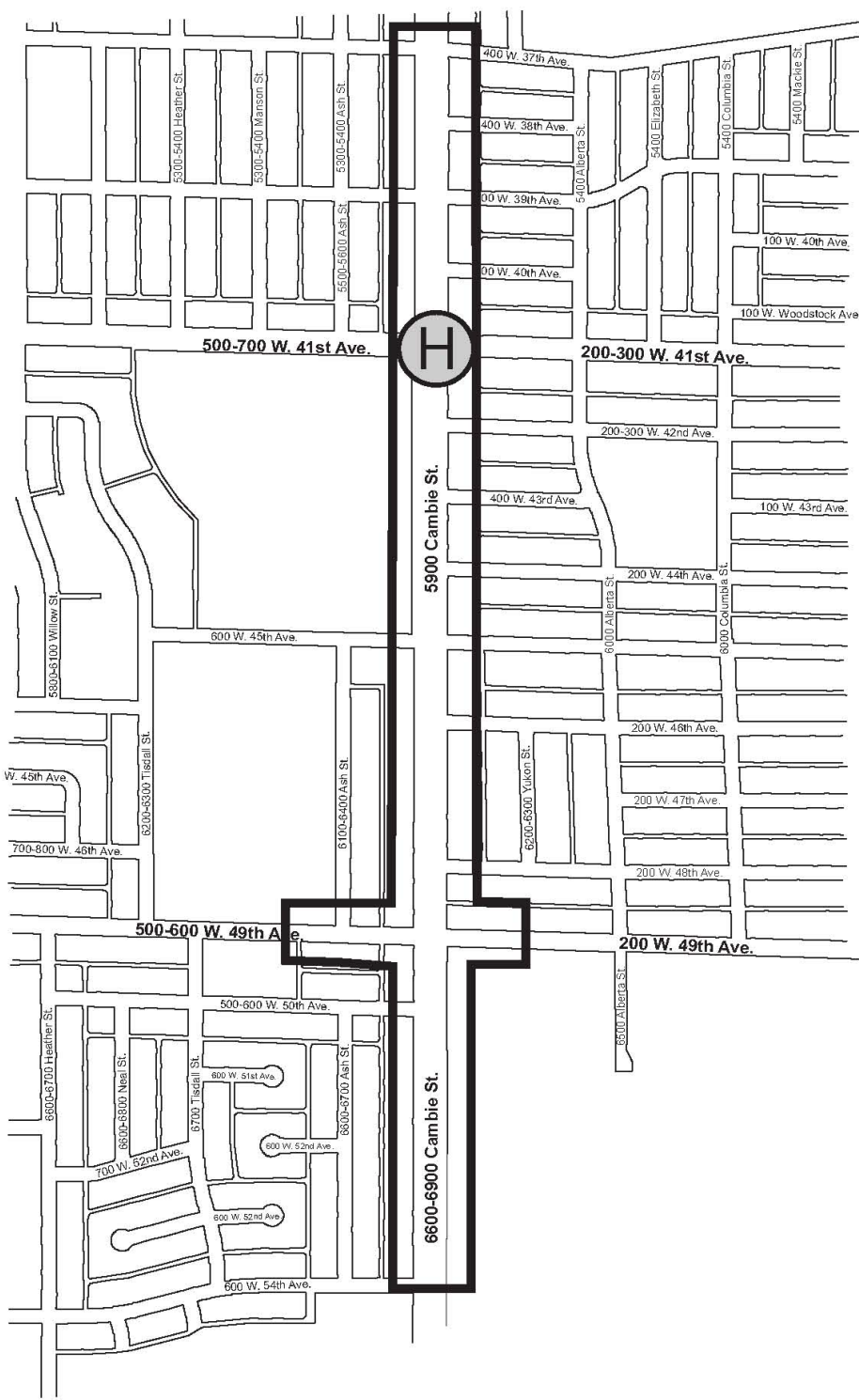
# Marine Drive Station

Schedule A (Page 10 of 13)



# 41<sup>st</sup> & 49<sup>th</sup> Avenue Stations

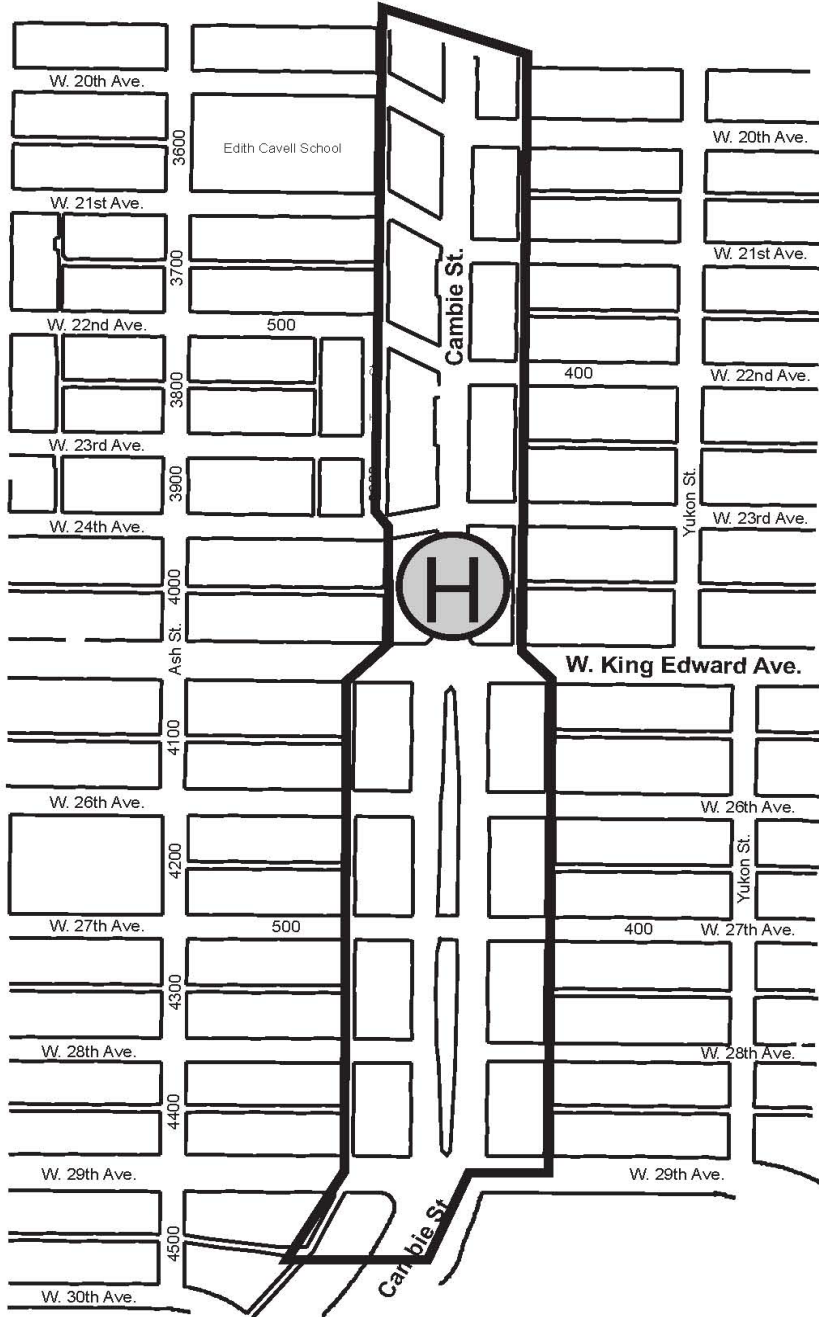
Schedule A (Page 11 of 13)



Legend	
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(C)	4.00 / hr
(D)	3.00 / hr
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(F)	2.00 / hr
(G)	1.50 / hr
(H)	1.00 / hr

# King Edward Station (Cambie Village)

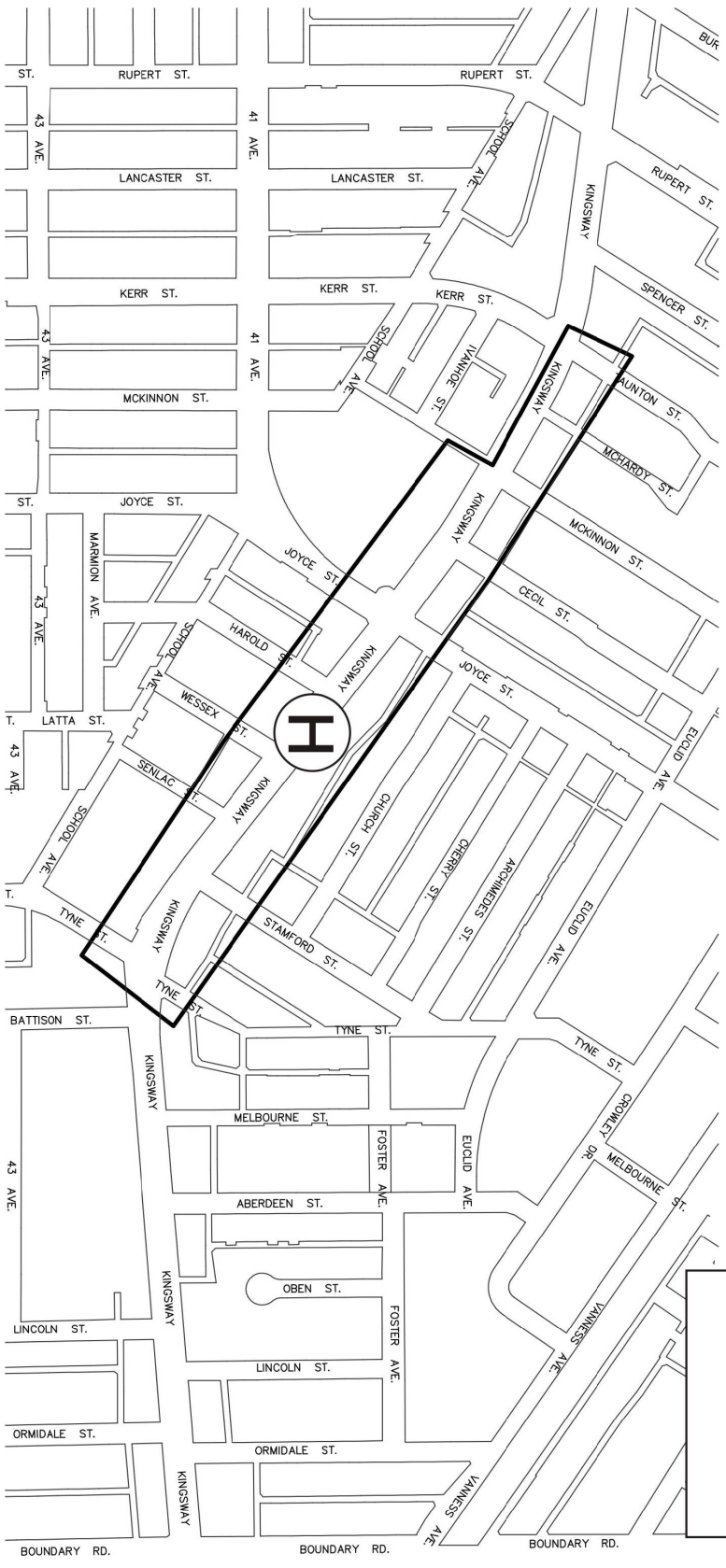
Schedule A (Page 12 of 13)



Legend	
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(F)	2.00 / hr
(G)	1.50 / hr
(H)	1.00 / hr

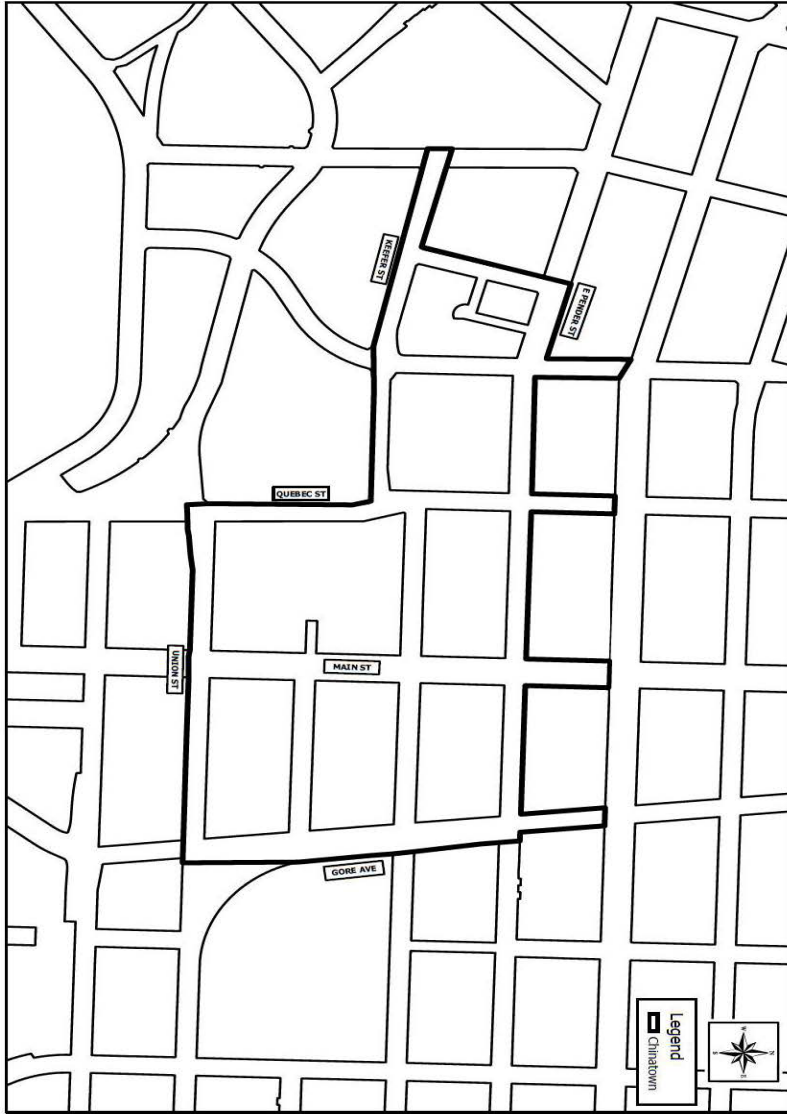
# Collingwood

## Schedule A (Page 13 of 13)



Legend	
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Ⓒ	4.00 / hr
Ⓓ	3.00 / hr
Ⓔ	2.50 / hr
Ⓕ	2.00 / hr
Ⓖ	1.50 / hr
Ⓗ	1.00 / hr

Schedule "B"



**CHINATOWN**  
Schedule B