



Deep Cove Parking Review

Engagement Summary Report

July 2023

Document Number: 6070819

Prepared by



Table of contents

About this report	1
Executive summary	2
Background.....	8
Participation	11
What we heard.....	12
Next steps	68
Appendix 1.....	69
Appendix 2.....	94
Appendix 3.....	126
Appendix 4.....	143
Appendix 5.....	157
Appendix 6.....	166
Appendix 7.....	198
Appendix 8.....	224
Appendix 9.....	247
Appendix 10.....	264
Appendix 11.....	278
Appendix 12.....	291
Appendix 13.....	307
Appendix 14.....	320

About this report

This report provides a summary of the community engagement conducted by the District of North Vancouver (the District) about the Deep Cove Parking Review and the input received. The purpose of this engagement was to inform the community and collect feedback on the proposed recommendations to improve public parking management in Deep Cove. The District is conducting the Deep Cove Parking Review to better understand current parking conditions and identify ways to manage existing public parking supply in the community that balances the needs of all users, including residents, visitors, and businesses.

The engagement was conducted in two phases: Part A in December 2022 and Part B, from April 11 to May 1, 2023.

This report includes:

- A summary of the notification activities to inform people about the engagement process
- An overview of the opportunities to participate
- A summary of feedback and input received through activities conducted during two phases of engagement
 - One-to-one interviews with business and community stakeholders
 - Four public open houses
 - Written submissions to staff
 - An online survey

This report was prepared by Lucent Quay Consulting Inc. on behalf of the District. Lucent Quay Consulting Inc. is a Vancouver-based communications and engagement firm retained by the District to support the engagement process and provide independent analysis of the engagement input.

Note that the input received reflects the interests and opinions of people who chose to participate in this engagement process.

Executive summary

The purpose of this engagement was to inform the community and collect feedback on the proposed recommendations to improve public parking management in Deep Cove. The District is conducting the Deep Cove Parking Review to better understand current parking conditions and identify ways to manage existing public parking supply in the community that balances the needs of all users, including residents, visitors, and businesses. The engagement was conducted in two phases: Part A in December 2022 and Part B, from April 11 to May 1, 2023.

Notification

The District promoted engagement opportunities using the following methods:

- Emails to stakeholders
- District of North Vancouver website
- District of North Vancouver online engagement site
- Postcard mail out to District residents and businesses in the Deep Cove area
- Social media posts
- Information signs posted in Deep Cove (both large and small format)
- Print and digital advertisements in the North Shore News newspaper
- Public open houses

Participation

Part A – December 2022

- 14 stakeholders participated in the one-to-one stakeholder interviews conducted in December 2022

Part B – April and May 2023

- More than 90 individuals attended one of the four open houses hosted at Deep Cove Cultural Centre (4350 Gallant Avenue) in April 2023
- A total of 684 online surveys were completed on the ZenCity Engage site, between March 27 and April 12, 2023
- Five written submissions and one paper survey were received by District staff

Key findings and themes

Results for each question of the online survey can be found in the “What we heard” section of this report beginning on page 12. The summary of key findings and themes is on the following pages.

One-to-one interviews

Interview participants represented a mix of local residents, community volunteers, business owners and District staff. Key themes from interviews included:

- **Support for pay parking** with variable rates by time and location
- **Suggestions to align time limited parking** with business type, user and location
- **Increased presence of bylaw officers**, ticketing and towing for parking infringements
- **Support for alternative travel modes and traffic reduction** measures e.g., parking and cycling from other areas of the District, promoting carpooling, shuttle busses and other alternative transportation options
- **Introduce local parking pass or permits** for residents in village centre, if pay parking is introduced
- **Enhanced parking and wayfinding signs** to help visitors find parking that suits their needs and in future to provide capacity information
- **Support for measures to increase parking supply** e.g., expanding existing parking facilities, consideration of underground parking in Deep Cove Village, allow for additional angled parking spots on Naughton Avenue

Open houses

Open house participants represented a mix of local residents, community volunteers and business owners. Key themes from interviews included:

- **General support for a mix of measures to manage public parking** including pay parking on-street and in lots and use of time limited parking
- **Support for overflow parking on gravel fields** at Myrtle Park and Cove Cliff Park for summer overflow parking
- **Suggestion for increased enforcement** e.g., presence of bylaw officers, ticketing and towing for parking infringements
- **Suggestion for access improvements** for people with accessibility needs, mobility challenges, the elderly and pedestrians in general
- **Suggestion to increase parking and wayfinding signs** e.g., a parking location and restrictions map, electronic parking status/capacity sign(s) on access routes to Deep Cove
- **Consider distributing resident and visitor passes for households consistently** throughout Deep Cove, to help manage on-street residential neighbourhood parking
- **Suggestion to introduce a seasonal parking pass** for pay parking areas
- **Support for alternative travel modes and traffic reduction measures** including shuttle bus service, enhanced level of public transit service from Phibbs Exchange, improved cycling and alternative transportation infrastructure
- **Support for management of parking for hiking trail access** e.g., Quarry Rock trail

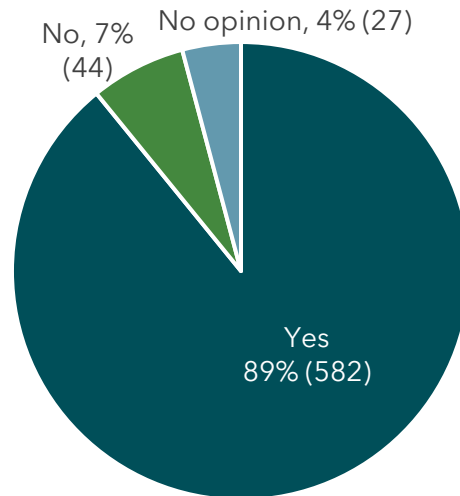
Written submissions

Written responses were submitted to District staff by five local residents. Key themes from written responses included:

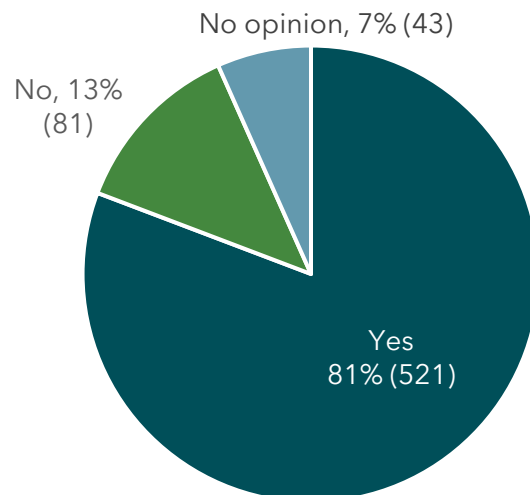
- **Specific feedback on the allocation of Resident Parking Only (RPO) and Time Limited, Resident Exempt (RE) resident permits** in specific areas in Deep Cove and consideration for residents that do not have parking on their premises and rely on street parking
- **Concerns that parking restrictions will redistribute parking pressures** to areas that have no parking restrictions
- **Support for increased parking and wayfinding signs** to create awareness of parking restrictions to increase compliance
- **Opposition to pay parking and time limited parking** for kayakers as pay parking would make activity prohibitively expensive and four-hour time limit does not encourage kayakers to visit and support local businesses
- **Support for public parking management during high season and peak times only** with restrictions enforced from April to September

Online survey

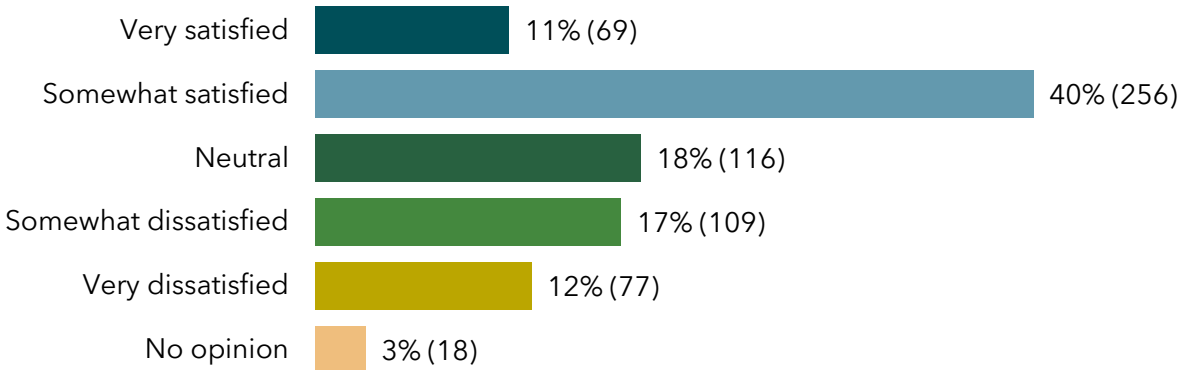
- 89% of respondents ($n=653$) agreed there is a need to change how public parking is managed in Deep Cove.



- 81% of respondents ($n=645$) agreed with the objectives of the parking review.



- 51% of respondents ($n=645$) indicated they were **very satisfied or somewhat satisfied** with the public parking tools used to develop recommendations.



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with public parking tools. Key themes included:

- **Opposition to pay parking** (64 mentions) e.g., residents should not pay for parking, pay parking limits access to green space
- **General support for tools** (36 mentions) e.g., good balance of tools, support implementation, potential to reduce traffic
- **Resident considerations** (28 mentions) e.g., safety concerns for people looking for parking, priority for parking should go to residents, residents' visitor parking access
- **Support for increased enforcement** (27 mentions) e.g., enforcement during peak times and high season will ensure success, repercussions will increase compliance
- **Support for resident parking tools** (19 mentions) e.g., support for RPO and RE, resident parking will help to maintain access
- **Support for pay parking** (19 mentions) e.g., support for pay parking tools for visitors and residents, tool will help reduce traffic
- **Commercial considerations** (18 mentions) e.g., employees and volunteers need access to parking, accessible parking for customers, pay parking may affect businesses
- **Support for time limited parking** (14 mentions) e.g., good tool for increasing turnover, expand pick up and drop off areas, good mix of time limited options in village core
- **General opposition** (11 mentions) e.g., concerns that recommendations will not be successful, demand is already too high for recommendations
- **Marine users / boat access** (10 mentions) e.g., consider expanding drop off for kayakers, look at options for Indian Arm residents
- **Opposition to RPO** (10 mentions) e.g., residents should use driveways, tool limits other District residents and visitors
- **Consider parking pass for residents** (10 mentions) e.g., consider options for resident or annual pass for visitors
- **Seasonal / peak time parking management** (5 mentions) e.g., consider different tools for busiest times

Deep Cove study area and zones

To identify appropriate parking management tools, the Deep Cove community was divided into seven neighbourhood zones. These zones reflected areas with similar parking characteristics, as well as adjacent land uses and user group needs.

Recommended parking tools were presented for each geographic zone, and participants were invited to indicate their level of satisfaction and provide additional feedback on the recommendations. Options included, very satisfied, somewhat satisfied, neutral, somewhat dissatisfied, very dissatisfied, and no opinion. The map below illustrates the percentage and number of respondents who were very satisfied or somewhat satisfied with the recommendations.



Background

Project overview

The District conducted a parking review in Deep Cove to better understand current parking conditions and identify effective ways to manage existing public parking supply in the community.

This project builds on previous work in Deep Cove, including the Deep Cove Parking and Access Study, as well as more recent data collected as part of the Gallant Storm Sewer project, the temporary Naughton Avenue detour, and Livable Deep Cove.

Public parking management recommendations are being developed using both technical data and input from the community. The recommendations will also consider priorities identified in the District's existing On-Street Parking Policy to promote fair and consistent parking management across the District. The District is committed to developing recommendations that balance the needs of all users, including residents, visitors, and businesses.

Engagement activities

The engagement was conducted in two phases: Part A in December 2022 and Part B, from April 11 to May 1, 2023).

Notification

The District supported the engagement opportunities through the following activities:

Activity	Description	Timing
District of North Vancouver website	New web page with project information, opportunities for participation and link to online survey in Part B	Web page launched on December 2, 2022
Invitation to participate in stakeholder interviews	Invitations for community and District stakeholders to participate in one-to-one interviews emailed to 32 organizations	November 27 to December 31, 2022
Online engagement site	Site including background information about the project and proposed recommendations by study area	Engagement site open from April 11 to May 1, 2023
Postcard mail out	Notification card with URL for web page and online survey mailed to 1,342 District residents within the defined study area of the Deep Cove Parking Review	Mailed on April 3, 2022
Social media	Facebook and Twitter posts to promote the online survey and community open houses Facebook total reach = 8,149 Twitter impressions = 9,413	Posts on April 11, 13, 15, 18, 20, 23, 25 (FB only), 28, and 30, 2023
Information signs	One 6' x 4' information sign on Mt. Seymour Parkway and Dollarton Hwy promoting the engagement page 14 2' x 2' lawn information signs in Deep Cove promoting the engagement page	Installed on April 11, 2023
Newspaper advertisements	Digital and two 1/3 page print advertisements in the <i>North Shore News</i> to promote the Deep Cove Parking Review	Print ad ran April 12 and April 26, 2023 Digital ads targeted to V7G and V7H postal codes ran starting April 11, 2023

Activity	Description	Timing
Community open houses	Public information sessions at the Deep Cove Cultural Centre (4350 Gallant Avenue):	<p>Thursday, April 13, 2023 1:00 p.m. – 3:00 pm</p> <p>Thursday, April 20, 2023 6:00 p.m. – 8:00 pm</p> <p>Tuesday, April 25, 2023 1:00 p.m. – 3:00 pm</p> <p>Saturday, April 29, 2023 11:00 a.m. – 3:00 pm</p>

Participation

One-to-one interviews

14 online/telephone interviews were conducted with the following types of organizations:

- Area business owners
 - Restaurants
 - Pharmacy
 - Daycare
 - Art gallery
 - Recreation business
 - Realtor
 - Hair salon
 - Area non-profit cultural organizations
- District staff – Transportation
- District staff – Park rangers

Open houses

91 participants attended one of four public Open Houses held at the Deep Cove Cultural Centre on the following dates:

- Thursday, April 13: 1:00 p.m. – 3:00 p.m. – 19 participants
- Thursday, April 20: 6:00 p.m. – 8:00 p.m. - 25 participants
- Tuesday, April 25: 1:00 p.m. – 3:00 p.m. – 21 participants
- Saturday, April 29: 11:00 a.m. – 3:00 p.m. – 26 participants

Written responses

Five people submitted written responses to District staff and one person submitted a paper survey during the engagement period.

Online survey

A total of 684 online surveys were completed (participants clicked through all questions to the end). All questions in the survey were optional. Most respondents answered all the questions, and everyone answered at least one question. All responses were considered as input in this report. Many respondents used the open-ended questions to provide additional feedback.

A summary of comments from the open house, written responses and results of the online survey can be found in the “What we heard” section of this report starting on page 12.

Please see the appendices for verbatim responses to open-ended questions in the online survey.

What we heard

One-to-one stakeholder interviews

Interview participants represented a mix of local residents, community volunteers, business owners and District staff.

- **Support for pay parking**
 - Introduce pay parking and consider variable rates, by time and location
- **Time limited parking**
 - Revise time limit parking areas to align with business type, user and location
- **By law enforcement**
 - Increase presence of bylaw officers, ticketing and towing for parking violations
- **Resident Parking Only (RPO) and Time Limited, Resident Exempt (RE) resident permits**
 - Introduce local parking pass or permits for residents, if pay parking is introduced
- **Parking and wayfinding signage**
 - Enhance signage to help visitors find parking that suits their needs and, in the future, to provide capacity information
- **Support for alternative travel modes and traffic reduction measures**
 - Encourage parking and cycling from Cates Park/Whey-ah-Wichen or other areas of the District
 - Promote carpooling and other alternative transportation options
 - Consider shuttle buses (paid or unpaid) from locations in other parts of the District
 - Develop traffic management plan to reduce local congestion
 - Discourage visitors to limit vehicles coming to Deep Cove
- **Support for measures to increase parking supply**
 - Reorganize existing parking facilities to maximize the number of parking spots
 - Consider developing underground parking in Deep Cove Village
 - Allow for additional angled parking spots on Naughton Avenue
 - Create more all-day parking outside of the village

Open Houses

Open house participants represented a mix of local residents, community volunteers and business owners.

- **General support**
 - Supportive of a mix of measures to manage public parking including pay parking on-street and in lots and use of time limited parking
- **Support for overflow parking**
 - Use gravel fields at Myrtle Park and Cove Cliff Park for summer overflow parking
- **Bylaw enforcement**
 - Increase presence of bylaw officers
 - Increase ticketing and towing for parking violations
 - Encourage use of bicycles to allow more efficient/effective patrols
- **Access for seniors and people with disabilities or mobility challenges**
 - Consider access improvements for people with accessibility needs, mobility challenges, the elderly and pedestrians in general
- **Parking and wayfinding signage**
 - Develop a parking location and restrictions map for business patrons
 - Install electronic parking status/capacity sign(s) on access routes to Deep Cove
- **RPO and RE resident permits**
 - Distribute resident and visitor passes for households consistently throughout Deep Cove, to help manage on-street residential neighbourhood parking
- **Parking passes**
 - Introduce a seasonal parking pass for payparking areas
- **Previous work**
 - Review and assess recommendations of previous parking study
- **Support for alternative travel modes and traffic reduction measures**
 - Implement a shuttle bus service between Deep Cove and a designated parking location e.g., school parking lots, Capilano College, or Parkgate Village
 - Enhance level of public transit service from Phibbs Exchange
 - Improve cycling and alternative transportation infrastructure to/from Deep Cove
 - Promote alternative travel modes using social media
 - Introduce traffic management measures (traffic lights, traffic control personnel, improved intersection sightlines, etc.) to reduce congestion and enhance safety
 - Consider alternative boat/watercraft launch locations to reduce traffic and address users' concerns about security
- **Support for measures to increase parking supply**
 - Address social media and public forums promoting the use of Cliffwood Road as a free parking location
 - Create more on-street parking spaces by reviewing the demarcation of stalls, especially on Gallant Avenue
- **Management of parking for hiking trail access**
 - Change hiking trail access to allow for parking near Indian River Drive
 - Introduce day passes for access to Quarry Rock trail

Written responses

Five written responses were submitted by local residents during the engagement period.

- **RPO and RE resident permits**
 - Specific feedback on the allocation of RPO and RE resident permits in specific areas in Deep Cove
 - Concerns that parking restrictions will redistribute parking pressures to areas that have no restrictions (i.e., streets east and South of Myrtle Park)
 - Some residents do not have garages or driveways and rely on-street parking, so require permit parking near Cove Cliff Road
 - Unrestricted parking in Cove Cliff Road area will cause safety concerns
- **Parking and wayfinding signage**
 - Post clear signs to create awareness for parking restrictions to increase compliance and reduce traffic on residential streets
- **Opposition to pay parking and time limited parking for kayakers**
 - Pay parking during kayak season would make outdoor activity prohibitively expensive
 - four-hour time limit does not encourage kayakers to visit and support local businesses
 - Consider selling an annual parking pass to residents from other parts of the District to make access to outdoor activity more equitable
- **Support for public parking management at during high season and peak times only**
 - Enforce restrictions (with resident exemptions) from April to September

Online Survey

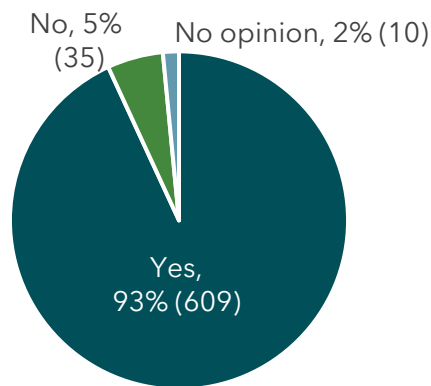
Why can't I find parking in Deep Cove?

Participants were asked if their experience aligns with the following assessment of parking challenges in Deep Cove:

- High parking demand and low supply near popular destinations
- High vehicle ownership and limited on-site parking for some properties
- Lack of alternative travel options
- Need to transport large items such as recreational equipment
- Lack of information on where to park

These factors result in excess traffic volumes, with drivers cruising for sparsely available parking, causing congestion, emissions, and safety concerns.

Does this assessment of the parking challenges align with your experiences in Deep Cove?
(n=654)



Many respondents used the optional open-ended questions to provide additional feedback about alignment with experiences with public parking in Deep Cove. The following chart summarizes key themes provided in open-ended responses.

If you wish to comment further, please do so here. (n=242)

Key theme	# of mentions	Summary of Comments
Resident considerations	68	<ul style="list-style-type: none"> – Resident parking should be a priority (31) – Increased traffic in residential neighbourhoods and cars using driveways for turnarounds (11) – Indian Arm residents using local resident spaces (5) – Parking management pushes challenges into other areas (5) – Resident parking pass throughout community (5) – Parking challenges for people visiting residents (3)

If you wish to comment further, please do so here. (n=242)

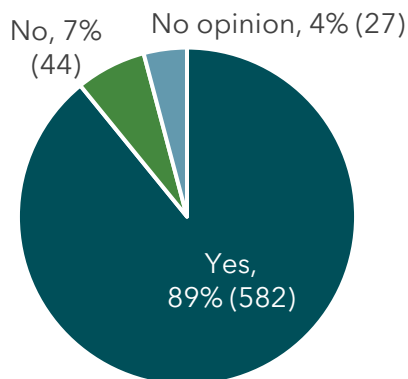
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Limit parking at area parks to sporting events only (2) - New construction should address adequate parking for location and size of residence (2) - Construction and maintenance vehicles remove available parking for residents and visitors (2) - Increased congestion from hikers near trailheads (1) - Residents should not pay for parking (1)
General support	52	<ul style="list-style-type: none"> - Factors align with experience; parking is a problem and needs to be fixed (44) - Agree with all factors except lack of alternative travel options (3) - Airbnb and secondary suites also add traffic (3) - Agree with all factors except wayfinding which is adequate (2)
Commercial considerations	11	<ul style="list-style-type: none"> - Limited ability to access restaurants and services (5) - Lack of accessible parking for businesses and arts organizations (3) - Residents need parking to access essential services like pharmacy and medical appointments (2) - Large delivery trucks causing safety issues (1)
Seasonal/peak time parking management	12	<ul style="list-style-type: none"> - Factors are all most relevant during high season and are more prevalent at peak time periods during the day (12)
Safety	12	<ul style="list-style-type: none"> - Distracted drivers looking for parking pose danger to residents especially to children in area (7) - No sidewalks in some areas and increased traffic endanger pedestrians (4) - Visitors parking and unloading in non-designated spots (1)
Wayfinding signs and capacity information	12	<ul style="list-style-type: none"> - Current signs and information are adequate (5) - Signs in residential areas should be larger so more people see them (5) - Install signs on Dollarton Highway indicating when parking lots are full (1) - Create awareness and provide more information about parking impacts to community (1)

If you wish to comment further, please do so here. (n=242)

Key theme	# of mentions	Summary of Comments
Support for time limited parking	11	<ul style="list-style-type: none"> - Designated parking for water sports and drop offs (5) - Short term parking for pharmacy pickup, medical and dental (4) - Parking should be free with a variety of time limits, to increase turnover and accommodate different activities and recreation uses (2) - No overnight parking on residential streets (1)
Visitor considerations	11	<ul style="list-style-type: none"> - Water sports need longer than four-hour parking and convenient drop off and pick up areas (5) - Residents take valuable public parking space in front of houses for private cars, when they have access to driveways and garages (4) - Inadequate parking at Marina spills into community (1) - Church parking lot too small, patrons using street parking (1)
Increased enforcement	7	<ul style="list-style-type: none"> - General lack of enforcement for traffic infringements in residential areas (4) - Need more enforcement for people exceeding time limits (2) - Lack of traffic monitoring when lots are full (1)
General opposition	5	<ul style="list-style-type: none"> - Problem is growing and solutions are not working (3) - Do not agree with factors (2)

For verbatim responses see Appendix 1.

Do you agree that we need to change how we manage public parking in Deep Cove?
(n=653)



Many respondents used the optional open-ended questions to provide additional feedback about agreement with the need for change to management of public parking in Deep Cove. The following chart summarizes key themes provided in open-ended responses.

Why? (n=468)		
Key theme	# of mentions	Summary of Comments
General support	175	<ul style="list-style-type: none"> - Parking issues affect the community negatively (49) - Too many cars crowding, circling and looking for parking (40) - Need to find a balance for residents and visitors (29) - Need more options for different users (24) - Some progress has been made but more efforts are needed (14) - Need to get people out of their cars (11) - Climate considerations, need to reduce pollution (8)
Resident concerns	99	<ul style="list-style-type: none"> - Residents need permits to park near their homes (33) - Too many visitors in residential areas (31) - Residents should be prioritized (12) - Parking challenges for people visiting Deep Cove residents (8) - Limit visitors (7) - Consider resident parking pass for entire community (5) - Challenges picking up and dropping off at school (2) - Indian Arm residents have challenges finding parking (1)

Why? (n=468)		
Key theme	# of mentions	Summary of Comments
Safety	40	<ul style="list-style-type: none"> - Distracted driving and speeding, looking for parking, pose dangers especially to children in area (27) - No sidewalks in some areas and increased traffic endanger pedestrians (4) - Increased pollution from increased traffic (4) - Visitors blocking crosswalks impact sight lines (3) - Visitors blocking access for first responders (2)
Visitor considerations	27	<ul style="list-style-type: none"> - Equitable access to options for water sports and nature access (8) - Lack of parking is frustrating for visitors (7) - Residents using public parking instead of their property taking supply away from visitors (4) - Natural beauty supports business, need to welcome visitors (3) - Manage Quarry Rock parking (2) - Limited overnight parking for camping in Indian Arm (2) - Lack of parking for events and performances (1)
Support for alternative travel modes and traffic reduction measures	20	<ul style="list-style-type: none"> - Increase access to public transit and active transit (12) - Make shuttle service available and allow tour buses (6) - Move trailhead for hiking out of village centre or close Quarry Rock Trail (1) - Allow Naughton Avenue extension to improve traffic management (1)
Support for pay parking	19	<ul style="list-style-type: none"> - Pay and time limited parking for non-residents (18) - Change price for peak hour usage (1)
Commercial considerations	15	<ul style="list-style-type: none"> - Parking should support businesses and arts organizations (9) - Struggle to find parking for medical appointments (2) - More accessible parking spots needed (4) - People who work in Deep Cove should have access to parking (1)

Why? (n=468)		
Key theme	# of mentions	Summary of Comments
Support for time limited parking	14	<ul style="list-style-type: none"> - More short term parking spots e.g., 15-30 minutes (6) - Provide a variety of time limits on available spots to increase turn over (5) - three-hour parking near shops (2) - Need four-hour minimum parking for water sports (1)
Wayfinding signs and capacity information	14	<ul style="list-style-type: none"> - Capacity signs would help visitors find spots and avoid increased congestion (8) - Signs should be larger, clearer and in multiple languages (5) - Current signs and information are adequate (1)
Increase and preserve existing parking supply	17	<ul style="list-style-type: none"> - Make more parking spots available, parking garage (12) - No more development without adequate parking (2) - Problem is parking spots being taken away on Gallant Ave e.g., for things like patios (2) - Marina needs to provide spaces (1)
Increased enforcement	6	<ul style="list-style-type: none"> - Increased presence of bylaw, park ranges or RCMP to increase safety (2) - Traffic wardens instructing visitors to available parking areas to reduce congestion (2) - More enforcement for overstays in time limited areas (2)
Opposition to pay parking	6	<ul style="list-style-type: none"> - Pay parking will not solve issues (3) - Cash grab (1) - Important to have free access to nature and recreational activities, equity (2)
General opposition	5	<ul style="list-style-type: none"> - Do not believe proposal will improve parking (5)

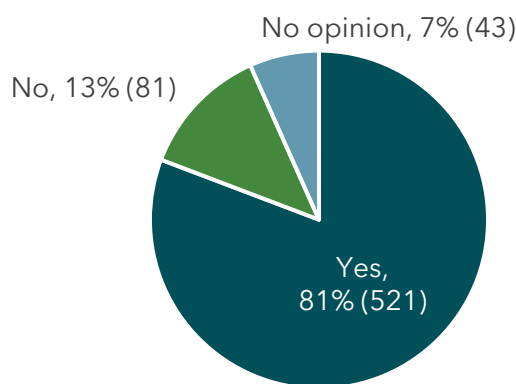
For verbatim responses see Appendix 2.

How does this project help with parking?

Participants were asked if they agreed with the following public parking management objectives:

- Address identified parking challenges in Deep Cove
- Balance the needs of all users in the community
- Support the fair and consistent application of public parking management across the District
- Provide flexibility if there are changes in future

Do you agree with the objectives of this parking review project as stated above? (n=645)



Many respondents used the optional open-ended questions to provide additional feedback about agreement with objectives for the public parking review. The following chart summarizes key themes provided in open-ended responses.

If you wish to comment further, please do so here. (n=196)		
Key theme	# of mentions	Summary of Comments
Resident considerations	44	<ul style="list-style-type: none"> – Residents should be prioritized (24) – Residents need to be able to easily obtain permits to park near their homes (6) – Too many visitors in residential areas (4) – Consider residents parking pass for whole community during high season (3) – Parking challenges for people visiting Deep Cove residents (2) – Residents should be exempt from pay parking (2) – Parking challenges affect pick up and drop off at school (1) – Residents should not have to pay for parking (1) – Consider resident only parking in village centre (1)

If you wish to comment further, please do so here. (*n=196*)

Key theme	# of mentions	Summary of Comments
General opposition	22	<ul style="list-style-type: none"> - Do not agree with a consistent application of parking management across the District (15) - Residents should be prioritized (2) - Objectives do not address climate change (1) - Study is a waste of time and money (1) - Should strive for equitable instead of fair (1) - Resident permits are not fair or balanced (1) - Turnover of parking spots to benefit businesses is not fair to residents (1)
General support	13	<ul style="list-style-type: none"> - Support for objectives of study (9) - Consideration for more accessible parking spaces (2) - Community includes users outside of the District (1) - Deep Cove has specific considerations different from other areas in the District (1)
Safety	11	<ul style="list-style-type: none"> - Congestion, distracted driving, and speeding pose dangers, especially to children in area (6) - Visitors blocking access for first responders (3) - Unsafe for people with mobility issues (1) - No sidewalks and increased traffic pose danger to pedestrians (1)
Opposition to pay parking	9	<ul style="list-style-type: none"> - Equity considerations, free access to green space, beach or hiking (2) - Parking meters will change community feeling (1) - District residents should not pay for parking (3) - No pay parking for Deep Cove (2) - No parking companies in Deep Cove (1)
Visitor considerations	8	<ul style="list-style-type: none"> - Deep Cove is a tourist destination, make it efficient and welcoming for visitors (2) - Residents have garages and driveways so should not require as much street parking (3) - Rowing club has minimal impact because of time-of-day usage (1) - Kayakers and other water sport users need to have access for gear transport and drop off (1) - Manage Quarry Rock users to reduce traffic and parking challenges (1)

If you wish to comment further, please do so here. (n=196)

Key theme	# of mentions	Summary of Comments
Support for pay parking	6	<ul style="list-style-type: none"> – Pay parking for visitors to Deep Cove will help with turnover (3) – Pay parking will help encourage people to bike and walk (2) – Consider pay parking at Quarry Rock to reduce traffic (1)
Commercial considerations	5	<ul style="list-style-type: none"> – Residents should have consistent parking access at essential services, like medical appointments, during the high season (3) – Business owners should be included in public parking decisions (1) – Provide accessible and designated parking for restaurants with time limits (1)
Support for time limited parking	4	<ul style="list-style-type: none"> – More short term parking e.g., 15-30 minutes (4)
Increased enforcement	3	<ul style="list-style-type: none"> – Increased enforcement is imperative for success (3)

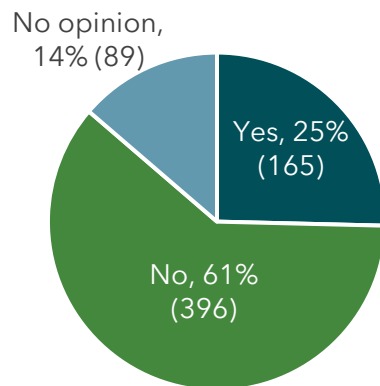
For verbatim responses see Appendix 3.

Who needs to park in Deep Cove?

Participants were asked if they agreed with the following public parking user groups:

- Employees and volunteers
- Customers of retail and food services, gallery and other services
- Patrons of the theatre
- Visitors – recreational and residential
- Residents of Deep Cove
- Residents of Indian Arm
- People accessing childcare and schools

In your experience, are there additional user groups not included above whose parking needs should be considered? (n=650)



Many respondents used the optional open-ended questions to provide additional feedback about additional user groups not included in the assessment. The following chart summarizes key themes provided in open-ended responses.

Please explain your answer. (n=198)		
Key theme	# of mentions	Summary of Comments
Commercial	64	<ul style="list-style-type: none"> - Access to medical appointments e.g., doctor and dentist (35) - Delivery vehicles and services e.g., Amazon, food delivery, construction and maintenance, dog walkers (15) - Airbnb or vacation rental, secondary suites (5) - Short term pick ups / drop offs e.g., pharmacy, daycare (4) - Film industry and special events (3) - Allow visitors and businesses with access to resident parking during day (1) - School groups (1)
Visitors	40	<ul style="list-style-type: none"> - Youth sports participants, tennis and pickle ball (11) - Quarry Rock visitors who are a key cause for traffic challenges (7) - Motorbike and cycling groups (4) - Transit travellers at bus stops and bicyclists requiring parking including cargo bikes (4) - All day family picnickers or people coming for multiple purposes for all day visits (4) - Evening event participants (3)

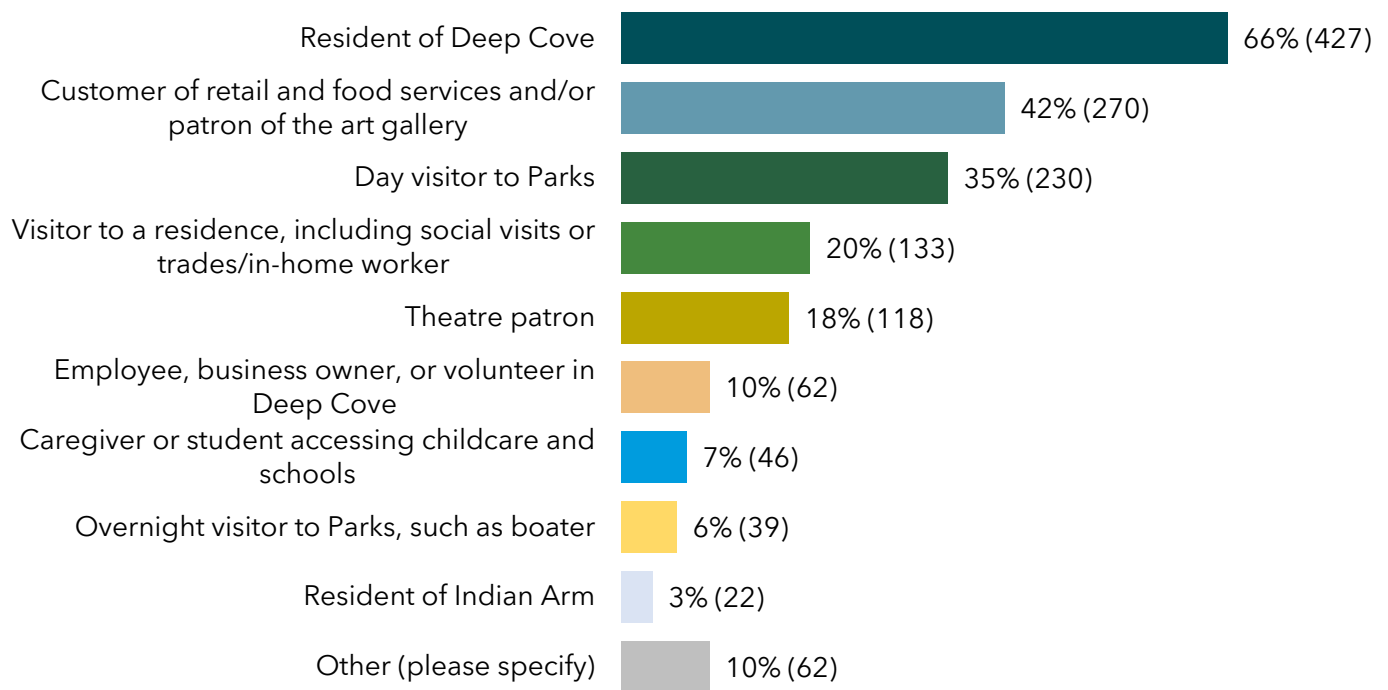
Please explain your answer. (n=198)

Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Church goers who travel to Deep Cove at specific times (3) - Tour groups on buses (2) - Recreation vehicles are attracted by free overnight parking (1) - Hikers or recreation users who need longer than four-hours, rushing may cause safety issues (1)
Marine users	26	<ul style="list-style-type: none"> - Indian Arm residents parking in residential area (10) - Rowing club participants who use parking in morning and evening (6) - Marine user groups with different needs including a drop off and launch area (4) - Kayak and canoe users parking for more than four hours (2) - People parking in residential areas for marine rentals and multi-day trips up Indian Arm (2) - Drop offs for youth and child programming at yacht club and kayak company (1) - Dragon boaters practicing twice a week (1)
Residents	23	<ul style="list-style-type: none"> - People visiting residents or providing services to Deep Cove residents (19) - District residents from outside of Deep Cove that use services (2) - Indigenous people should have priority parking (1) - Resident renters (1)
General support	21	<ul style="list-style-type: none"> - Agree with users identified (21)
Accessibility	15	<ul style="list-style-type: none"> - People with disabilities and limited mobility accessing areas around Deep Cove including drop off and pick up (8) - People who require accessible parking at pharmacy and medical offices (5) - Residents who are elderly or have limited mobility and do not have access to on property parking (1) - First responders who need access to businesses, parks and residential areas (1)

For verbatim responses see Appendix 4.

Are your specific parking needs in Deep Cove represented by one or more of the user groups below? (check all that apply) (n=649)

Respondents indicated the group or groups* they are represented by as illustrated in the following graph:



*Respondents were able to select more than one user group. Percentages reflect the proportion of respondents who selected each user group.

Respondents who selected "other" offered additional comments. The top five other user groups were:

- Marine users e.g., rowers, kayakers, yacht club members, dragon boaters (27)
- Accessing medical appointments e.g., doctor, dentist, pharmacy (22)
- Trades people providing services (2)
- Youth sports / park users e.g., little league (2)
- Event participants e.g., music in the park, knee knacker race (2)

Many respondents used the optional open-ended questions to provide additional information about user groups for consideration. The following chart summarizes key themes provided in open-ended responses.

Is there any other information you wish to add? (<i>n</i> =115)		
Key theme	# of mentions	Summary of Comments
Resident considerations	26	<ul style="list-style-type: none"> – Parking challenges are affecting the community negatively (8) – People visiting residents or providing services to residents experience parking challenges (5) – Visitor parking is affecting access to homes (4) – Residents being able to access permits will reduce frustration in the community (3) – Residents with driveways and garages potentially taking public parking spaces (2) – District residents from outside Deep Cove want access (2) – Pay parking is negatively affecting residents (1) – Secondary suites adding to parking pressure (1)
Commercial considerations	14	<ul style="list-style-type: none"> – Need access to childcare and summer camp activity drop offs (3) – Need consistent parking for medical offices e.g., doctor, dentist and pharmacy (4) – District residents who frequent shops and services in Deep Cove want consistent parking (2) – Volunteers and employees at Cultural Centre (1) – Event participants (1) – Accessible parking e.g., for medical patients or theatre goers (1) – Landscaping and rubbish removal trucks parked for long periods in unrestricted residential areas (1) – Customers want access to free parking (1)
Marine users and boat access	13	<ul style="list-style-type: none"> – Some water sports require longer than four-hours, suggest eight-hours would be adequate parking near water access (6) – Yacht club, Rowing Club and customers of Deep Cove Kayak should be considered differently that boat access residents (1) – Indian Arm residents should consider transit in/out from a less busy access point or park at Marina (1) – Overnight parking in vehicles or boat should not be encouraged (1)

Is there any other information you wish to add? (n=115)

Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Consider a better launching place for kayaks (1) - Tuesday night races are very congested (1) - Drop off and pick up for youth and children’s classes and camps (1) - Rowers park outside of peak periods most frequently (1)
Increased enforcement	3	<ul style="list-style-type: none"> - Enforcement is important for parking infringements and monitoring overnight campers (3)

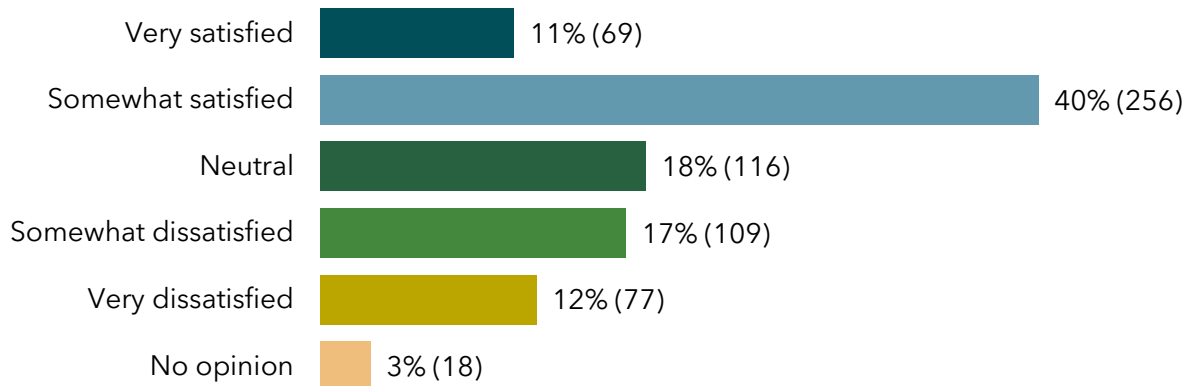
For verbatim responses see Appendix 5.

What are the tools to manage public parking?

Participants were asked if they agreed with the following public parking management tools:

- Pick up / Drop off
- Residential parking permits - Residential Parking Only (RPO) or Time Limited, Resident Exempt (RE)
- Time Limited Parking
- Pay Parking

How satisfied are you with the public parking tools that we are using to develop recommendations? (n=645)



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with public parking tools. The following chart summarizes key themes provided in open-ended responses.

Why? (n=388)		
Key theme	# of mentions	Summary of Comments
Opposition to pay parking	64	<ul style="list-style-type: none"> - General disagreement with pay parking tool (25) - Residents do not want to pay for parking or pay for resident permit (16) - Equity considerations as pay parking may limit accessibility for some users to green space and recreation (15) - Might affect businesses negatively (3) - Tool would add to congestion in residential areas from people looking for free parking (2) - Private parking companies should not operate in Deep Cove (2) - Pay parking only benefits businesses (1)
General support	36	<ul style="list-style-type: none"> - Good balance of tools (11) - Hope recommendations will be implemented (9) - Tools encourage short visits and potential reduce traffic (6) - Tools encompass different parking scenarios and users (6) - Clear and fair (3) - Pilot recommendations before implementing permanently (1)
Resident considerations	28	<ul style="list-style-type: none"> - Visitors driving dangerously looking for parking (9) - Parking priority for residents (9) - Parking challenges for people visiting residents or providing services to Deep Cove residents (5) - Pay and time limited parking will push congestion into residential streets (3) - Some residents do not have driveways or garages and require street parking (1) - Apply resident parking equitably across Deep Cove (1)
Increased enforcement	27	<ul style="list-style-type: none"> - More enforcement during high season and peak times to ensure success (11) - Policing short term and time limited parking more closely (10)

Why? (n=388)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Residential neighbourhoods need more enforcement to ensure proper access to homes (4) - Stricter repercussions for infringements e.g., towing for illegally parked cars in residential areas (1) - Management and enforcement at trailheads policed more closely (1)
Support for RPO/RE	19	<ul style="list-style-type: none"> - Support for RPO and RE tools (11) - Some residents want free permit for their block (2) - Some residents want permit for neighbourhood rather than block (2) - To maintain access in residential neighbourhoods next to time limited and payparking, implement resident only parking (2) - Support for RPO and RE on Panorama and Badger (2)
Support for pay parking	19	<ul style="list-style-type: none"> - General support for pay parking tool (4) - Pay parking for both residents and visitors (4) - Pay parking in lots and prime on-street locations will help reduce traffic (3) - Effective tool to mitigate visitors (3) - Pay parking for visitors but residents exempt (2) - Residents should park on their own property or pay for parking (1) - Pay parking revenues should fund and maintain parks and active transportation improvements (1) - Pay parking should also be time limited (1)
Commercial considerations	17	<ul style="list-style-type: none"> - Employees and volunteers require access to free parking (6) - Accessible parking for people with disabilities or mobility issues (3) - Pick up/drop off and loading zones do not work, people park illegally and take access away (2) - Retailers may lose patrons if pay parking and time limited parking is implemented (2) - Consistent parking available for pharmacy pick up (2) - Reliable parking for medical appointments (1) - More short term parking to support business community (1)

Why? (n=388)		
Key theme	# of mentions	Summary of Comments
Support for time limited	14	<ul style="list-style-type: none"> - Good tool for increasing turnover (4) - Expand pickup and drop off areas (3) - Good mix of time limited options on Gallant Ave (1) - Resident permits should be time limited (1) - Implement variety of options for time limited parking to suit different users (1) - Tool should be reasonable and fair (1) - Include on Raeburn (1) - Explore ability to book time ahead (1) - Should be monitored consistently (1)
General opposition	11	<ul style="list-style-type: none"> - Concern recommendations will not be successful (7) - Demands are too high for recommendations to make a difference, will not reduce traffic or number of vehicles (2) - No new tools offered, status quo (2)
Marine users/boat access	10	<ul style="list-style-type: none"> - Consider expanding drop off space for kayakers (3) - Indian Arm residents take resident spots potentially causing congestion (3) - Indian Arm residents require minimum one vehicle with unlimited parking, do not think tools will help with consistent parking (2) - Consider special event parking for weekly events like Tuesday races (1) - Consider recreation parking pass (1)
Opposition to RPO	11	<ul style="list-style-type: none"> - Residents using public space in front of houses for private cars, when some have access to driveways and garages (4) - General disagreement with RPO tool (2) - Limits wider District from using Deep Cove (2) - Limits ability for some residents to park close to their homes (1) - Not effective in reducing number of vehicles (1) - Concern there will not be enough resident permits (1)
Parking pass for residents	10	<ul style="list-style-type: none"> - Deep Cove residents parking pass (4) - District residents also pay taxes and should have priority, either paid or unpaid (3) - Paid "Annual Pass" (3)

Why? (n=388)		
Key theme	# of mentions	Summary of Comments
Seasonal/peak time parking management	6	<ul style="list-style-type: none"> – Increase time limited parking during high season and peak hours (3) – Pilot measures for summer before implementing permanently (1) – Support for resident only parking during high season and peak hours (1) – Pay parking not needed in off season (1)
Opposition to time limited	4	<ul style="list-style-type: none"> – Limits may be too short for some Deep Cove activities (1) – Time limited parking only benefits businesses (1) – Not optimal tool for residential areas (1) – Will not help with congestion (1)
Visitor considerations	2	<ul style="list-style-type: none"> – Residents should not be able to limit visitors (1) – Residents should not take all parking (1)
Wayfinding signs and capacity information	3	<ul style="list-style-type: none"> – Explore real-time information to indicate parking is full before visitors arrive in village (2) – Better signs to direct people to alternate parking (1)

For verbatim responses see Appendix 6.

Many respondents used the optional open-ended questions to provide additional feedback about tools. The following chart summarizes key themes provided in open-ended responses.

What other tools would you like to see used in Deep Cove to help manage available parking in the future? (n=363)		
Key theme	# of mentions	Summary of Comments
Shuttle/park and ride	91	<ul style="list-style-type: none"> – General support for community shuttle/park and ride during peak hours/high season (47) – Free shuttle from other parking areas e.g., Parkgate, Superstore, Capilano University, Cates Park/Wheyah-Wichen, Dollarton, Phibbs Exchange, etc. (34) – Shuttle for special events like theatre company shuttle (7) – Reinstate tour buses and charge (2) – Priority bus lane (1)

What other tools would you like to see used in Deep Cove to help manage available parking in the future? (*n=363*)

Key theme	# of mentions	Summary of Comments
Parking technology and signs	58	<ul style="list-style-type: none"> - Signs clearly showing public parking areas, residents only, overflow and drop off pick up areas (21) - Electronic signs showing parking is full before people reach Deep Cove, signs showing parking capacity (12) - Website with information, social media/live updates showing when/where parking is full and encouraging alternate travel (9) - Reserved parking for theatre and restaurants, app to reserve spots (5) - Signs and barriers to block residential areas (3) - Signs clearly showing residents only and drop off pick up areas (2) - Less advertising and no more digital signs; there are already too many taking parking spots (2) - Count cars entering the village and update sign for when capacity has been reached (1) - Signs to dissuade overnight parking (1) - Etiquette signs in residential neighbourhoods (1) - Signs warning of limited parking before intersection at Seymour Parkway and Dollarton Highway (1)
Promote active transit	34	<ul style="list-style-type: none"> - Bike lane improvements and infrastructure e.g., safe, separated path (12) - Secure bike parking and more options and bike racks, bike valet/corral (8) - Promote cycling and alternative modes of transit (5) - Multi-use path to Deep Cove e.g., Spirit Trail extension (4) - Promote walking from overflow parking to village (3) - Extend bike or scooter sharing/rental to Deep Cove (2)
Promote public transit/alternate transportation	33	<ul style="list-style-type: none"> - Increase public transit frequency during high season (13) - Encourage use of car share e.g., Evo, Modo, Uber (9) - Promote driving alternatives and public transit e.g., via social media channels (5) - Provide adequate bus shelters and stops (4) - Public ferry/e.g., aqua bus (2)

What other tools would you like to see used in Deep Cove to help manage available parking in the future? (n=363)

Key theme	# of mentions	Summary of Comments
Create more parking	26	<ul style="list-style-type: none"> - Build a parkade/underground parking/larger parking lot (12) - More overflow options including gravel fields at school, Naughton Avenue detour and church parking lot (5) - Remove patio spaces to add parking (3) - Reconfigure parking to create more spaces (3) - Alternative parking for Quarry Rock with shuttle (1) - Angle parking in village (1) - Parking on both sides of streets (1)
Increased enforcement	28	<ul style="list-style-type: none"> - Increased enforcement presence e.g., bylaw officers, RCMP and rangers (11) - More tickets and towing for parking infractions (10) - Traffic officers or community ambassadors to direct traffic on busy days (4) - Monitor overnight parking, suggest a permit or fee (1) - Enforce pick up and drop off areas (1) - More yellow line painting on curbs to ensure cars do not crowd driveways or block line of sight (1)
DNV resident parking pass	12	<ul style="list-style-type: none"> - Parking pass valid throughout the District for residents (5) - Parking pass valid for Deep Cove residents throughout the village (2) - Parking pass for residents, businesses, employees and volunteers (2) - Control access to residential areas and limit passes (1) - Means testing for RE and RPO zones to address equity (1) - Allow residents to park overnight in parking lots (1)
Limit vehicle access	12	<ul style="list-style-type: none"> - Limit the number of cars that can enter Deep Cove on the weekend (7) - Implement a user fee and pre booking online (2) - Close Gallant Avenue to vehicle traffic (1) - Limit parking to only District residents from neighbourhoods as far as Blueridge (1) - Reasonably priced non-resident parking pass (1)

What other tools would you like to see used in Deep Cove to help manage available parking in the future? (*n=363*)

Key theme	# of mentions	Summary of Comments
Specific management for hiking trails	11	<ul style="list-style-type: none"> – Pass or reservation to hike trail (4) – Change trail head locations away from residential area (2) – Close Quarry Rock in summer/weekends (2) – Pay parking at trailheads (1) – Close Quarry Rock permanently (1) – Shuttle to trailhead (1)

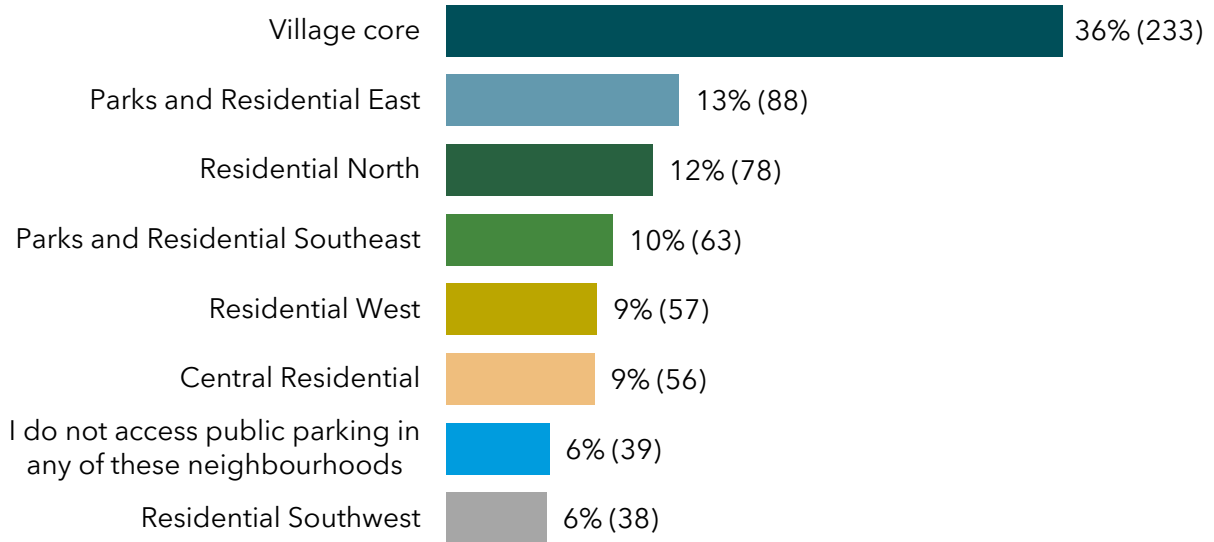
For verbatim responses see Appendix 7.

Deep Cove study area and zones

To identify appropriate parking management tools, the Deep Cove community was divided into seven neighbourhood zones. Participants were asked about their connection to and experience with these geographic zones.

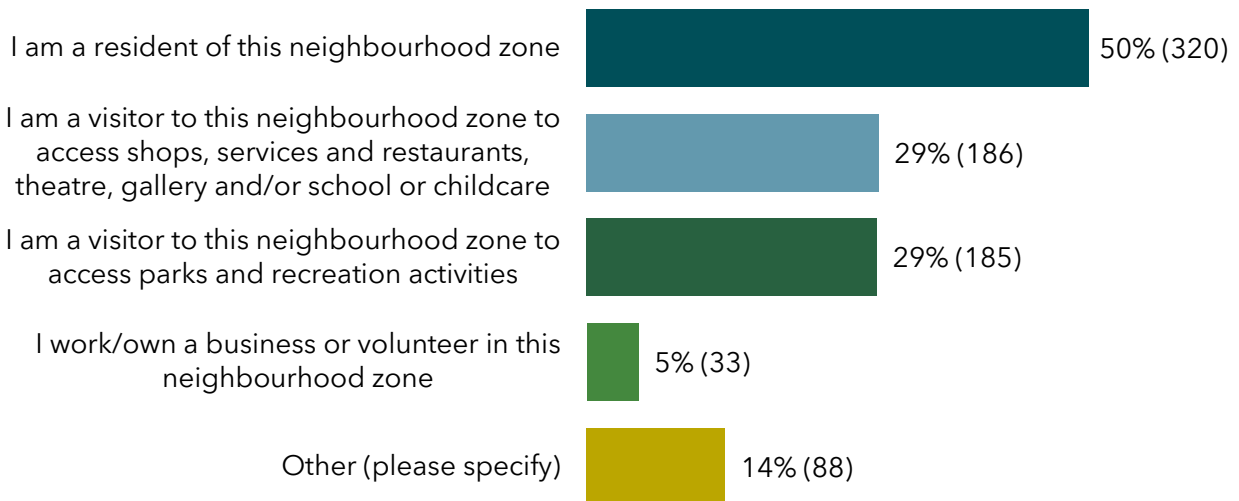


In which of these neighbourhood zones do you most often park? (n=652)



For what reason do you typically park in the neighbourhood selected above? (n=642)

Respondents indicated the reason or reasons* that they typically park in the selected neighbourhood as illustrated in the following graph:

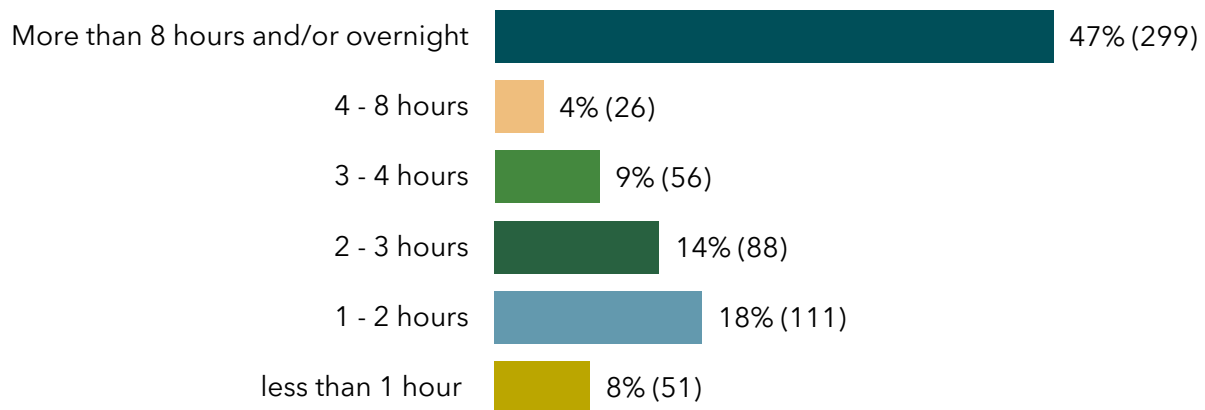


*Respondents were able to select more than one reason. Percentages reflect the proportion of respondents who selected each reason.

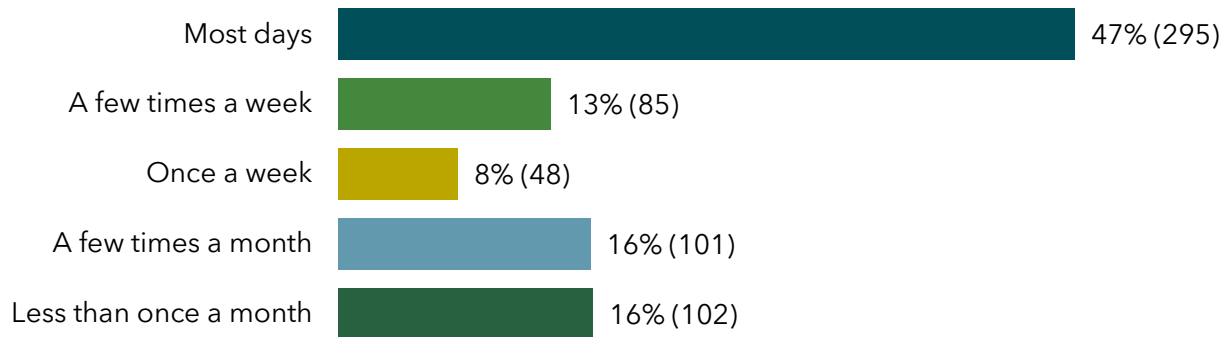
Respondents who selected “other” offered additional comments. The top three key themes were:

- Visiting friends or family (16)
- Medical appointment e.g., doctor, dentist or pharmacy (15)
- Access to boat (7)

How long do you typically park in this neighbourhood zone? (n=631)

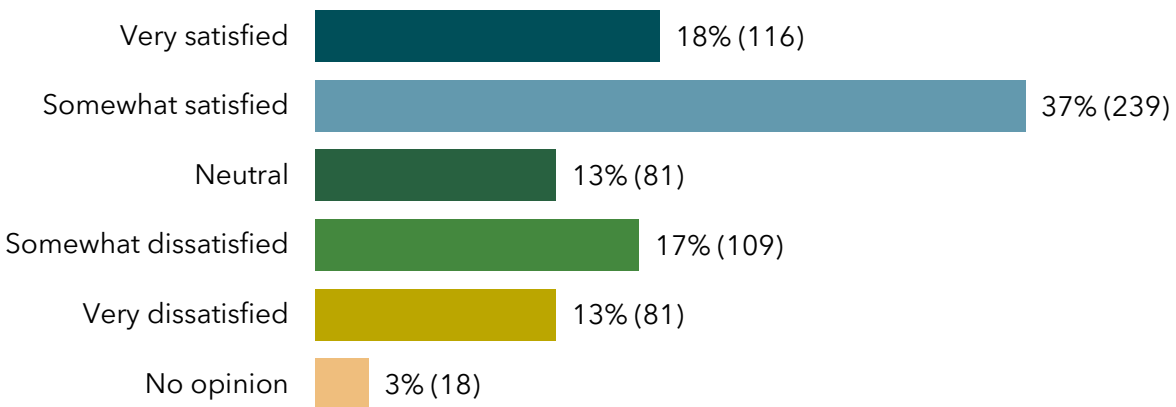


How frequently do you park in this neighbourhood zone? (n=631)



Village Core recommendations (n=644)

1. **Time limited, pay parking (on- and off-street)**
To be applied near destinations with the highest parking demand, increasing parking availability by encouraging vehicles to park for shorter periods
2. **Pick up and drop off spaces**
For vehicles to quickly load or unload passengers and materials near destinations
3. **Time limited, resident exempt (by permit)**
To place time restrictions on parking for visitors and increase the availability of parking for resident permit holders



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with the recommendations proposed for the Village Core. The following chart summarizes key themes provided in open-ended responses.

Why? (n=349)		
Key theme	# of mentions	Summary of Comments
Opposition to pay parking	76	<ul style="list-style-type: none"> - General disagreement with pay parking recommendations (37) - Equity considerations for pay parking, access to recreation and green space (10) - No pay parking for residents and their visitors (9) - Will push parking challenges to other parts of the community (6) - Do not think it will affect turnover (3) - Will have a negative impact on businesses and arts centre (3) - No pay parking for volunteers, business owners and employees (2) - Pay parking would detract from the feel of the community (2)

Why? (n=349)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Should be free parking throughout Deep Cove (1) - Pay parking only benefits businesses (1) - Only benefits parking companies and tow trucks (1) - Pay parking for longer term parking only e.g., over two-hours (1)
General support	25	<ul style="list-style-type: none"> - General support for recommendations to be implemented (11) - Recommendations are fair and balance needs of various users (10) - Will help to reduce traffic and increase turnover of parking spaces (4)
Support for pay parking	19	<ul style="list-style-type: none"> - Pay parking will help to reduce traffic and increase turnover of parking spaces (8) - Pay parking for visitors, free parking for residents (4) - Support for restrictions throughout Deep Cove, unrestricted in certain areas will push traffic into those areas (2) - Pay parking in high demand spots (2) - Pay parking and pick up/drop off only throughout Deep Cove (1) - Should be implemented along with additional enforcement (1) - General agreement with pay parking (1)
Support for RPO/RE	18	<ul style="list-style-type: none"> - General agreement with resident parking (7) - Free parking for residents, they already pay taxes (4) - Support resident permit parking applicable 24-hours per day (2) - Residents with limited parking on premises need to be able to access permits (2) - Tools will help to reduce traffic and encourage turnover (1) - Consider extending resident permit boundaries (1) - Make resident permits means tested (1)
Resident considerations	18	<ul style="list-style-type: none"> - Residents should not have time limits to parking (4) - Challenge for people visiting residents in Deep Cove (4)

Why? (n=349)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Recommendations/restrictions will push traffic into residential areas (3) - Resident parking should be prioritized (3) - Confirm details about visitor passes, number of passes available and cost (2) - Confirm definition of residents and time limits (2)
Parking pass for residents	17	<ul style="list-style-type: none"> - Should be available to residents of Deep Cove within a certain distance of Village Core e.g., 2 km, 5 km, whole community (13) - Residents should not pay for parking passes, already pay taxes (3) - Passes should extend to Dollarton/Seymour area (1)
General opposition	16	<ul style="list-style-type: none"> - Recommendations do not go far enough and will not solve issues (7) - People will continue to just drive around looking for/changing spots no matter what tools are put in place (4) - More parking is needed (2) - Recommendations/restrictions will push problems into other areas of the community (2) - Lift all restrictions and allow access for the public (1)
Commercial considerations	14	<ul style="list-style-type: none"> - Free available parking for medical appointments (5) - Consider staff and volunteer parking for local businesses, pay parking will hurt organizations (4) - Priority parking for emergencies and people with disabilities (1) - Consideration for longer visits (1) - Use private parking outside of business hours for pick up and drop off (1) - Consider large commercial delivery trucks, couriers, delivery vans, Canada Post that require various lengths of time (1) - Increased parking for patrons of businesses and services (1)

Why? (n=349)		
Key theme	# of mentions	Summary of Comments
Support for pick up and drop off areas	11	<ul style="list-style-type: none"> - General agreement for pick up and drop off (4) - Current pick up and drop off spots working well e.g., spots for water users or pharmacy pick ups (3) - Encourages turn over on busy days and maintains visitor parking (2) - Support for village core but other areas may be challenging, people may abuse spot (1) - Uber should not use pick up and drop off spots (1)
Support for time limited parking	11	<ul style="list-style-type: none"> - Good recommendation but needs enforcement (3) - General agreement with recommendation (3) - With parking lots full time limits provide options for people using businesses and services (2) - Support for free time limited in effect 24 /7 (1) - Support for time limited during high season / peak hours (1) - Time limited is more equitable than pay parking (1)
Opposition to RPO/RE	11	<ul style="list-style-type: none"> - No room for visitors (4) - Streets are public, residents should park on their property, District limit number of parking passes (3) - Resident exemptions perpetuate parking entitlement (1) - Residents should not pay for parking permits (1) - Limit number of permits based on available on property parking (1) - Too many permits will affect visitors and businesses (1)
Increased enforcement	10	<ul style="list-style-type: none"> - For recommendations to be effective, monitor all areas to encourage compliance (6) - Monitor pickup and drop off areas (2) - Limit the number of permits (1) - Residents should not be subject to tickets (1)
Seasonal/peak time parking management	10	<ul style="list-style-type: none"> - Nominal fees and only during busy season and peak hours (5) - Consider pay parking only during peak times (3) - Implement recommendation during high season and peak hours (2)

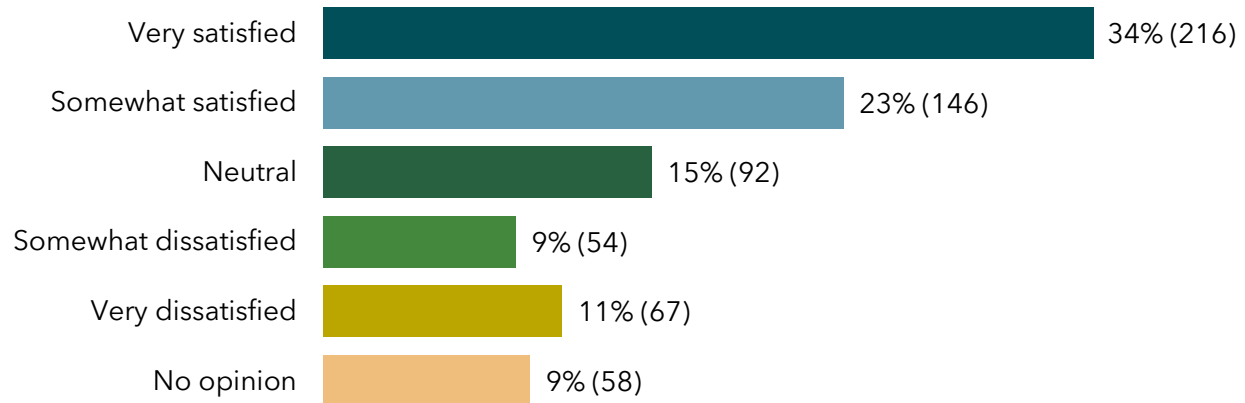
Why? (n=349)		
Key theme	# of mentions	Summary of Comments
Opposition to time limited parking	6	<ul style="list-style-type: none"> - Pick up and drop off areas will cause more congestion (1) - Provide a variety of alternatives before this is implemented (1) - Will move congestion to other areas of the community (1) - Some trips will take longer than three-hours e.g., hiking or kayaking, meals when restaurants are busy (1)
Marine users/boat access	5	<ul style="list-style-type: none"> - Need pick up and drop off areas for SUPs and kayaks (1) - Need a minimum of four-hours for kayaking, option to buy extended parking (2) - No priority for Indian Arm residents, should park in Marina parking lot (2)
Mobility/disability access	4	<ul style="list-style-type: none"> - Consider people with mobility issues (2) - Parking for people with disabilities has not been considered (2)
Visitor considerations	4	<ul style="list-style-type: none"> - Considerations for parking for multi-day kayaking trips (1) - Visitor parking should be in paid lots only (1) - Resident parking takes space away from visitors (1) - Considerations for longer parking, all day picnics and visiting (1)
Wayfinding signs and capacity information	2	<ul style="list-style-type: none"> - Suggest online parking booking (1) - Provide capacity information before visitors arrive in Deep Cove (1)

For verbatim responses see Appendix 8.

Residential North recommendations (n=633)

1. Resident parking only (by permit)

To reserve a minimum supply of on -street parking for resident vehicles and reduce vehicle circulation in areas with limited parking supply



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with the recommendations proposed for Residential North. The following chart summarizes key themes provided in open-ended responses.

Why (n=262)		
Key theme	# of mentions	Summary of Comments
Support for RPO/RE	55	<ul style="list-style-type: none"> - RPO positive benefit to residents in the area (17) - Free parking for residents, already pay taxes (9) - General agreement with resident parking (9) - Resident restricted should be extended to whole of Deep Cove (3) - Balances needs of users (3) - How will resident parking be administered, demand could outstrip supply (3) - Support resident permit parking, 24-hours (3) - Extend resident permit boundaries (2) - Some people cheating the system to park in area (2) - Residents should have access to spots in this area (1) - Support some time limited parking for visitors (1) - Make resident permits means tested (1) - Residents with limited parking on premises need to be able to access permits (1)

Why (n=262)		
Key theme	# of mentions	Summary of Comments
Resident considerations	44	<ul style="list-style-type: none"> - Streets are public, residents should park on their property with limited number of parking passes (18) - Challenge for people visiting residents of Deep Cove (14) - Resident parking should be prioritized (5) - Some residents do not have enough passes for household (2) - Free resident passes, they pay taxes already (1) - Residents should share visitor parking equally with visitors (1) - Permit or designated area for delivery trucks or contractors (1) - Broader permit for Deep Cove residents (1) - Confirm details about number of passes available, cost and how to access/apply (1)
General support	19	<ul style="list-style-type: none"> - Appropriate solution for the area, balances users (14) - Will help to reduce traffic (4) - Recommendations improve safety for pedestrians (1)
Visitor considerations	17	<ul style="list-style-type: none"> - Create parking for hikers e.g., Badger & Caledonia (7) - Unfair to have no visitor parking in this area (6) - Narrow road for driving up and down looking for parking, safety considerations (2) - Additional parking for visitors in the marina parking lot (1) - Tourists should be encouraged to enter trails outside of Deep Cove (1)
Opposition to RPO/RE	17	<ul style="list-style-type: none"> - Most residences have driveways and should park on property, or pay for parking (11) - Resident only parking is not equitable (2) - All neighbourhoods should take some portion of day visitor parking (1) - Need to have allowances for people visiting Deep Cove residents (1) - Time restrictions preferable to resident only parking (1) - Lift all restrictions, street parking should be available to visitors (1)

Why (n=262)		
Key theme	# of mentions	Summary of Comments
Marine users/boat access	11	<ul style="list-style-type: none"> – Indian Arm residents and their visitors should park in marina parking lot (5) – Indian Arm permits result in more cars than supply on-street (4) – Indian Arm residents need 24/7 parking permits (1) – Vegetation blocking some parking spots and should be trimmed to ensure room for Indian Arm residents (1)
Safety	10	<ul style="list-style-type: none"> – Recommendations will improve safety (6) – Parking far from homes and walking when dark and rainy is not safe (1) – Parking pressure when snow and ice (1) – Narrow street, recommendation must guarantee emergency access (1) – Residents parking on property will make streets safer (1)
Wayfinding signs and capacity information	9	<ul style="list-style-type: none"> – More visible signs showing restrictions (5) – More signs to redirect visitors to parking (2) – Clear signage could help to reduce traffic in residential neighbourhoods (2)
General opposition	8	<ul style="list-style-type: none"> – Challenges for people visiting Deep Cove residents (3) – Recommendations could push traffic into other neighbourhoods (2) – Recommendations not acceptable for this area (2) – Public roads are for all users (1)
Increased enforcement	8	<ul style="list-style-type: none"> – Must enforce parking violations to ensure recommendations are effective (6) – Protect active transport routes (1) – Enforcement for residents who do not pay for permits (1)
Opposition to pay parking	4	<ul style="list-style-type: none"> – General disagreement with pay parking recommendations (2) – Equity considerations, access to nature and public roads should be free (1) – Do not want to pay to park in front of house (1)

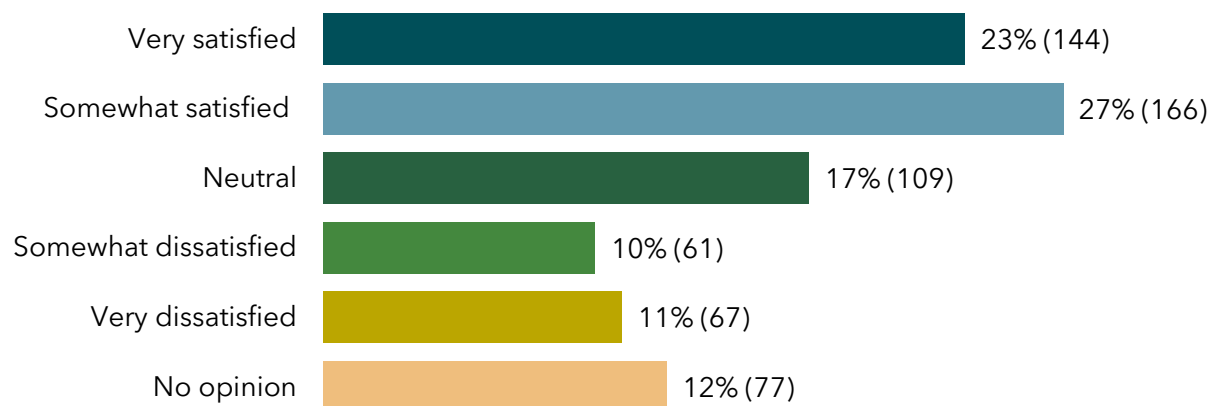
Why (n=262)		
Key theme	# of mentions	Summary of Comments
Commercial considerations	4	<ul style="list-style-type: none"> - Consider needs of Deep Cove businesses and client parking (2) - Parking for construction and maintenance services (1) - Airbnb taking spaces (1)
Support for time limited parking	2	<ul style="list-style-type: none"> - Consider time limited with resident exemption (2)

For verbatim responses see Appendix 9.

Residential West recommendations (n=624)

1. Time limited, resident exempt (by permit)

To place time restrictions on parking for visitors and increase the availability of parking for resident permit holders



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with the recommendations proposed for Residential West. The following chart summarizes key themes provided in open-ended responses.

Why (n=223)		
Key theme	# of mentions	Summary of Comments
Resident considerations	38	<ul style="list-style-type: none"> - Residents should be prioritized, many do not have enough parking (10) - Challenge for visitors of Deep Cove residents (9) - Streets are public, residents should park on their property, limit number of parking passes (7) - Need to have same restrictions as neighbouring zones (3) - May push issues into other neighbourhoods (2) - Restrictions during high season and peak hours (1) - Broader resident permit for Deep Cove (1) - Make RE means tested (1) - Confirm regulations for RE (1) - Trail users impact residents (1) - Charge households with more than two cars (1) - Address overnight parking and campers (1)
Support for RPO/RE	36	<ul style="list-style-type: none"> - Residential only parking for this area (29) - Combine with pay parking to help residents (2) - Prioritize residents (2)

Why (n=223)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Should have same restrictions for Residential North area so issues do not get pushed into this zone (1) - Provide adequate number of passes for residents (1) - Roads are narrow and many people do not have driveways (1)
General support	23	<ul style="list-style-type: none"> - Recommendations are appropriate for area (10) - Balances needs of all users (5) - Recommendations and additional enforcement will benefit residents (3) - Recommendations will help with parking availability (2) - Use recommendations on Deep Cove Road as well (1) - Three-to-four hours of parking at trailheads is reasonable (1) - Confirm resident time limits and permit distribution (1)
Opposition to RPO/RE	17	<ul style="list-style-type: none"> - Do not need permits in this area, limits parking for visitors (6) - Streets should not be reserved for residents with driveways and garages (5) - General disagreement with resident parking tools (4) - Lift all restrictions for public parking (2)
Visitor considerations	14	<ul style="list-style-type: none"> - Not many visitors would consider parking here, restrictions not needed (4) - Option for overnight kayak trip parking or longer-term parking (3) - Residents should park on their own property, do not restrict for visitors (2) - Visitors parking very limited with restrictions (2) - Recommendations moves traffic from Panorama (1) - Create additional parking at trailheads (1) - Visitors will continue to drive around without better signs (1)
Safety	10	<ul style="list-style-type: none"> - Visitors driving unsafely looking for parking (4) - Pedestrian safety with limited sidewalks (3) - Unsafe for non-resident parking with blind corner (1) - Noise and pollution with increased traffic (1)

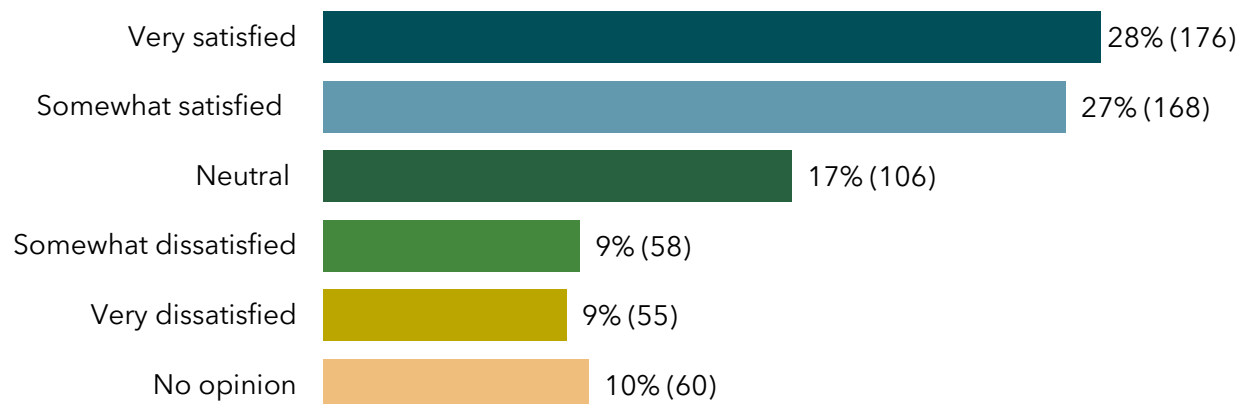
Why (n=223)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Hill poorly maintained in winter (1)
Support for time limited parking	8	<ul style="list-style-type: none"> - Confirm what time limits will be, should be long enough to go for a hike, walk to water and back or visit friends (6) - Balance resident and visitor needs (1) - Time limit should be low (1)
Increased enforcement	7	<ul style="list-style-type: none"> - Confirm how time limited parking will be enforced (4) - Consistent enforcement needed for recommendations (2) - Tow violators (1)
Opposition to pay parking	7	<ul style="list-style-type: none"> - Residents and their visitors should not have to pay for parking (7)
Opposition to time limited parking	6	<ul style="list-style-type: none"> - Do not need restrictions in this area, limits parking for visitors (3) - Challenge for people visiting Deep Cove residents (1) - Restrictions will push traffic into other areas (1) - Do not need time limit or permit parking in this area (1)
General opposition	5	<ul style="list-style-type: none"> - Recommendations are not enough, not acceptable options (4) - Recommendations will not limit vehicle ownership (1)
Support for pay parking	2	<ul style="list-style-type: none"> - No free parking (1) - Pay parking is used by visitors in this area (1)

For verbatim responses see Appendix 10.

Central residential recommendations (n=623)

1. Resident parking only (by permit)

To reserve a minimum supply of on-street parking for resident vehicles and reduce vehicle circulation in areas with limited parking supply



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with the recommendations proposed Central Residential. The following chart summarizes key themes provided in open-ended responses.

Why? (n=215)		
Key theme	# of mentions	Summary of Comments
Resident considerations	58	<ul style="list-style-type: none"> - Streets are public, residents should park on their property, limit number of parking passes (13) - Challenge for visitors of Deep Cove residents (11) - Need to balance all users (7) - May push issues into other neighbourhoods (6) - Resident parking should be prioritized (6) - Need to have same restrictions as neighbouring zones (3) - Some residents do not have enough passes for household (3) - How will parking permits be allocated, will this include residents from other streets (2) - Confirm tools for townhouse roads (1) - Parking at playing fields used as resident parking in evening (1) - Confirm amount of resident only parking in zone (1) - Need to have same restrictions as neighbouring zones (1)

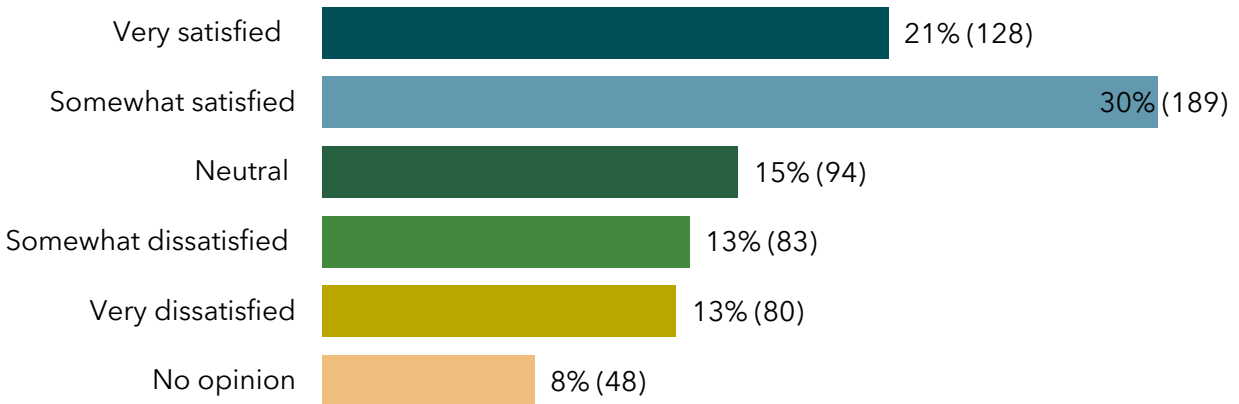
Why? (n=215)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Broader permit for Deep Cove (1) - Restrictions during high season or peak hours (1) - No overnight parking without permit (1)
Support for RPO/RE	27	<ul style="list-style-type: none"> - Area should be resident only (12) - Resident only in high season/peak times at minimum, time limited in low demand times (3) - Permits should be valid for multiple areas (3) - Align RPO with neighbouring zones (3) - Residents should pay for permits (1) - Confirm number of permits offered per residence (1) - Support for time limited, RE (1) - RPO and RE should be means tested (1) - Balance all users (1) - Should be a mix of RPO and RE (1)
General support	21	<ul style="list-style-type: none"> - Recommendations are appropriate for area (11) - Balances needs of all users (4) - Recommendations will help reduce traffic (4) - Satisfied but residents should pay for local parking (1) - General support but concerned about apartments with not enough parking (1)
Visitor considerations	13	<ul style="list-style-type: none"> - Residents use most public parking spots, need street parking for visitors (7) - Balance needs of all users (4) - Parking lots should be for visitors, street parking for residents (1) - Need public parking when visiting schools (1)
Wayfinding signs and capacity information	10	<ul style="list-style-type: none"> - Clear signs for parking restrictions to avoid increased traffic (7) - Permanent solution needed for orange barriers (2) - Yellow painted curbs to stop encroachment (1)
Safety	8	<ul style="list-style-type: none"> - Visitors driving in unsafe ways looking for parking (4) - Limited sidewalks, concerns about pedestrian safety (2) - Safety concerns around schools (2)
Commercial considerations	7	<ul style="list-style-type: none"> - Accommodate workers/employees and customers parking (3)

Why? (n=215)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> – Overflow for shopping area with time limited, shared with residential (2) – Consider accessible parking to access commercial area for people with mobility challenges (2)
Opposition to pay parking	7	<ul style="list-style-type: none"> – Resident parking should be free (7)
General opposition	4	<ul style="list-style-type: none"> – Key recommendations will not address increased traffic in neighbourhoods (1) – Doesn't address resident exceptions and lack of passes for households (1) – Recommendations are not a solution for this area (2)
Increased enforcement	4	<ul style="list-style-type: none"> – Enforcement of parking bylaws is essential for success (3) – Permits will make enforcement easier (1)
Opposition to RPO/RE	4	<ul style="list-style-type: none"> – Streets should not be reserved for residents with driveways and garages (2) – Remove restrictions, difficult for people providing services and friends visiting Deep Cove residents (2)
Support for time limited parking	4	<ul style="list-style-type: none"> – Mix of permit and time limited would be appropriate for this area (2) – Suggest some two-hour limits (1) – Mix of resident and visitor time limited (1)
Support for pay parking	2	<ul style="list-style-type: none"> – Support two-hour pay parking (1) – Residents should pay for permit parking, most have driveways (1)
Support for pick up and drop off spaces	1	<ul style="list-style-type: none"> – Need pick up and drop off in non-peak hours as well (1)

For verbatim responses see Appendix 11.

Parks and Residential East recommendations (n=622)

1. **Time limited, pay parking (on- and off-street)**
To be applied near destinations with the highest parking demand, increasing parking availability by encouraging vehicles to park for shorter periods
2. **Pick up and drop off spaces**
For vehicles to quickly load or unload passengers and materials near destinations
3. **Resident parking only (by permit)**
To reserve minimum supply of on-street parking for resident vehicles



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with the recommendations proposed for the Parks and Residential East. The following chart summarizes key themes provided in open-ended responses.

Why? (n=249)		
Key theme	# of mentions	Summary of Comments
Opposition to pay parking	49	<ul style="list-style-type: none"> - General disagreement with pay parking recommendations (20) - Equitable access to green space and recreation (8) - Pay parking prohibitive for regular water users (6) - No pay parking for residents and their visitors (5) - Lift all restrictions, free parking throughout Deep Cove (5) - Recommendation could push parking challenges to other parts of the community (2) - Do not think it will affect turnover (2) - Pay parking considered only during high season and peak times (1)

Why? (n=249)		
Key theme	# of mentions	Summary of Comments
Visitor considerations	22	<ul style="list-style-type: none"> - Not enough parking options for visitors, residents use most public parking spots (10) - Balance all users (4) - Recommendations must balance all users (2) - Only allow free parking near Village Core (1) - Allow wider District residents to park in this area (1) - Designated overnight parking for kayak trips (1) - Need public parking when visiting schools (1) - Parking lots should be for visitors, street parking for residents (1) - Need public parking when visiting schools (1)
General support	20	<ul style="list-style-type: none"> - Recommendations are appropriate for area (16) - Pay parking makes sense for this area but how will it affect other areas (1) - Balances needs of all users (1) - Support and consider expanding drop off and pickup for water sports (1) - All areas should have similar management (1)
Resident considerations	17	<ul style="list-style-type: none"> - Challenge for people visiting Deep Cove residents (4) - Residents should not pay for parking (3) - Pushes issues into other neighbourhoods (2) - Streets are public, residents should park on their property, limit number of parking passes (2) - Clear signs to indicate where resident only parking is to minimize traffic (1) - Broader permit for Deep Cove (1) - Confirm cost of residential permits (1) - Consider resident annual pass for purchase (1) - Residents should pay for parking to encourage reducing vehicles (1) - Use same restrictions as neighbouring zones (1)
Support for pick up and drop off spaces	14	<ul style="list-style-type: none"> - Expand pick up and drop off locations (6) - General agreement for pick up and drop off tool (4) - School zones and camps need expanded pick up and drop off (3) - Support pickup and drop off along with pay parking (1)

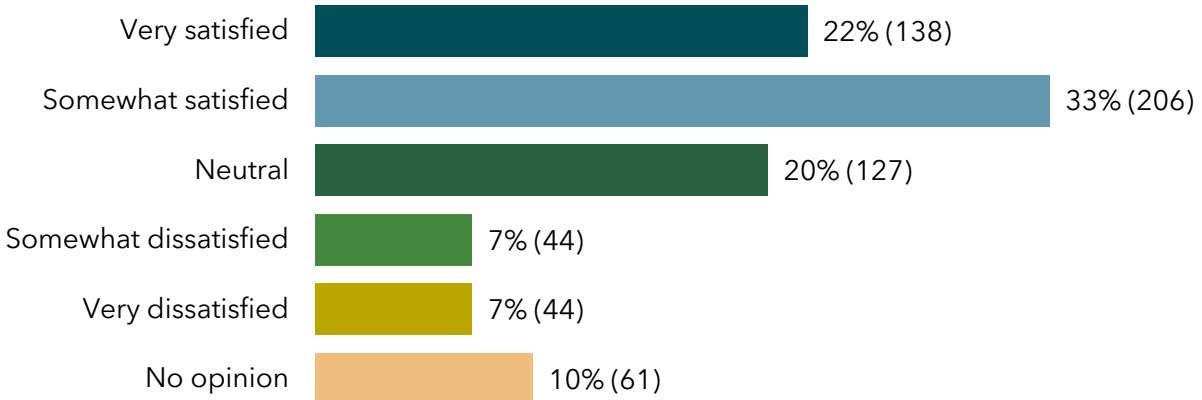
Why? (n=249)		
Key theme	# of mentions	Summary of Comments
Support for pay parking	12	<ul style="list-style-type: none"> - Pay parking appropriate for high season/peak hours (3) - Will help to reduce traffic and increase turnover of parking spaces (2) - Residents should pay for permit parking, most have driveways (1) - No free parking (1) - Pay parking in Rockcliff Road lots (1) - General agreement with pay parking tool (1) - Pay parking should include all day parking (1) - Should be minimum four-hours for water users (1) - Consider annual pay parking pass (1)
Increased enforcement	12	<ul style="list-style-type: none"> - Enforcement of parking bylaws is essential for success (7) - More ticketing and towing (2) - Patrol overnight parking, on-street and in parks (1) - More officers and parking attendants (1) - Enforce violations in pick up and drop off areas (1)
Support for RPO/RE	11	<ul style="list-style-type: none"> - Area should be resident only (11)
General opposition	11	<ul style="list-style-type: none"> - Recommendations are not enough, not acceptable options (4) - Recommendations could push traffic into other neighbourhoods, creating safety issues for pedestrians and drivers (3) - Recommendations will not limit number of vehicles (3) - Not enough detail on options to be satisfied (1)
Support for time limited parking	10	<ul style="list-style-type: none"> - General agreement with time limited tool (5) - Minimum four-hour time limit for recreational activities and dining (3) - Recommendation will help to reduce traffic and increase turnover of parking spaces (2)
Opposition to RPO/RE	8	<ul style="list-style-type: none"> - All parking should be pay parking, including resident permits (2) - Lift restrictions for public parking and keep area for visitors (2)

Why? (n=249)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - Streets should not be reserved for residents with driveways and garages (2) - Make RPO means tested (1) - General disagreement with tool (1)
Commercial considerations	7	<ul style="list-style-type: none"> - Pay parking may affect local businesses (3) - Consider employees and volunteers from rowing club and kayak company (1) - Frequent violations of pick up and drop off areas (1) - Considerations for service providers parking with access to tools (1) - Business vehicles for kayak and rowing club parking (1)
Marine users/boat access	7	<ul style="list-style-type: none"> - Parking restrictions may affect kayakers especially solo participants (3) - Water sports need four-to-five-hour parking (1) - Pay parking will deter rowing club members (1) - Most convenient zone for water sport parking (1) - Expanded drop off zone for kayaks and other watercraft (1)
Seasonal/peak time parking management	7	<ul style="list-style-type: none"> - Parking restrictions are only needed May to September (3) - Time limited parking should not be 24/7 suggest 9 a.m. to 9 p.m. (2) - Consider pay annual parking pass for high season (1) - Consider pay parking on weekends only (1)
Opposition to time limited parking	6	<ul style="list-style-type: none"> - Recreation users want flexible time limits (3) - General disagreement with time limited parking tool (1) - Low limits may cause more traffic with people moving cars (1) - No time limits, only drop off and residents (1)

For verbatim responses see Appendix 12.

Residential Southwest recommendations (n=620)

1. **Time limited, resident exempt (by permit)**
To reserve a minimum supply of on-street parking for resident vehicles
2. **Unrestricted (off-street in Myrtle Park lot)**
Parking management tools are not currently being considered for this lot. Parks are closed overnight.



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with the recommendations proposed Residential Southwest. The following chart summarizes key themes provided in open-ended responses.

Why? (n=193)		
Key theme	# of mentions	Summary of Comments
Youth sports/park users	22	<ul style="list-style-type: none"> - Visitor usage will impact park users (11) - Consider baseball and youth sports, should have priority (8) - Should be time limited to encourage turn over (2) - Residents should have access to overnight parking in lot (1)
Support for RPO/RE	21	<ul style="list-style-type: none"> - Area should be resident only except for parking lots (12) - Residents should not pay for permits (2) - RE with time limited, two-hour maximum (2) - Residents should pay for permits (1) - Should be resident only in high season / peak times at minimum (1) - RPO and RE should be means tested (1) - Align RPO with neighbouring zones (1) - Support for time RE, time limited (1)

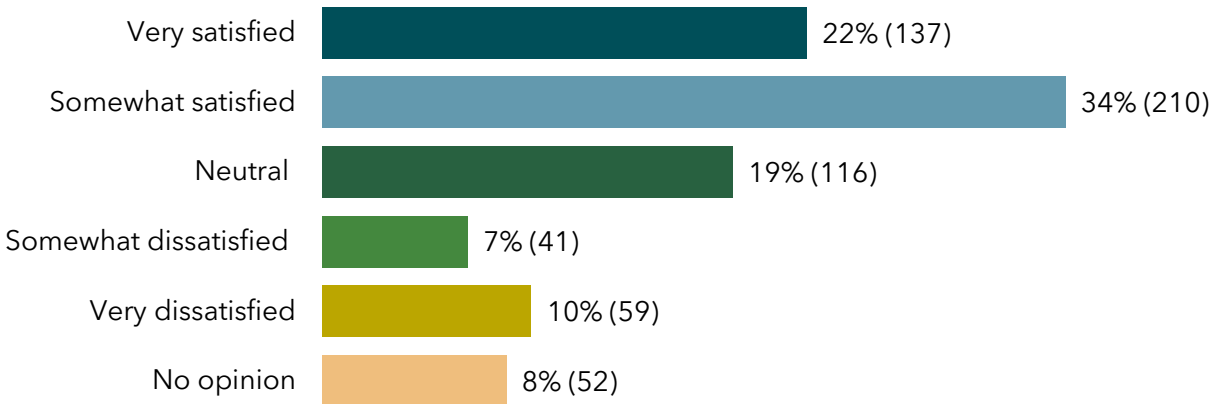
Why? (n=193)		
Key theme	# of mentions	Summary of Comments
General support	17	<ul style="list-style-type: none"> - Recommendations are appropriate for area (12) - Fair and preserves unpaid parking (2) - Balances needs of all users (1) - Support but two-hour time limit seems too short (1) - Myrtle Park good for overflow (1)
Visitor considerations	14	<ul style="list-style-type: none"> - Should balance visitors, park users and residents (3) - Need some unpaid and unrestricted options for visitors (2) - Should be encouraged to park and walk to Village at overflow areas/lots and schools (2) - Good area for visitor parking (2) - Support unlimited parking to accommodate visitors (2) - Resident only parking should be clearly marked (1) - Area too far for water sports (1) - Myrtle Park used for hiking (1)
Support for time limited parking	9	<ul style="list-style-type: none"> - Mix of permit and time limited would be appropriate for this area (4) - Time limited at Myrtle Park to encourage turnover, four-hours for sporting events and day visitors (3) - Support free, time limited (1) - Time limits might be too long (1)
Increased enforcement	8	<ul style="list-style-type: none"> - Enforcement of parking bylaws is essential for success (6) - Patrol overnight parking, on-street and in parks (1) - More ticketing (1)
Safety	8	<ul style="list-style-type: none"> - Visitors driving unsafely looking for parking (4) - Safety concerns around schools (3) - More yellow line painting on curbs to ensure cars do not crowd driveways of block line of sight (1)
Support for pay parking	8	<ul style="list-style-type: none"> - Consider pay parking in Myrtle Park on weekends, but exempt for sporting events (3) - Residents should pay for permit parking, most have driveways (2) - Pay parking or limited time will be more effective than status quo (1) - No free parking (1) - Consider online advance parking (1)

Why? (n=193)		
Key theme	# of mentions	Summary of Comments
General opposition	6	<ul style="list-style-type: none"> - Recommendations are not a solution for this area (4) - Key recommendations will not address increased traffic in neighbourhoods (1) - Not sure about unrestricted parking (1)
Opposition to pay parking	6	<ul style="list-style-type: none"> - Residents should not have to pay for parking (4) - Myrtle Park should be free to encourage people to park away from Village Core (2)
Opposition to time limited parking	6	<ul style="list-style-type: none"> - Prefer unrestricted parking (3) - Time limited is challenging for employees and volunteers (1) - Limiting parking in this area will make overall parking situation worse (1) - Myrtle Park should be unrestricted (1)
Resident considerations	2	<ul style="list-style-type: none"> - Parking for visitors of residents (1) - Restrictions in high season peak hours (1)
Opposition to RPO/RE	2	<ul style="list-style-type: none"> - Where will people park if there are restrictions (1) - Disagree with RE parking (1)

For verbatim responses see Appendix 13.

Parks and residential southeast recommendations (n=615)

1. **Off-street overflow parking (Summer with School District permission)**
To secure additional public parking supply during the summer season
2. **Pick up and drop off (school)**
For vehicles to quickly load or unload passengers near the school
3. **Unrestricted and overnight (unpaid)**
To accommodate longer parking sessions for visitors in select areas with low resident parking demand



Many respondents used the optional open-ended questions to provide additional feedback about satisfaction with the recommendations proposed for Parks and residential southeast. The following chart summarizes key themes provided in open-ended responses.

Why? (n=197)		
Key theme	# of mentions	Summary of Comments
Resident considerations	27	<ul style="list-style-type: none"> - Recommendations may push visitors into this area (7) - Need some resident only parking, should have same treatment as other residential zones in area (7) - Challenges for people visiting Deep Cove residents (4) - Overnight parking campers and RV concerns (2) - Disagree with low demand, many park users Myrtle Park (2) - Allow residents from a wider area to park here (1) - Some residences do not have a garage or driveway (1) - Visitor parking impacting residents (1) - Residents should use driveways and garages (1) - Do not advertise the parking to non-residents (1)

Why? (n=197)		
Key theme	# of mentions	Summary of Comments
General support	21	<ul style="list-style-type: none"> - Appropriate recommendations for this area (11) - Tools have worked well in this area (3) - Consider options for longer parking stays (3) - Good place for visitor parking (2) - Low residential demand areas must be used for other parking (1) - Recommendations will help residents in this area (1)
Opposition to unrestricted parking	20	<ul style="list-style-type: none"> - Do not want to encourage overnight parking for non-residents especially at schools e.g., people may camp (13) - Increased traffic for residents in this area (3) - Overnight parking will impact spots the following day, too many vehicles parked for long periods (2) - Recommendations could push traffic challenges from permit parking areas into this area (2)
Support overflow	18	<ul style="list-style-type: none"> - Using school parking lots and fields will help manage traffic (18)
Support for RPO / RE	17	<ul style="list-style-type: none"> - Need some resident only parking similar to other areas (10) - Recommendations may push visitors into this area (4) - Should be all resident parking (1) - Resident only parking on one side of street (1) - Add resident except to this area (1)
Support for pick up drop off	13	<ul style="list-style-type: none"> - Additional Kayaking / SUP drop off (10) - Protect school pick up and drop off (2) - Equipment drop off area for Myrtle Park (1)
Visitor considerations	12	<ul style="list-style-type: none"> - Consider overnight parking closer to the Cove (4) - Parking for visitors but not convenient to carry large items to the water (3) - No limits or permits for street parking, should be available for visitors (2) - Confirm if campers can park in overnight areas (1) - Overnight parking should be limited, may impact day parking (1) - Lots of sports functions in area with lots of traffic (1)
Support for pay parking	11	<ul style="list-style-type: none"> - Pay for overnight parking (3) - Revenue for services (3)

Why? (n=197)		
Key theme	# of mentions	Summary of Comments
		<ul style="list-style-type: none"> - No free parking (2) - Pay parking regulated by day of week and time of day (2) - Include pay parking in this area to be consistent with other zones (1)
Support for time limited parking	5	<ul style="list-style-type: none"> - Time limited and permit parking to match other areas, visitors will flow to this area looking for free parking (4) - Three-hour parking at Myrtle Park (1)
Safety	5	<ul style="list-style-type: none"> - Concerns about pedestrian safety in area with narrow streets (2) - Unsafe turning in intersections (1) - Visitors and delivery trucks regularly go over speed limit (1) - Overnight parking on one side of street near schools (1)
Seasonal / peak time parking management	5	<ul style="list-style-type: none"> - Need resident parking in high season and peak times (5)
Support unrestricted	4	<ul style="list-style-type: none"> - Free access for all users (3) - Overnight options (1)
General opposition	4	<ul style="list-style-type: none"> - Recommendations may push traffic into these residential areas (3) - General disagreement with recommendations for the area (1)
Increased enforcement	4	<ul style="list-style-type: none"> - Recommendations need more enforcement (2) - Hire more bylaw officers (1) - Patrol for overnight campers (1)
Opposition to overflow	3	<ul style="list-style-type: none"> - Do not want overnight parking near homes (1) - Do not use gravel field behind Cove Cliff Elementary (1) - Do not agree with parking in school parking lots (1)
Opposition to pay parking	3	<ul style="list-style-type: none"> - No pay parking in Deep Cove (1) - Residents need free parking (1) - Lift all restrictions in Deep Cove (1)

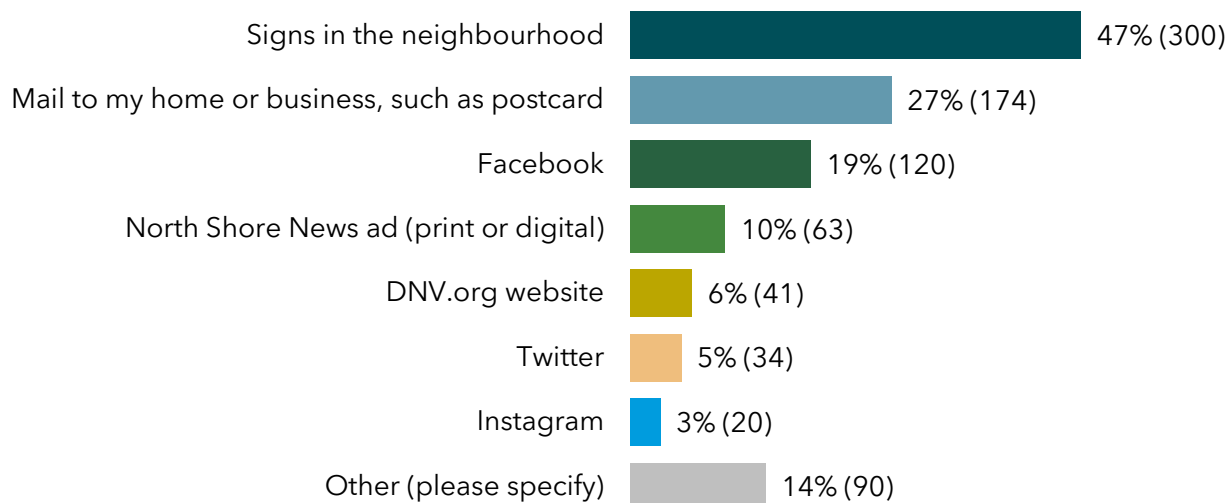
Why? (n=197)		
Key theme	# of mentions	Summary of Comments
Wayfinding signs and capacity information	2	<ul style="list-style-type: none"> – Signs to direct traffic to ensure safety (1) – Signs to direct traffic to overflow parking (1)

For verbatim responses see Appendix 14.

Understanding more about respondents

The District asks for specific demographic information to help determine if outreach efforts are reaching a balanced and diverse range of the population and to help the District identify if the survey results reflect perspectives from the entire community.

How did you hear about this engagement? Select all that apply*. (n=644)



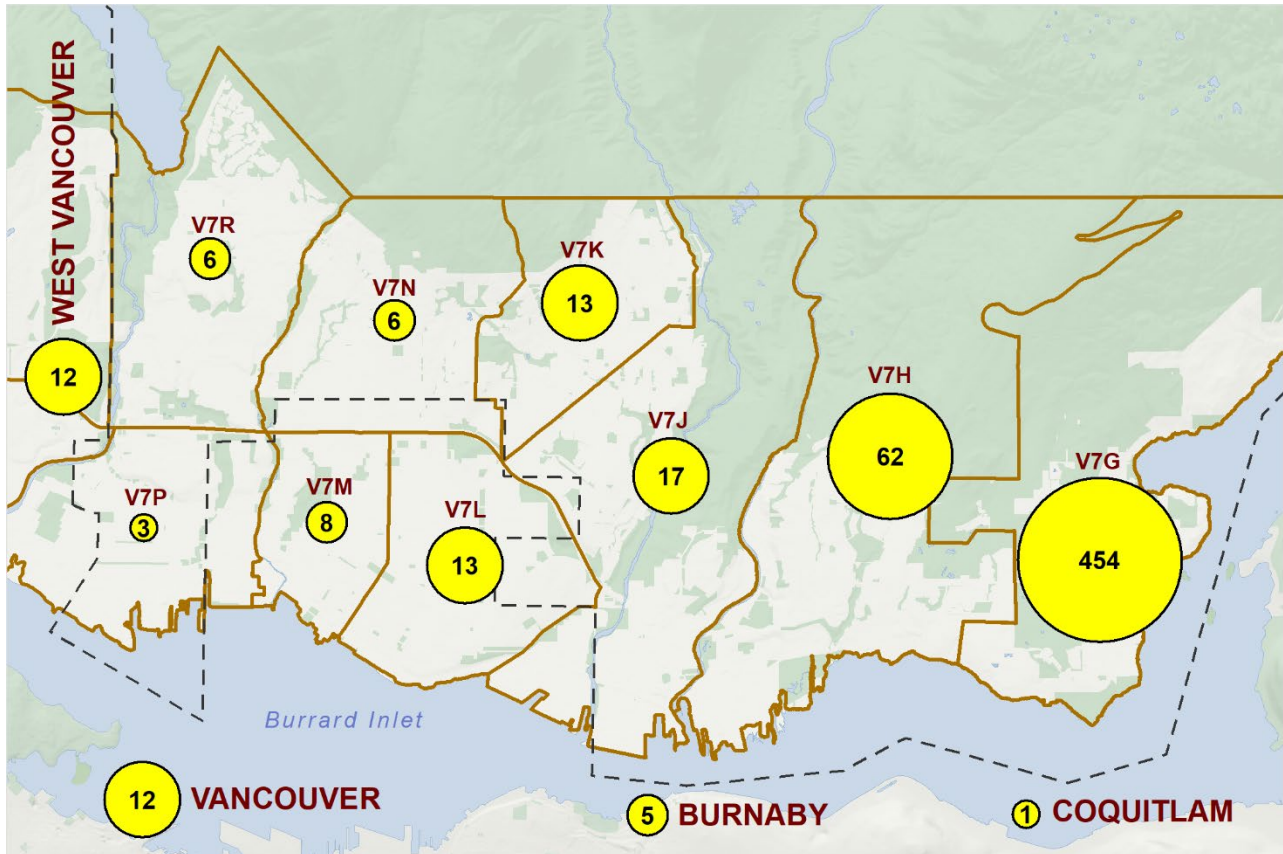
*Respondents were able to select more than one item. Percentages reflect the proportion of respondents who selected each item.

Respondents who selected “other” provided additional comments. The top three key themes were:

- Word of mouth e.g., family, friends, colleagues (51)
- Community groups (21)
- Email (11)
- District staff (3)

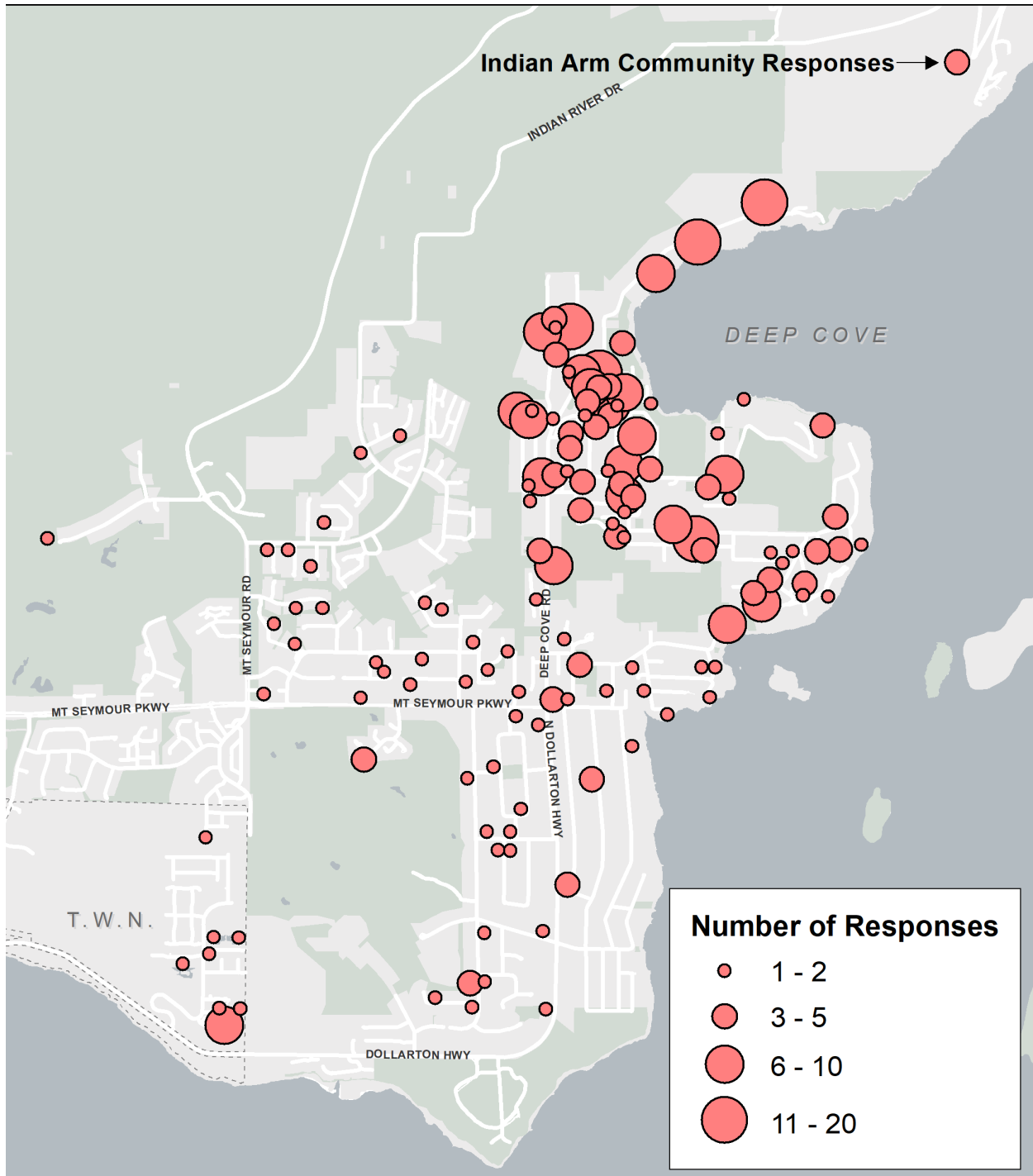
Please provide your 6-digit postal code to help us understand who is responding to this survey (n=604)

Of the respondents who provided their postal code, 75% (454) indicated that they live in the Deep Cove postal code area:



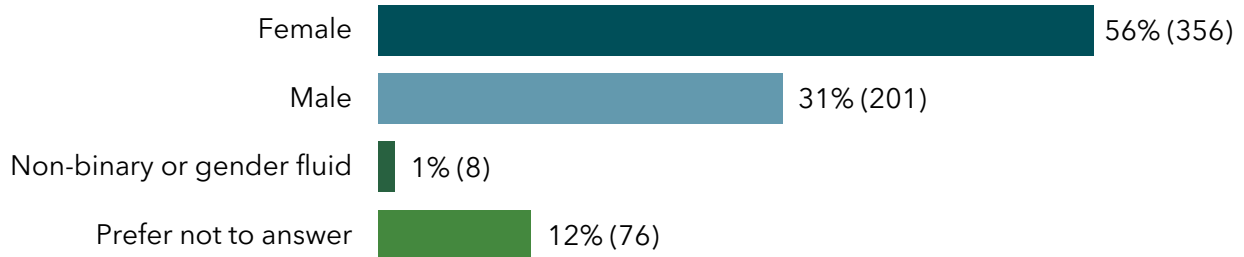
Map illustrates the number and distribution of responses by forward sortation area (first three digits of respondent's postal code).

Out of those that indicated they live in the Deep Cove area; a majority reside near the village, but many respondents represent different areas of the community.

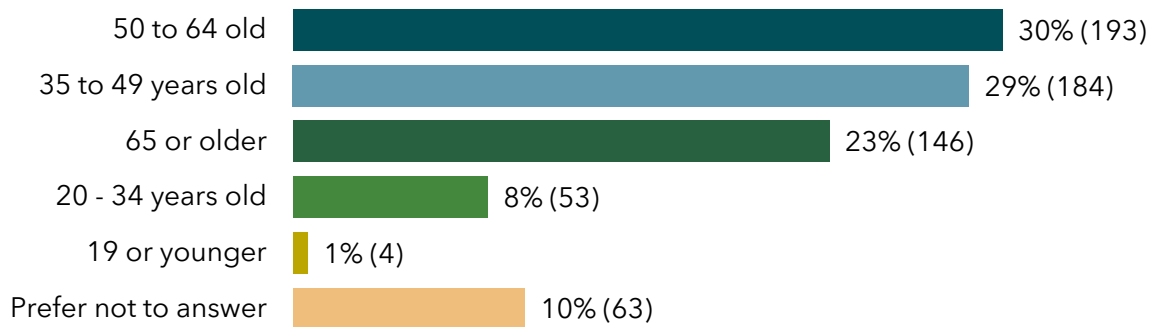


Map illustrates the distribution of responses in the V7G forward sortation area (first three digits of respondent's postal code).

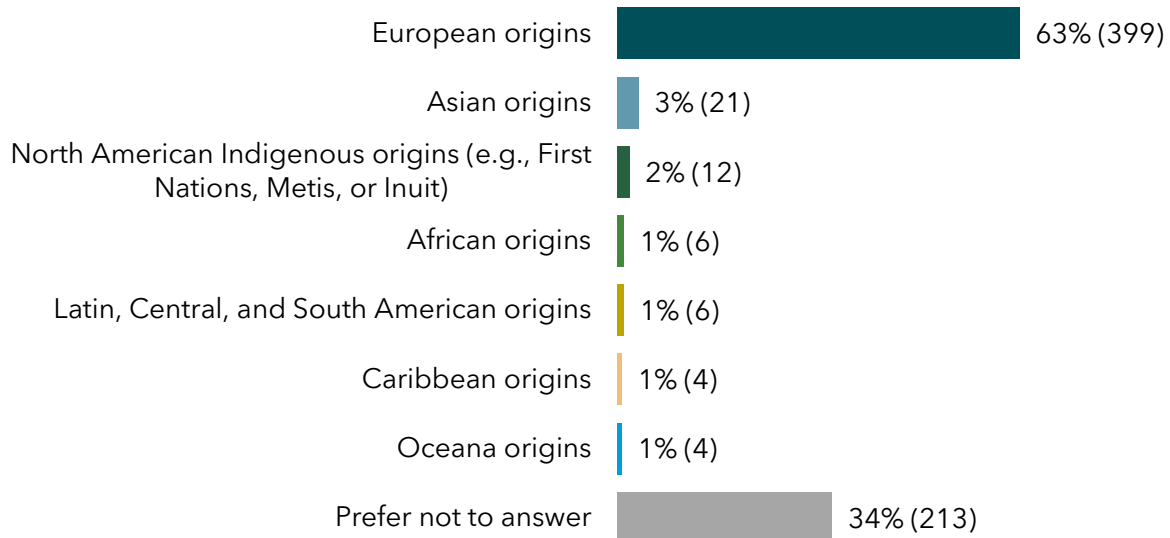
What is your gender? (n=641)



Which of the following ranges includes your age? (n=643)

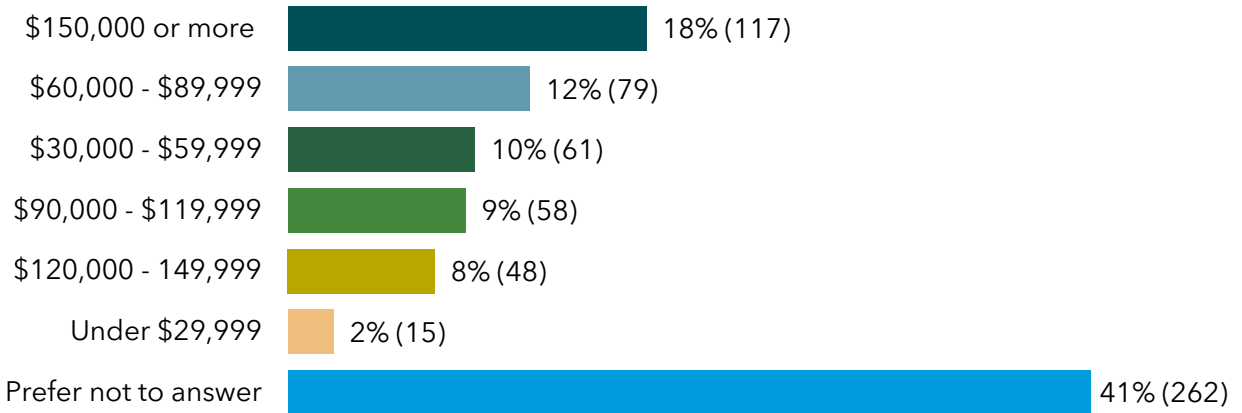


What is your ethnic origin. Please select all that apply*. (n=634)



*Respondents were able to select more than one item. Percentages reflect the proportion of respondents who selected each item.

Which best describes your individual annual income? (n=640)



Next steps

District staff and members of the project team will consider the results of the engagement undertaken in developing revised public parking management options in Deep Cove Village. Recommendations and study findings will be presented in a staff report to Mayor and Council for consideration and a decision.

Thank you to everyone who participated in this engagement.

Appendix 1

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

The current biggest parking problem here (especially on weekends) is a result of Quarry Rock trail being re-opened, and (to some extent) lower Gallant being shut off due to construction. Anyone wanting to access the shops/businesses along lower Gallant need to park in the Panorama lot as well as those going to Quarry Rock. Maybe you should start ticketing people who exceed the time limit for parking in Panorama lot.

There is one other option to get to Deep Cove: transit.

I live on [REDACTED] .. we had applied for Permit parking but was denied. We are very frustrated with this as the survey was done at a time that parking was not busy. We are at least 80-90% full 7 days a week. Due to Cove visitors and residential use.

In addition, if I need to drive my boat or a family member who can not walk -- there is no parking. There should be a pass for Deep Cove Residents to park anywhere for however long. We pay the taxes and have lived here (in our case [REDACTED] + years).

I live in the heart of deep cove

Additional parking will spoil the village community feel of deep cove

The back parking lot at Seycove is commonly locked off. It should be open. But in general people are too lazy to walk that far and prefer to clog the streets driving around looking for closer parking.

There is essentially no better bus service to deepcove than when I arrived in [REDACTED]. I take the bus a lot. When it takes 1.25 mins to take the bus across from west van to deep cove, or 55mins from down town it is not a very viable method

1. Inadequate parking for the public marina, Arm residents take up parking on Panorama and the public lots all year (not just the summer and warm weather). I don't understand how people with boats are given street parking passes when the private business that services them does not have room to accommodate them. Allowing people that live up the Arm to park on Panorama Dr. causes huge parking issues and aggressive behaviour. They are organized and regularly travel together, moving cars in groups to avoid the limited 72 hour window. They will block our house access/stairs, then come back with 3 different cars and move one and replace it with another. It's completely crazy. Quite a few of them have huge, oversized work vans, so street is full of big storage trucks that are basically campers.

2. The District needs to stop *promoting* Deep Cove and the Baden Powell Trail. Why are

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

you marketing a neighbourhood that is already overcrowded? For what possible purpose, because it certainly doesn't help the residents. When they re-opened the trail a few weeks ago, it was carried on every local news team (newspaper and tv) within 3 days. Someone reached out to them to announce the reopening, there is no way so many news teams spontaneously discovered it, barely anyone local was even aware the gates had been removed.

Limited ability to access restaurants/services

Limit people coming into the Cove so they are forced to consider alternative forms of transportation, all visitors do is drive around the block 100 times to find a parking spot, maybeâ€¦ Resident Only Parking should be everywhere.

More spots needed.

There should be more free street parking , but limited to 2 hours unless you have a permit.

I live here and I find it so frustrating that there is a lack of enforcement and lack of ways to improve the situation for residents that pay the taxes

Residents seem to think they own the road in front of their house.

In our neighbourhood [REDACTED] Covecliff Elementary we feel unfairly put upon by constant circulating cars looking for parking - literally hundreds of cars an hour on our previously quiet street. We ourselves can never find parking for our cars, or that of our guests.

A century of car centric planning and lack of political leadership and imagination.

I live on [REDACTED] [REDACTED] into Myrtle Park parking lot. Our house doesn't have a driveway or garage so we have to park on the street. From May until September, I often can't find parking outside of our house and it is beyond frustrating. I have [REDACTED] and I'm often lugging groceries and gear for a fair distance when I can't find anything outside of our home. Now that overflow parking is directed to Myrtle Park, there should be resident only parking on Banbury and Cove Cliff Road so people who live and pay taxes here can park outside of their home.

Lots of transit options

When information is posted on alternative parking spots (e.g. Myrtle Park), drivers look for available street parking that is less restrictive. Signs are directing cars on routes through residential streets. People are racing around looking for street parking, ignoring traffic restrictions like stop signs in the process.

Parking is only an issue on nice days and/or if there is an event. The issue is the flow of traffic, the street layout in the Cove we not designed to be a destination. Being at the

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

end of the road most road dead end cause cars to either turn around or go down road that are designed for traffic. All the overflow parking like CoveCliff and Myrtle park require cars to travel through small side streets.

The District has done a good job of wayfinding to school parking lots on the weekend, showing people options. During the week parking is not a problem

There is also lack of bike rental options, lack of bike lanes for safe biking to the Cove (safe biking would mean that a family with a 6 year old could safely use the bike lane/biking path) and a lack of park and ride opportunities which will allow visitor to use alternate parking outside of Deep Cove and public traffic, walking or cycling path for the last portion of their travel.

Overtourism also contributes to parking challenges among many other things.

Since Quarry Rock opened a few weeks ago the parking on our street became impossible. We are an inter generational family living in one home. Due to the poor transportation options we have four cars - five by June.

We have been talking about this for more than 10 years when there was a discussion at Cove Cliff elementary some years ago . But yet the issues are only growing and no solution is working thus far.

Parking in the cove and streets is a nightmare

All of the above factors are very relevant to the parking problem.

There is ample parking for cars, however there needs to be more parking for bikes and protected bike routes to Deep Cove.

I don't agree that there is limited on-site parking at residences here (most houses I see have ample space for parking) but I do agree that there are many homes that have 4 or more vehicles and/or do not make effective use of the driveway space they have, in order to avoid having to jockey their cars around.

I live near in the Deep Cove area up from The Raven and we always have a hard time trying to go to Arms Reach for a family dinner.

There is way too much parking on residential streets during peak times.

It would be nice if there was some designated water sports parking for people transporting paddleboards, kayaks, etc from vehicle to water

We have trouble because the signage is deceiving and calls our resident spots permit required because it doesn't say resident only people play dumb and park there then tell me they're going to buy a permit in the village and walk away (of course you can't get a

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

permit in the village) 2400 block and up should say Resident only . Plus people further up the street who have boats at the yacht club park for a week or two in our spots when they go out in their boat - there's one now here that's been over a week!

Especially on a Tuesday night it is hard to find parking.

The visitors cruising on my street causes congestion for the residents and makes it difficult to come and go from home in the car in a timely manner.

There is enough parking, too many people drive, they can find parking at Parkgate and that other strip mall, they are just lazy. Making bus and bike infrastructure better is ideal.

Challenges for residents who require street parking, yet street parking is not reserved.

Very poorly designed question.

You have made 5 statements. I absolutely agree with some and absolutely disagree with others.

Question #1 - Agree

Question #2 - no opinion

Question #3 - Agree

Question #4 - Agree

Question #5 - Disagree

I don't feel that parking for non-residents should be a priority of this work. For those simply visiting for a day, alternative transit options like improved public transit, bike routes or shuttles is a more appropriate solution or an approach similar to Upper Lynn where limited pay parking in lots that do not disrupt local traffic flow would be best.

Road parking is an issue for properties that do not have driveways. Church parking is a problem and in the summer we don't leave in fear of not getting a spot

I live here and when I didnt I did not have to much waiting or no waiting to park. They took away some very important parking spaces on lower gallant by the shops. That parking should have been left as it was with parking on both sides

Also taking away public parking options by creating multiple resident-only parking streets where homes have garages and driveways. This squeezes the public to parking on streets that other residents need to park on but don't get resident passes.

Removal of parking on Lower Gallant for patio space and rain gardens is also a huge factor contributing to the parking challenges that visitors and residents alike experience

too many tourists come

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

There is no reference in the Challenges about people who live up Indian Arm (water access only), leaving their vehicles parked randomly around Deep Cove.

In summer, this is a tourist destination but as a community, we live here all year round. We need prescriptions filled and to go to the doctor. No parking makes this impossible in the summer.

Everyone wants to park in panorama park because they have rec gear to drop off or small children and don't want to walk far. Many drivers would rather wait for upwards of 30min, idling in the lot, or fight each other (literally with screaming and sometimes throwing objects) over spaces.

There's also a lack of management by the district on a day to day basis in regards to traffic flow into Deep Cove and restricting additional traffic when the parking lots and street spaces become full.

There are more visitors hiking to the Cove since 2018. I see them walking in groups on Raeburn every weekend. I see more hiking groups taking the bus every day I ride the bus. The volume of cars seems the same every weekend on Raeburn. If anything, the signage has helped to smooth the flow of traffic so it moves quicker. Why did you get rid of the sandwich boards?

The above assessment is accurate. However, the broader problem is transportation and access, not just parking. Parking is much less of an issue if you ride the bus or a bike - and we need more of this for short term access to Deep Cove.

There is plenty of parking for the bus I take! Although I wish the bus service was better (more frequent).

I do not believe there is a lack of alternative travel options. Deep Cove is well served by BC Transit. It could perhaps use a shuttle service on weekends though

There is plenty of signage indicating where parking is available. Not sure how large 'large items' are however the Cates Park ramp is available to anyone with anything larger a kayak or paddleboard.

I live on [REDACTED] for [REDACTED] years and there's no changes apparent from DNV as just more cars come back with the opening of Quarry Rock

There's actually lots of info on where to park, and if people were a bit more organized and a bit less lazy there would be fewer complaints. Hopefully completion of the Spirit Trail will help. Side note: strong bicycle theft protection will be vital. Theft protection for boards and kayaks would also help encourage drop offs.

I am a long time resident of Deep Cove and there is a serious need for not parking solutions but transportation solutions. Deep Cove is a very small end of the road

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

community, so rather than looking for parking solutions we need to be thinking of rapid transport solutions. There are huge empty parking lots at the back of all the concrete tilt up light industrial along Dollarton Highway on the weekends. Why couldn'tt there be an agreement made with those business owners to have use of the lots during the off hours and then have a rapid bus line into the Cove. I think we need to think outside the box here. Our parks that the local kids play baseball at should not be the suggested parking for people coming into the cove.

I also would like to address the garbage issue within Deep Cove. I have lived here for [REDACTED] years and I have never seen so much garbage. On the streets and on our trails. This needs to be addressed!! Thank you for your time and consideration. I hope the residents of Deep Cove are not an after thought in this plan, as I feel they have been in the Liveable Deep Cove project. Deep Cove has always been a wonderful place to live.

I have a Ebike and there is no safe way to travel from Ravenwoods to Deep Cove at [REDACTED] I'm not riding on the road.

Have lived in Deep Cove atra since [REDACTED] took my kids to the beach easy to park but has grown so much

I think traffic flow is also a challenge. The streets of Deep Cove are not designed for people to do laps and circle around looking for parking which results in more u-turns and turn arounds in resident driveways. The Naughton detour also provides the most direct access to the majority of the parking in Deep Cove and should be kept in my opinion.

Really difficult for those of us living within 4kms of Deep Cove to consider going there especially in the summer.

I feel that visitors would drive onto the beach if they could. The option of drop of gear/equipment & find a parking spot at Myrtle or seycove is not at all promoted.

Higher density building for housing and the popularity of Deep Cove has greatly impacted the neighbourhoods of Deep Cove the last 10 years. Deep Cove is basically a cut-de-sac with one road in and one road out. The challenges of parking and getting around are difficult and will take some "above average" and "beyond creative" problem solving.

Eliminating on street parking on Gallant has made the situation worse.

The first comment on high demand is true, the rest not so much

We live in Ravenwoods and have been patrons of the DEEP COVE DRUG STORE for over a decade. It's near impossible to park short-term to pick up crucial prescriptions.

Have issues with large trucks on Panorama Drive almost daily. After delivering marerial they can not turn around and back up the length of the street A SAFETY ISSUE

Too many cars period.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

Spreading parking issues into neighbouring neighborhoods was not well thought out DNV. My kids have sports activities at the local park and on the weekends it is impossible to park for their events as your alternative parking suggestions for Deep Cove tourists take all the spots.

Absence of any kiss & ride drop off or pick up area for partially vehicle trips

Why did buses get banned when they transport more people efficiently.

New trailhead access that is not in the heart of deep cove

It is clear that there is little effort to maintain this as a community of families ,but rather an experience for visitors. I understand that there will be tourists but it's not just them we are inundated with families from all other parts of metro Vancouver! People escaping their condos in Burnaby ,Vancouver and other communities.

There is bus service to the cove and people can go there by taxi or bike there. Businesses there should provide parking. Parking demand will always exceed supply. There are schools in the area with unused parking spaces during certain times of the day.

Demand for outdoor recreational space continues to increase as population increases and living space decreases. When the sunshines, people have to get out, they no longer have yards to work in previous generations has.

DVN continue to take away parking spaces thru the changes to Gallant and gave no consideration to loosing parking when they made t a one way street. Parking on one side was lost

I would like to see a shuttle bus available to transport people and their equipment into the Cove. Particularly on the active weekends and holidays.
Also a few years ago we had flag persons managing the Panorama parking lot that helped a lot with stopping the flow of traffic circulating on Panorama.

Deep Cove Road becomes very busy due to traffic searching for parking. Cars driving around repeatedly searching for parking that does not exist. Creating safety, noise and pollution concerns for all. This impacts our quality of life every weekend, holiday or nice day during the warmer months.

An added risk is to pedestrians, particularly on a narrow, no-thru road like Panorama Dr. With cars parked everywhere, no side walks, and more cars cruising for parking (although there isn't any) down the street, the interface between traffic and pedestrians is dangerous.

I have occasionally seen people "living" on Deep Cove in their cars, or more specifically mostly vans. The rest of the items align with what I've seen.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

Parking issues are seasonal and also weather dependent. We can take a walk on a rainy day in winter and see almost no one (especially outside Honey's), and in the summer it is exactly the opposite, and we regularly park in the back lot of Cove Cliff school. The closure of Quarry Rock also made a difference.

We reside in the corner of Banbury and Raeburn. There have been orange construction barriers with locals only signage in our intersection for 2 years. While this has decreased or slowed down traffic seeking parking, they are unsightly and we are hoping the district is working on a permanent solution to this intersection.

There is also a lack of resident only parking signage on the 1900 block of Banbury. There is one sign halfway up the block.

I would support permitted parking only in the residential neighbourhood streets

It would be worthwhile in my view to find out who is parking overnight in Deep Cove and where they reside. If they are residents from further up Indian Arm then perhaps additional parking needs to be constructed at the North End of Panorama Park for this specific purpose.

Also there is a huge problem on Panorama Dr, north of Gallant Ave. No sidewalk and narrow road makes walking and driving difficult at baseline, but with influx of tourist traffic (and reckless driving) it becomes completely unusable. Offloading traffic from here is the main priority.

People are frequently driving down Panorama street looking for parking despite some signage indicating that there is no public parking further down the street. Panorama is a street with no sidewalks, where there is a lot of pedestrian traffic and already a lot of vehicles parked on the road from the residential properties. It is also a street where there is no room to turn around so once they start down the road it is a challenge for them to turn around. The large amount of traffic going down this street is a safety concern and makes it very difficult for the residents as cars are often trying to find places to turn their cars around.

I live on [REDACTED] and my [REDACTED] year old [REDACTED] was almost run over last year IN OUR DRIVEWAY by a car flying into our driveway at a rapid speed to turn around. Unless we have pylons in our driveway, we have cars turning around at a high speed all day long, the weekends are insane. Also the amount of traffic on the street driving way to fast combined with the huge groups of people always on the street is going to result in serious injury or death. It's not a matter of if but when a pedestrian will be struck on this street (or in my particular case my own driveway) and I just pray everyday it isn't one of my kids. Put yourself in my shoes for a minute and imagine that your child has a serious risk of being hit by a car in [REDACTED] own yard. Something needs to be done ASAP. Speed bumps on the street

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

would be a start, lots of other neighborhoods in North Van are "traffic calmed" with speed bumps, why can't we be?? We have been asking for this for years and it always falls on deaf ears. Also only local traffic should be allowed on our street on the weekends. The parking permits have just made it worse for driveway turn arounds because they get on the street then realize they can't park anywhere so they shouldn't be on the street in the first place. Please, I am begging you as a [REDACTED] to [REDACTED] young kids growing up on [REDACTED] to make tangible changes before someone dies.

I am a resident and often have people parking and blocking my driveway or parking too close to my driveway making it unsafe when I back out of my driveway. I wish that the District would paint the curb yellow to remind people to give a proper buffer space to allow residents to utilize their driveways safely. I often need to call the District to come out to ticket people. It would be preferable that they did not park too close in the first place. Yellow curbs would help that and decrease the need to call a traffic officer out.

Homes are getting larger and multigenerational. Parking for residence should be addressed at time of construction and major renovation as well.

Don't post instructions for parking at local schools - leave these parking opportunities for Deep Cove/Dollarton residents!!

This assessment only partial aligns with my experiences in Deep Cove.
 1) The relevance, intended meaning and implications of the phrase "high vehicle ownership" to the Deep Cove parking situation is unclear at best.
 2) The limited on-site parking is correct, but it is not relevant to my situation.
 3) There are alternative travel options, but they are impractical for my use.
 4) I am very familiar with parking options in the cove, so lack of information on where to park is not an issue for me.

A key factor that was not mentioned was that there is high volume of non-residents visiting Deep Cove.

I can never have friends over during the day in the warmer months as there is no where for them to park, or if I have family come to visit and stay overnight

Better (more visible) signage is required at the entrance to RPO streets to reduce the "drivers cruising for sparsely available parking" on RPO streets.

There is a very dangerous side effect to visitors cruising for parking; they are not looking out for pedestrians especially children. This is highly dangerous on residential streets with no side walks

A nightmare in summer and on sunny days

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

As a [REDACTED] resident, the safety issues have been a bit concern of mine for several years. Drivers are so pre-occupied with looking for parking that they are often oblivious to cyclists or other drivers on the road, I have witnessed several near misses as a result.

Our pharmacy and dentist are on Gallant, and I would love to see options for infrequent but necessary parking needed by locals supporting local business. Family of [REDACTED] here!

Limited parking for panorama drive residents who have to pay to park there cars on the street they live on and pay taxes on.

High parking demand sure, but that is because everyone wants to drive all the way here, people simply do not want to walk from areas that are 3 or 4 blocks away or do not want to take public transportation from Phibbs exchange or other bus stops along the way or come by bicycle.

Translink cut the mini bus service and reduced weekend services. Nobody talks about that. And NVD took away the parking at Phibbs exchange to give it to their friends the developers so now we have nothing there where people can park and ride. I guess just a good retirement plan for some.

There's no launching ramp in Deep Cove so no need to bring "large items such a recreational equipment" that is false. Cates park has parking and ramp for that. Here it is only paddle boards and kayaks. Large groups with long kayak/canoe trailers can start at Cates where they have those facilities.

Lack of information where to park absolutely, but as I said before people want to park 3 m from their picnic table and do not want or like to walk

These factors are misleading. High Parking demand and low supply is due to the district taking away parking spaces so that people can sit and eat in the road. Businesses are given priority not the people who need accessibility. Pre-Covid parking in the area was fine when there were two open lanes along with parking on both sides of Gallant. High vehicle ownership will continue if you continue to allow population of North Shore to rise. Lack of alternative travel options are not always feasible for older people with mobility issues who need to access the medical / dental options in the cove. Also, no one should have to gather data to figure out where to park. Parking should be available on the side of the street where it belongs and where it can be seen.

The district keeps taking away public parking spaces!

And other traffic causes .

I think public transportation needs to be improved. Perhaps a shuttle bus from Phibbs, similar to the Mt. Seymour shuttle Bus, could be considered.

Signs indicating alternate parking spots seem very clear when entering the Cove area, directions to Seycove and the elementary school for example.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

All except lack of alternative travel options

The cove does not have the infrastructure to handle a large volume of traffic or people for that matter. It is a small village at the end of the road.

Can't enjoy Deep Cove if there is no parking

I am a resident. I parking demand with increased traffic as well reduces my ability to enjoy my neighborhood. It use to be peaceful. Now it's an endless stream of cars searching for parking. There are many children in my area and quite frankly it's dangerous for them.

Our family doctor is in Deep Cove and often it is impossible to find a parking spot especially during the nicer weather months and days. We live near the [REDACTED] and it is a lengthy walk especially if we are going regarding a mobility problem or illness.

There have been no improvements, and some parking losses, since the 2015 report

As a [REDACTED]+years Deep Cove resident the past 8 years have seen a significant increase in visitors to the Cove, with sunny days resulting in cars constantly driving around streets looking for space to park. This project focuses on parking rather than traffic management. There will never be enough parking for the volume of visitors. Supply will never satisfy the demand. If approached from a traffic management perspective, it is numbers of visitors that should be managed. Suggestions are, signs on Dollarton and Mt. Seymour Parkway notifying when Deep Cove is full; park and ride to bring visitors in, especially hikers to Quarry Rock who have no recreational equipment with them; staff at the entrance to the Cove not IN the Cove to turn away cars once the Cove is full, thus no constant cars circulating; stop advertising Deep Cove as a destination; stop suggesting more events in Deep Cove - we can't handle the traffic; listen to the experience of residents - we see the traffic patterns on a daily basis so we can provide great insight.

Yes to 1 & 3 & 5

The permit only areas near the Cove lead to people parking on the streets just outside of the permit only zone. This causes us grief during the summer weekends when we can't even park in front of our own home.

Parking is also affected by the number of houses that have a number of vehicles attached to each residence. (Some homes do have some off street parking but not enough parking to accommodate the the number of vehicles owned by the residents).

The lack of safe walkways on many of the streets, and lack of safe "on street" parking regulation makes it hazardous for people to navigate without a car around Deep Cove. Parking allowed on both sides of the street when there is no sidewalk is hazardous and congestive for everyone.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

Maybe scope for weekend/vacation use of school and church parking facilities and a seasonal bus ferry from Parkgate and other points.

lack of infrastructure, lack of planning and lack of a will to solve the issues by the municipality have resulted from a development based perspective regarding growth . Safety concerns for school children , pedestrians and alternative transportation have not been addressed as roads have become more and more car dependant while becoming more and more congested and clogged by a lack of a viable planning component. Side walks around and to schools are non existent or incomplete and the current parking makes walking between cars especially dangerous for pedestrians and for cyclists being doored. Parking on the streets should need a permit and be restricted to only ONE side of the street to allow emergency vehicles unrestricted passage and a safe travel corridor for all other road users (not just for cars). Off street parking should be required for residential properties or a permit to park on public streets overnight should be necessary. Snow removal would be more efficient and response times for ambulances and fire and police would be safer and more beneficial to our community. Why are our taxes being used to store peoples (junker) vehicles on our transportation thoroughfares ?

At my end of [REDACTED] I have neighbours who although they have parking space available on their property, park their [REDACTED] cars plus the tenant's on the street. I am seeing a lot more renters with vehicles. Plus the Marina cars/vans/trucks, it is difficult to park my one car especially on weekends. I don't have any off-street parking. Also due to the size of cars and trucks, they often overlap into the street. This is particularly noticeable early in the morning about 5:30am.

No guest parking in some of the condo buildings ..

Bus service is good, so I would not agree there is a total lack of alternative travel options

I live in Deep Cove and believe there needs to be a shuttle system set up for peak-season parking. This is the only practical solution without changing the character of the neighbourhood.

We need drop off zones near the recreation areas so the driver can drop off equipment, families , bbq , chairs etc and then go park at one of the 3 schools, which are empty on weekends and summer holidays.

Many residential streets don't have sidewalks. People who don't live in the neighborhood drive on lawns/gardens of residents in order to park, or to turn around when they reach a dead end street (like mine). Visitors ignore the local traffic only signage and commonly use my driveway to idle or turn around, or they approach me to ask if they can park there for the day. It's absolutely ridiculous.

I am an Indian Arm resident with boat access only property. We need 2 vehicles for work and parking in Panorama drive is a nightmare . During winter you can usually find a parking

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

spot (with the NV parking permit). During Spring and summer it is very difficult to find a parking spot. Where did all the vehicles come from now suddenly needing parking at the end of Panorama drive?

Having only boat access needing 2 vehicles to be to do our jobs and finding parking in Panorama drive is extremely frustrating. Certainly there are resident (and likely non residents) with multiple parking permits!

Public transport to the area is a mess. Why does the 211 terminate at Phibbs and not continue to the heart of North Van - lower Lonsdale? No-one can get to or from here efficiently.

Coaches should be allowed to return. There is plenty of space for people. Just. Not cars. So we should be encouraging coach trips. No private family vehicles. Replace one with the other to ensure businesses can flourish.

I took part in an extensive parking survey ? 10years ago. Nothing much was done as a result. T

Is this another example of amusing the masses and deflect the problem yet again. I am very cynical re this "study"

My [REDACTED] family lives on [REDACTED] [REDACTED] the Quarry Rock entrance

Need to include parking review of Strathcona lookout park

I grew up in Deep Cove and have moved back to the area... I would like to support the shops there and use the park and ocean front to play with my child but I avoid it like the plague due to lack of parking

Partially true. The parking information is sufficient - there are simply too many cars looking for no spaces. Also, the extraordinarily long time that construction has afflicted the area has been conveniently forgotten here as has the significant extra volume brought in by the Bridge Church. Further, there are multiple air bnb style lodgings throughout which is equivalent to a small hotel operating in the area - all bringing in more motorists.

Many houses have off street parking available, but dont use it preferring to park on the street

There seems to be a lack of information for visitors about the impact of driving through the Cove while looking for parking (when often there is none) versus simply parking on Deep Cove Road, Seycove School or Cove Cliff School and walking down (and not being frustrated driving around in circles).

As a person who lives on [REDACTED] the constant battle for parking when arriving home from work is exhausting.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

I would add that any actions taken to alleviate parking concerns within Deep Cove proper greatly affects surrounding streets. As [REDACTED] residents we have seen a HUGE increase in traffic to Strathcona Road and Wickenden Road as people use the small beach and playground on Strathcona. Our driveway is routinely blocked as people drive in and out looking for space. 2 hour parking limits are NOT ENFORCED and ignored all summer long. Please also take this into consideration.

Those of us who are North Vancouver residents are being pushed out by those who are not from our community. I feel very unhappy as a tax payer in this community and I can not find parking in order to kayak, swim and walk. I for sure do not want to have to book my parking stay in advance for Deep Cove as we now have to in order to access Mount Seymour, which is my backyard. Do not go this route of advance parking sign up..... like Mount Seymour has done.

I live in a [REDACTED] on the [REDACTED]. We do not have guest parking. The lack of parking has negatively impacted my family life. My [REDACTED] and family are hesitant to come for dinner as there is often no parking, esp. in summer. My [REDACTED] lives in [REDACTED] and it would be wonderful for them to come out for the afternoon, to do a walk or go for a paddle and then have dinner together. That is impossible, unless I move my car at 7:30 in the morning and park at Myrtle Park so my [REDACTED] and family can park in my [REDACTED] parking lot. It decreases the amount of quality time I am able to have here in my home.

The side streets have resident only parking, but many of those homes have driveways to park their cars and guest cars in. I would love to have a street resident only parking pass to give to my family when they come to visit. For some reason we were denied this because we have underground parking (but no guest parking). Liveable Deep Cove is becoming unliveable for residents. We live here. We should be able to have our family visit without the worry of where they are going to park, or if they do find parking, have to worry about moving their car every three or two hours. The goal of course is to move people along so more people can flood into the village and enjoy its beauty regardless of the impact on the people who live here.

We live in [REDACTED], and due to closures of Quarry Rock, hikers start from back of our house (just opened recently) as a result we have massive parking issues. Also during summer time people park wherever they find parking. So, me as representative of residents here request to allow parking with permit only as you have done for Caledonia Avenue.

As a resident here, having alternative options for transit would be ideal. I have reached out to EVO and Modo in hopes of getting cars here to have as alternative transit but neither has been able to commit. I also reached out to the new church on Deep Cove Road about supplying a few spots for car share. So maybe businesses helping with this too.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

There are many well designed signs directing the public to parks and schools. but the public heads into the Cove first and causes traffic issues. Perhaps, there might be a sign on Dollar Road indicating FULL parking in the Cove.

I feel that the term "high vehicle ownership" warrants definition or description. Certainly, there are residences where the vehicles of residents are parked on the public road - largely due to the on site driveways being unusually steep. How "safe" is it to park on those driveways may be a matter of opinion.

The notion of "balancing" parking across different groups (residents, business patrons, tourists) raises some concerns in the sense of - to what degree should the ability of residents to enjoy their community be outweighed by tourists "needing parking"?

Also additional noise. Many people arrive early, eg 5 am and begin to blow up paddle boards and speak at normal voice levels, not considering residents. Many drive ways are considered turn around points. And another issue, aside is the amount of left over garbage. Maybe we should encourage people as many tourist beaches etc in the US do, to take their garbage home. WE are left with garbage outside full cans . And then the snow ball affecting the life span of our wild animals eg bears.

Please limit street parking for visitors to 3 hours, not the current 3 days (particular from May to September). Many summer boaters/campers who go up the Arm will park and leave their vehicles (sometimes with an attached boat trailer) in the community for a full 3 days as they know the bylaw allows them to park for 36 hours. Increase parking enforcement on the weekends as some drivers park on some streets (ie. Cliffmont but not in the parking bays), which can lead to conflict and potential collisions.

That said, I park at 5:20 in the morning and I am usually gone by 7:30 AM. I row with the Deep Cove Rowing Club and so my parking needs are usually easily met.

Difficult as a resident to get parking after 10am and before 6pm if we go out of the cove due to outsiders driving further up residential streets for parking

It would be helpful if there were signs posted as to where people can park. Although an underground parkade would be expensive in the short term, it would be beneficial in the long term due to the lack of space available. We live on [REDACTED], the [REDACTED] entering Deep Cove Village. We constantly have traffic driving up our street and turning around on our driveway. The sign indicating to visitors that they cannot park on our street is much too small and definitely not visible enough to deter vehicles driving up our narrow street.

this assessment does not entirely align with my experience. the difficulties are often seasonal. there is a bus service, but a family with a full complement of summertime picnic supplies - well they wont be on the bus. yes, some folks with larger homes also have

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

children with their own cars. so yes, many cars parked on the street that may once have been in a driveway. signage is fine. It has been awhile since i have seen a game of road hockey with golden retriever played on our street. more cars, more speed. a day with a ball tournament at myrtle and another event at the beach - well, that is pandemonium.

There is also the problem of street parking on already narrow streets making corners dangerous. For example when driving up Cliffmont Road towards Cliffwood Road (after turning off Deep Cove Road) there is parking allowed on both sides of the street (on Cliffmont) making the road essentially a one lane road for both directions. This is very dangerous as cars turning onto Cliffmont cannot properly see the cars coming down the hill. In the Winter this is an especially bad area to only have one lane as it is very dangerous and slippery when not plowed until late in the day, which is what happens each snow day.

Lack of turnover with parking. Many people camp out for the day occupying spaces for long periods

Special events in Deep Cove should include a plan for parking or free shuttles.

Much more parking is needed.

Information of where to park has improved

More parking spaces required

Little time to park, put in personal canoe, paddle, get back in 3 hours. Need more places to launch personal canoes and kayaks.

Keeping the Quarry Rock hiking trail open makes the parking problem much worse. Local and outside tourism should not trump livability and the right to a quiet and uninterrupted life for residents of Deep Cove.

There are some great children's activities in the Cove for kayaking and sailing. It would be great to have a few more 15-minute only spots for drop-off and pick-up.

The lack of parking in Deep Cove greatly effects me as a resident. I live in the heart of Deep Cove. I have one parking spot so having a visitor over is very difficult since the District has limited the parking on Rockcliff to 3 hours and not excluded the residents from this rule. Very frustrating. It feels as though the visitors take priority over the residents who pay the taxes.

While many visitors to Deep Cove are able bodied and can walk reasonable distances with a substantial vertical component, there are a number through adversity or age, who cannot. Visitors to the theatre, a North Vancouver District facility, include a considerable

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

component in this category. These patrons need accessible parking or some other means of access to the theatre.

Visitors drive up and down my road looking for space. I live in the [REDACTED] block of [REDACTED] [REDACTED] Despite a resident's only parking sign at the beginning of the road visitors ignore it. Why? Because it is too small and not visible when approaching from Deep Cove Road.

I merely visit deep cove very early mornings for rowing so there are very few problems then

There is high demand within certain time periods and different seasons for the park and commercial areas.

There is also a need for more frequent and effective transit service.

Permanently close quarry rock trail access from Deep Cove. Move the access to Indian River Rd.

2. "High Vehicle Ownership" -> As in people have more than one car per adult? Or as in "there are as many cars as there are adults?" The second statement is definitely true, as there is limited useful public transit options from Deep Cove.

5. There is plenty of information on where to park, but I don't think people pay attention to signage.

I need to unload kayaks. I don't care if parking is several blocks from the water once the heavy kayaks are unloaded.

Loading zones are important to me.

The main issue is lack of alternative options. For example, riding a bike along Dollarton highway is not an option because it is too dangerous.

I am a kayaker who rents kayaks in Deep Cove my paddling gear is bulky. My paddling shoes are not great for walking. Public transit is impractical.

Saturday 22nd April I decided to take transit from my home instead of driving to Deep Cove to kayak to see how feasible it was. I live at [REDACTED] West Vancouver but spend a great deal of time and money in the Cove, kayaking, the theatre, restaurants etc. I had to take 3 buses and an hour and 15 minutes each way plus waiting and walking time. I always car pool with another avid paddler. Paddling for 3 hours plus 3 hours commute (2.5 hours on transit plus waiting time and walking) whilst carrying a very large bag (a large Ikea blue bag) filled with my paddling gear and change of clothing, it was not a lot of fun and rather exhausting to be honest. If there were a better option than driving I would certainly use it, but the way it is now is just not an option. We usually leave home an hour earlier than necessary to ensure we can obtain parking and even then it is usually right up the hill and down the other side, so we paddle and hike! That's if we can even find parking. In kayaking season I kayak 3-4 times a week, I also have season passes

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

to both theatre companies at Deep Cove Theatre, 8 plus shows a year. I eat in the restaurants and shop at the deli/sandwich shop etc. a few times a week and visit friends who live in The Cove. I have been doing this for about [redacted] years. Without parking this would have to stop or be greatly curtailed and I would have to find alternate locations for my pastimes, If everyone in my situation had to stop driving to The Cove I believe great deal of revenue would be lost and we would all lose out not enjoying such an amazing place. The best place on Earth as far as I am concerned.

Please close Quarry Rock trail.

Deep Cove is a gong show! But thats part of the fun and now its a hotspot so you cant do anything.

Transit is the number one problem. In Deep Cove generally, for residents or tourists.

Deep Cove is too small to accommodate the volume of people/cars that are travelling to it.

I live in Deep Cove and feel sorry for visitors who have to drive around wasting their precious time looking for parking.

Your list of options should include "challenges"/factors that effect residents, primarily (1) the difficulty for area residents in finding street parking, particularly during summer months, to the point where we cannot be assured of finding a spot when returning from shopping etc. While *some* streets/blocks have "resident only" parking designation, the impact (from tourist/visitor parking) extends well beyond those areas.

Parking is so bad particularary during summer months. Parking violations , illegally parked and dangerous pared cars are commonly sighted especially on the week ends

I fear if parking is being charged to park in deep cove shopping and park areas it was push more people to park in residential areas like in front of my house

Residents of Deep Cove should be excluded for the timed parking

The signage for various available parking lots is very good. People coming to Deep Cove should be using transit.

Our home has [redacted] families living in two spaces to pay the mortgage. We have both electric cars and gas and bikes and still in months June-Aug we have to drop off our groceries and young children's gear park 10 minutes away at Myrtle or Seycove High with our kids because we don't have enough parking due to high volume of park goers. Non- M Van residents need to book their visit like Mt Seymore or Buntzen Lake, more cars and restrictions don't help me and our extended family and tenants park because we won't get enough household resident parking passes. We also need EVO parking around the Cove!!

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

Mostly just too few parking spots

I am a homeowner on [redacted] block [redacted]. On sunny weekends we lose our street parking to tourists, sometimes for days at a time while they take boats up Indian Arm. Tourists park 3 cars in places where there is room for only one and block our neighbours driveway and the lane access. [redacted] Block of [redacted] should be resident parking only.

Many of the homes on deep cove road do not have driveways and only have on street parking. As well, as the owner of a home, with a rental suite, it can sometimes be nearly impossible to find parking for ourselves or our tenants, in the summer if we have to go out as our parking is almost always taken by people visiting deep cove, rather than using overflow parking at myrtle park or Cove Cliff elementary.

resident

Deep Cove is small. Maybe we need to limit the number of visitors.

Please add:

Large delivery trucks have nowhere to stop if more than one arrive at a time.

Any large construction project often removes available parking for residents or their guests.

Many people do not pay attention to signage so I'm not sure that there really is a lack of information.

Also there are no handicapped spots for the businesses

Agree, high parking demand in part due to numerous suites which add to number of cars in area. Also, many garages are used for work shops and storage but not of cars.

Residents as well as rubbish removal and landscaping companies use the street parking on the East side of Deep Cove Rd. as parking for their vehicles, sometimes longer than 6 months without it moving, especially between Cliffmont and Badger.

I note that since the new church was completed on Deep Cove Road, that their parking lot is insufficient on Sundays. In the non-peak period Sundays of this spring I note that their parking lot is full and there is a considerable amount of street parking being used adjacent to the church on Sunday mornings. I can only expect that this will be exacerbated in the summer time.

The tourist season seems to have started, it is impossible to go shopping in Deep Cove, I feel sorry for the merchants who are losing out on walk-in customers.

Better public transit is #1. More frequency of routes. Buses should also not get stuck in traffic, so may need dedicated lanes where congestion occurs in the entrance to the

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

village. Bike infrastructure = another important alternatives, especially now that ebikes flatten hills. Dedicated safe, direct, bike routes are also sorely needed.

As stated above lack of transport options and secluded location of Deep Cove mean that people use vehicles to access this location. It is only during peak times (summer weekends, events like regattas or concerts in park) that people drive around looking for a parking spots d this is mainly because the DNV has an aggressive policy of removing and eliminating parking even within the existing Panorama parking lot. They could actually create parking in some places but subscribe to the magic thinking that if they eliminate parking space, cars will just disappear.

I don't think factor #2 or #4 are particularly critical

Also very difficult for residents and businesses
Very difficult for those with mobility issues to navigate as well

We have limited onsite parking and notice that some members of the public read the signs and choose to ignore them. These notices should be larger so that the message is conveyed and understood. Also more visits from the bylaws would be an advantage.

Only in part. As a resident, I have a lot of concerns about entering and exiting our neighbourhood at peak times.

Much wider problems outside the designated area parking in the Cove Cliff area weekends often have cars blocking my driveway and others

An additional issue arising from people constantly looking for a parking spot is visitors speeding through school zones (Cove Cliff and Myrtle Park especially) and parks unaware that those limited speed zones are there.

Very few handicap spots.

I notice that the marina park is nearly empty until summer. Cannot they offer residents of Indian Arm who pay moorage parking? This would take cars off the street and in front of houses. Even then I notice empty spaces in summer. Only a couple of days where they need to use spaces up their drive.
Would assist in full time residents of Indian Arm who more their boat at the marina.

More and better public transit is needed.

Great spot for food, recreation and tourism but very challenging to get to. Often avoid going out some days due to limited/challenging parking and transportation options

Lack of respect from tourists parking in front of peoples houses

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

To many visitors to an area that has no supply near popular destinations. High vehicle ownership and limited on-site parking for some properties is also an issue

I am a small business owner on Gallant and my biggest concern is parking for my clients

Need more parking lots. A multi-level parking facility

Yes, but another issue is that people often use Panorama for "long term" parking. Vehicles commonly park on the road on Panorama Drive (from Gallant to approx. 2400 block Panorama Drive) for 3 days to a week or more. They use this as free long term parking when they head out from the yacht club on their boats for weekend or extended vacations. This area should be designated 3 hour parking only in order to be more consistent with other busy areas of Deep Cove and the rest of the DNV.

The parking problem is completely our of hand, with cars cruising our residential street starting early in the morning on sunny days and lining both sides of the road (Cliffwood Road), making it difficult to even drive up the Cliffmont hill and along Cliffwood.

The timing of your liveable project is making everything worse

My weekend experiences have been that people who do not know the area are idling in the middle of the road often blocking both directions on the road from moving through while checking cell phones or on a blind corner. I also see people parking partly into the road on an angle or partly covering residents' driveways.

it's unreal how little parking deep cove has

I live [REDACTED] Cove Cliff Elementary and the congestion is out of control. The signage to show people to park at Seycove is not adequate and they drive around and around the residential streets. Also, you have made the parking from Raeburn down to the Cove less accessible. So now all the tourists park between Raeburn and Myrtle Park and even further south. How is that fair?

No problem with the current information on where to park.

This issue has been going on the over a decade. It is timely to find a workable solution that allows all North Van residents to enjoy Deep Cove.

We need more by-law enforcement and fines for all offenders. I was there today and stopped counting after 10 cars parked in yellow zones. There should also be paid parking with locals only able to buy a years pass.

Parking in ditches alongside road. Blocking flow of traffic on hill. No longer 2 lanes and very dangerous as people are getting out of cars into traffic lane with dogs, children and water equipment.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

Limited or no parking for guests of residents on weekends
Extreme traffic volume - 45 seconds or less between cars traversing Cliffmont. From 8:30 to 4pm often at high speeds

Makes life impossible for locals.

The saw horses on the streets in the Cove have made a significant difference. When people see a spot, they sometimes don't see the signage because they are so focused on finding a spot. The saw horses help deal with that problem.

I live at the [REDACTED] on [REDACTED] and there is zero street parking for me on weekends, due to the high volume of folks walking up Quarry Rock

I have lived [REDACTED] to the Deep Cove Kayak club for [REDACTED] years; there is almost never been any parking enforcement bylaw officers monitoring or tickets in fact there is 2 hr parking and 4 hours parking and people park all day as they are aware as we are they would never get a ticket. Unless you are going to enforce parking bylaws or pay parking then there is no need for this survey. There are many parking lot altercations, honking, traffic jams, limited access because of a few nay sayers complaining about the new detour access and so many orange horses for some privilege residential streets saying no public access while others suffer for no particular reason as some are through streets - who ever shouts and screams the loudest gets your attention. Too many people speed when they get angry with no parking available and having no changes implemented- (ie the detour access) you are not solving problems - a firetruck or ambulance on a sunny Saturday could never get here once you close the detour there is traffic lined up past my little school on Deep Cove Road and we can't even get home.

As a renter, our landlord keeps one of the two parking passes for our street. This means that we can like use one vehicles on weekends. If we move our second vehicle from non permit space we will never be able to find a spot upon return.

We need to maintain parking for local residents accessing essential services such as medical and pharmacy

Need more accessible safe bike route options!!!

It's worse that you describe. Some concerns cause conflicts between these issues. For example cars are such a problem that buses cannot get to their stops. Deliveries are impeded in and out to the vendors located here. Even brief double parking for unloading stops everything, resulting in gridlock jams at intersections. Human lineups for "popular" vendors impede pedestrian access and movement along the street. It seems social media drives this. Social media can be used along with webcams and "Apps" to ward visitors off for example when no parking is left. How would an ambulance access these crowds? Someone is likely to die. See my further suggestions later.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

There is no safe active transportation route to Deep Cove whatsoever. I would opt to bike there every time if I didn't have to fear for my life.

The diversion is putting young children at risk because it is right by a complex full of children. Children and residents at the lions housing are at risk of being run over by speeding vehicles that don't obey stop signs and speed limits.

There seems to be more concern about tourist parking than residence parking. The people that live within the Deep Cove area are that ones that care about our piece of paradise, unlike the 500+ daily tourist that show up once or twice in their life. Additionally the diversion is dangerous as it goes past both busy side street that pedestrians and children walk, but also past the Lions housing that has senior citizens too.

As someone who has lived in deep cove a there life (█ years) it's reasonable and exciting to see changes in our community- new business, revitalized environments and a strong senses of community. What is unreasonable is the negative impact and lack of effort the district has put in to maintain the quality of life for the residence of deep cove. Vehicles illegally parked, blocking fire hydrants, blocking people's drive ways, and the excessive congestion getting into the cove are all common occurrences that pose health and safety risk for residents young and old.

You don't have to look far to other notable destination for ideas that incentivize thoughtful parking.

Safety. Lack of sidewalks

Pressure from secondary suites and Air B and B in addition to park users and day visitors.

If there was better cycling infrastructure, there might be less vehicle ownership in Deep Cove. As well, better cycling infrastructure would allow more people to visit Deep Cove without a car.

Much too little parking for this relatively remote location with limited viable transportation options

I live here and appreciate Deep Cove is a tourist destination. People that live here need to settle down. I grew up here... I'm over █ The parking is fine if you live here.

Myrtle Park parking should be for park users only. I cannot get my █ to his baseball as tourists overwhelm the Myrtle Park parking lot.

I don't find there are parking or traffic problems outside of the summer months. When I drive to "downtown Deep Cove" to park for Christmas and New Year's community events, I generally have no problem getting in or out.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

I've lived in Deep Cove for approx. [REDACTED] years. I live on one of the feeder streets with limited parking turnouts and now have to fight to park in front of my house. Some cars are left for several days as they go hiking or camping up Indian Arm. I need a resident pass.

We have parking in our driveway but have to deal with seasonal traffic issues driving to our property. This is a seasonal problem.

Having decision making in the power of local residents for a location that has a very regional and even provincial draw.

Deep Cove is a small community; not built for today's demand on the recreational and core community street with shops, restaurants and theatre. Do we have to accommodate the numbers who wish to visit Deep Cove or is our first priority the people who live in and surrounding the Deep Cove area and need their cars to access their neighborhood as transit is not a viable option for home owners in the area.

I live on [REDACTED] and do not have a drive way/parking. I am reliant on permitted parking and often have to make multiple passes to find parking and walk a great distance to my property. The entrance to my property is a walkway which steps directly onto [REDACTED] and is often blocked or impeded by parked vehicles forcing my children to step out into live traffic. My vehicle has been subject to a hit and run while parked in front of my house. I have watched multiple vehicles have their mirrors taken of by passing cars (and they don't stop).

Indian Arm residents have been issued (some of which are not permanent residents), have been issued RPO Permits which violates the the DNV's own streets and traffic bylaw s. 529 which states "only individuals who permanently reside in the dwelling units immediately adjacent to resident parking zone".

Additionally, when DNV reviews the impact of these permits on Panorama they neglect that they disproportionately displace residents at the east end of the street. Many of these permits are also issued to large work vehicles which create large blind spots and safety hazards. These vehicles also park for extended periods of time without moving. This problem is magnified on weekends and summer when they park Thursday or Friday and do not move until Monday essentially making my residence inaccessible for the entire weekend. These vehicles will often wait on the street in their vehicle until a resident leaves before taking the spot.

I live on [REDACTED] close to the park. I have off street parking for both our vehicles and a visitor. However, visitors driving our street looking for parking and parking on street in front of the park parking lot make traffic congestion issues delaying our movement on and off Panorama. It is also extremely stressful and dangerous trying to ride off or onto Panorama on my e-bike with distracted drivers looking for parking.

If you wish to comment further, please do so here (Does this assessment of the parking challenges align with your experience In Deep Cove?)

There is plenty of information on where to park so I don't see that being an issue and adding more signage may damage the aesthetics of the neighbourhood. The Cove is a small space that is very popular on sunny weekends. Maybe add more buses and focus on promoting transit as an option for getting to the Cove. Adding more parking is not the answer. There should be more focus on residents rather than guests.

Diverse parking type is also required (i.e. boat-access only residents and their guests, as well as overnight trippers need overnight/multiday parking), kayak rental customers and Quarry rock hikers need multiple hour parking, some need shorter duration parking, and also short term loading zones very important (kayak drop-off, bbq drop-off, kids camp drop off, etc.).

given the limited access points and narrow streets in and around Deep Cove obvious solutions like build a parkade don't make sense (well if the budget was unlimited build a below ground parkade - sure)
so there has to be a focus on getting people into and around the Cove without single vehicle cars
residents cannot take a disproportionate amount of the street parking
street parking is like gold so has to be appropriately time limited and also monitored with tickets to violators

When I go to visit my doctor or my hair dresser, the parking is taken up by VISITORS! Why do LOCAL residents who have actual business in the village not have priority? There should be a VISITORS parking lot further away and they who can be transported by bus (for a fee).

We just went through the process for our street. We were only offered one visitor pass and a cost for this pass. I have [REDACTED] in the general area, if they were to visit I would not have enough passes

High volume on weekends with limited facilities for business owners, residents and Yacht Club members. Very limited overnight parking.

I leave at [REDACTED] and struggling every day with finding a parking spot. Number of supply in compare to the visitors of deep cove is nothing and it affected residents daily life as well.

Appendix 2

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
See above.
Too many cars circling the village looking for non existent spaces.
I have lived in the general area for over [REDACTED] years and used to visit weekly, for a walk, lunch, beach time etc. I now have not visited in 4/5 years(?) as parking is a crap shoot and I just plain feel pushed out. My peaceful little escape is no longer secret or peaceful. I honestly don't know how to manage it given its popularity nowadays.
The demand is too high for too few spaces. We need to encourage people to arrive by transit and cycling.
Patrols are needed at peek times to protect home owners from the CONSTANT circling and racing to get a spot. It's getting dangerous to walk our "quite" streets.
DNV also needs to have longer hours for Parking Bylaws office .. summer hours should be extended to at least 8pm. Residents should be able to call and report infractions.
See above.
We need three traffic wardens with radios telling people where to park.
If the District and the business owners want all this additional revenue, then they need to put some resources to the parking.
In some respects I don't want better parking. It will just attract more people.
The parks are over capacity. There is no where to spend time each area has a family with a barbecue camped out all day.
If parking was worse some people would give up and we would attain a new equilibrium of visitors with potentially a little less capacity pressure on facilities
Some good progress has been made but need more action
The parking allocation very tight; often people are parking in the community areas. Need ability to both park overnight; but also park for 15min if picking up take-out
not good for environment, local traffic. Pay parking with time limit for non-residents (not North Shore).

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
See above, the Cove can't sustain the amount of people wanting to visit, there is no infrastructure but a ton of tourist spots. Including the one you are adding
The DNV should work with the Province to ensure residents in the GVRD are aware of trails local to their neighbourhoods. The amount of people travelling to Deep Cove for the 1 hour Quarry Rock hike is astounding and puts an enormous amount of pressure on the locals costing parking infrastructure. It may also be wise for the DNV to work with other districts to better publicize their local trails and parks as social media causes a huge influx of visitors to Quarry Rock.
Cause locals and residents have trouble parking
You need to find the balance of making life manageable for locals, while still allowing others to visit your businesses and enjoy your amenities.
It seems like a loaded question. You ask me if I think we need to change but you don't say how. I don't know the solution, but I do know what I don't want to see.
Locals cannot access facilities eg the water to kayak and paddleboard, or hike to Quarry Rock.
Because of the idling and noise and safety that comes with it.
More spots needed
People looking for parking are dangerous on residential streets. They are not watching for pedestrians, bikers or even other traffic. Long traffic congestion trying to park in lots frustrates residents who in turn speed.
There are too many private vehicles entering Deep Cove that is in excess of the available parking.
Supply vs demand something has to give to move more people in and out on a day to day basis for the sake of businesses and public access.
It's destroying the community
A balance between sharing this beautiful park / water with the general public, opportunity for business & respect of residents
As residents Deep Cove Road, parking can back up to the Bridge church and people routinely block the fire hydrant and the cross walk. And when people are parked legally on either side of that cross walk, the visibility is not safe for pedestrians wanting to cross. It is also very difficult to transport kayaks down to the water by car.
Because it's a nightmare if you live here, visitors get frustrated, we have property damage, cars get damaged, it's getting worse and we need a realistic solution
I would want to know the proposed changes before signing off on the need to change as it is possible to make the situation worse.
I live on [REDACTED] ([REDACTED] of Gallant) although there are signs saying Permit Parking only the street still has loads of cars looking for parking.
People circle around and round looking for scarce parking spots.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
too much volume squeezed onto certain streets ie. where I live at the intersection of Banbury and Cliffmont. Signs pointing to designated parking in Myrtle and Covecliff School etc. redundant as these fill up by 9 am on spring/summer weekends.
Put time limits on the available spaces
Climate emergency, health, equity
There are too many cars visiting this small community and some residents don'tt have an option to find parking outside of their homes.
Not enough parking options for people visiting for 15-30 minutes (i.e., to quickly enter local stores)
People will look for the least restrictive parking. That means residential streets that anyone can park at for up to 72 hours. Cars constantly circling looking for spots is neither safe for residents or climate friendly.
most of the parking in Deep Cove requires visitors enter into the residential roads which are narrow and most do not align requiring drivers to make many turns with many of them blind do to trees\bushes or the steepness of the the road. Lots of roads don't have sidewalks either. Need to fix the flow issue but it will come at cost, this is what making Deep Cove livable should be about.
The parking issues and congestion make it difficult for people living in the area (or their visitors) to access their own homes, it creates a risk if an emergency arises as ambulance/fire would have difficulty accessing the area in a timely manner. Idling vehicles searching for parking cause pollution unnecessarily. Parking illegally is an issue and makes it unsafe pulling out of driveways when vehicles are parked too close to a driveway or a street corner. Those living in the area who want to stop and pick up take out or grab something at a local shop on the way home cannot find a place to stop their vehicle which discourages local people shopping at local businesses. I would rather shop in another community farther from my home where I can park easily than fight all the tourists for a parking spot to pick up food on a Friday night in deep cove near my home.
Management changes of the parking is highly needed. The increased use of the residential streets around the Cove have limited parking for us and resulting in people parking illegally and/or blocking peoples driveways. Parking passes on more of the streets is required
at busy times, make it easier for visitors to find available spaces to avoid congestion right in the Cove
As a deep cove resident, I live on a narrow street, cars drive all too fast looking at their phones for Google to direct which way to go. Parking on my street become almost unpassable
Because the management of it has improved over the past few years and seems to be adequate
I work at a local business and at least half of our customers complain daily about the parking issues in deep cove
The problem cannot be resolved in Deep Cove directly, it requires complex solution with e.g. park and ride parking lot at Phibbs.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
Causes problems for residents; eg, tourists cars crowding residential streets.
As a pedestrian in deep cove I find it scary walking around as people are looking for parking spots not Crosswalk Signage
This week alone I have had to get out my car twice to request visitors to back up so I could get out of my driveway. They are so busy racing for spaces they don't have common courtesy. It's a disaster on our small culdesac
It's insanely busy in the summer with traffic backed up to Myrtle park and beyond some days. I have trouble getting home.
There are many days in the summer and on weekends that there is no parking even near my house.
The efforts made are not working. Please hire some youth to be in critical areas THROUGHOUT the community to PHYSICALLY DIRECT people(vehicles) . SIGNS 20feet up on a pole are NOT WORKING. There are more and more people coming to Deep Cove each year and less and less parking available right down in the Cove .
It is unbearable for residents
The parking situation, is clearly not enough, as a local resident and parent of children in Deepcove, if it's sunny day in the off-season or holidays or summer, I see people speeding through the area as they try to locate parking,. I think the lack of parking is causing people to drive recklessly in the area and not pay attention to speeds or traffic control signs as as required. This is on top of the congestion from parking on local streets already due to the lack of sufficient parking at parks and attractions.
It's far too congested and people do not know where to go to find parking
There are some days in the summer when traffic is overwhelmed in Deep Cove due to people looking for parking spots.
As a tax payer I need to park my car near my home not blocks away as parking spots are taken up by visitors to the area. Streets are narrow usually one side parking
It should only change peak hour usage.
We chose to live east of the 2nd Narrows due to the access to nature, the Cove and the mountain. However we find that we completely avoid the Cove in the summer months as there is no access to parking. Even in the winter months when we have to go then we park by Myrtle Park and walk into the Cove. Not ideal but due to the infrequent bus service (once an hour after 6 pm) we find that it is the only option.
We need to encourage active transportation and transit to deep cove. Parking for cars should be limited so that other travel modes are more favourable.
On sunny days or in the summer, you can often find vehicles parked right up to the corners of intersections and, occasionally, at the side of a road which is not designed to accommodate parking

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
<p>so they are blocking an entire lane of traffic. There is no no parking sign but it's just common sense that you can't park in a lane of traffic - but desperate people don't use their common sense. These scenarios create safety issues for other drivers. High demand for parking also creates high volumes of traffic through back streets and accessing dead end streets to look for parking which means literally hundreds of vehicles per day (in the summer) turning around in our driveways.</p>
<p>There should not be more parking. People need to use transit. Cars should not be encouraged because there will never be enough parking.</p>
<p>There's not enough parking. In one of the top lots near the Kayak Shop a parking garage should be constructed</p>
<p>Too many people not enough parking</p>
<p>High Demand, low supply, many people just parking to picnic, limiting options for water sports enthusiasts that don't have the luxury of living close to the water.</p>
<p>I have lived east of Seymour [REDACTED] years. I like to support local businesses but extremely difficult to in Deep Cove. I walk if I can For some of the business in the cove I would like to see shorter time such as one hour. I have heard horror stories about people that live in the cove and people using their personal parking spots to run for a coffee at Honeys. The kayakers and hikers can park at Myrtle park. Save the parking in the cove for those supporting the businesses</p>
<p>We constantly get illegal parkers -there have been many near accidents and some accidents way too many people turning around in our driveways or parking across our driveways -we need to park people outside deep cove and shuttle them in with an express shuttle ! It's a constant stream down our street or else we need someone at least on weekends and holidays preventing people going up the street . They ignore the signs that say no parking past this point . Fines need to be much higher !!one couple told me they didn't care if they got ticketed -it was an ok price to pay to picnic for the day in our resident spots (true story)</p>
<p>Making pay parking is NOT the answer</p>
<p>Too much pollution is created driving around for spots</p>
<p>There has been steady improvement over the years but visitors seem to be clueless and don't read the signs. My stree is closed to parking by nonresidents but visitors still drive down it looking for parking.</p>
<p>Side streets get clogged around tight corners making it unsafe for residents</p>
<p>Should make it paid parking. Do not build more of it.</p>
<p>At present, my needs are met.</p>
<p>There should be designated year-round street parking for residents</p>
<p>It's just not working. Also, it is IMPERATIVE that the LOCAL community gets consideration and priority over the tourists. ESPECIALLY, regarding the doctor, dentist, and pharmacy offices!!</p>

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)

The pharmacy should to have one 15 minute spot and one handicapped spot! These need to be strictly enforced!

The street parking outside of the doctor and dentist offices should also have at least one handicapped spot! Handicapped spots outside the pharmacy/Dr/dentists should also state that they are for use while attending those business only (not for tourists)!

Currently there are not enough close by handicapped spots to serve the fact that there are 3 doctors offices, numerous dentists and hygienists and a pharmacy on that block. These are critical!

The current handicapped spots in the park are too far away when you can barely walk and they are usually occupied by tourists anyway. Believe me, this had been a problem for years! Often, in summer, we have to get out prescriptions delivered because it's impossible to park anywhere near the pharmacy. There has to be some way off prioritizing local residents that need to access there medical professionals, over tourist parking!

As a resident I feel the parking and driving manuevres I see from non residents are a safety concern, especially on local streets. Finding a parking spot on local streets has become competitive.

It is stressful during peak times to leave we often have to park 1km from our house on peak days and times. With small children this makes our weekends difficult

3 hour parking so traffic circulates and good for shops

Chaos in the cove.

The influx of motorized vehicles causes traffic to back up all along Deep Cove Road so both residents and emergency vehicles cannot access their homes or emergency events. This is particularly problematic as the weather becomes warmer and more people visit Panorama Park and hike out to Quarry Rock

It's not livable any longer. Driving around stressing about finding parking in my home area is terrible. The traffic is congested as people circle looking for parking.

Because the way that public parking is being managed right now is failing

Make it pay parking in the Panorama lots

Is this question really around "Do you agree that we need to have metered pay parking in Deep Cove"?

There's such limited parking for 2-4 hours, the time that most people are visiting - ie: going paddling, having a picnic etc - a variety of time ranges would be appreciated to promote turnover

Because we will avoid the area because we know parking is difficult

Stop taking out parking areas and making the situation more difficult please.

The lot full - local traffic only sign on Panorama does nothing to deter people. Many use that lot as a drop off spot.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
<p>On Panorama, angry people who can't find a parking spot often gun it out the lot and speed down the street. I've seen countless bear misses of both vehicles and pedestrians. Now with Gallant permanently being one way (and after the Naughton diversion is closed) confused tourists often turn left down a panorama with no plan signage to the right towards the west of gallant isn't clear. It's confusing where that road is taking drivers.</p>
<p>Because visitors coming to Deep Cove in cars sometimes act entitled and angry due to the lack of parking. People circle Panorama Parks parking lot, congesting traffic further and often speeding to obtain the limited spots that become available.</p>
<p>Too much congestion during busy season. Locals can't find parking for their own vehicles.</p>
<p>You should have given the 2015 Parking Study a chance to fulfill it's mandate before changing it.</p>
<p>Some days, usually on nice weekends or holidays, parking becomes a challenge as visitors begin filling residential streets.</p>
<p>Local residents have to deal with visitors blocking driveways and using their driveway to turnaround causing damage.</p>
<p>It obviously frustrating for visitors who come all the way here and can't park but that is the same in many places (including the parking lot at lions gate hospital for example).</p>
<p>Currently not a good traffic experience for residents or visitors with an increasing amount of the latter</p>
<p>Aside from increased congestion there is a safety issue with additional cars on residential streets. Drivers often speed and drive erratically due to the increased traffic and perhaps frustration at the lack of parking, putting pedestrians at risk.</p>
<p>Need less parking and more people on the bus!</p>
<p>There does not appear to be any 'management' at this point..</p>
<p>I now avoid visiting Deep Cove due to parking issues. I think this is an issue for businesses in Deep Cove. Taking transit from Lynn Valley to Deep Cove is not a viable option either.</p>
<p>Congestion during popular times. Drivers driving on residential street (Caledonia) looking even though permit only</p>
<p>People ignore the speed limits and parking restrictions. There are two schools in the immediate area, together with pre-schools, and the Cove has become a destination seven days a week. Speed bumps are required to slow down the traffic, and vehicles ignoring the parking regulations, including time limits and resident only parking restrictions, need to be towed.</p>
<p>Hard to get home when you live at the end of the street more attention to parking attendant s needed</p>
<p>Increase number of short-term and stop-off parking spots. Please do not encourage residents to use street parking by introducing resident-only rules!</p>

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
I avoid the area because it's just too hard to find parking.
Managing the amount of vehicle traffic entering Deep Cove should be the first priority. Deep Cove is a small community there is no changing that. And to be honest we need to be mindful of managing the traffic on our trails as well because over use is killing them.
Many people have discovered the Cove and Quarry rock
Changes to the current parking situation will improve the overall experience, but I don't see any legitimate options that will truly make a dramatic change to the parking challenges that currently exist. Unless we reduce the number of cars coming to Deep Cove, the parking will always be an issue.
Parking is impossible most afternoons.
I think society need to change their policy when it comes to parking as close as possible. It should be made a practice to drop off items, find a parking spot and then walk to their destination.
Too much volume. Side street and residential parking gets congested. Excess neighbourhood traffic from drivers looping around looking for spots. Lower speed limits not being adhered to.
The current situation is untenable for residents and not effective for visitors traffic due to people looking for parking is highly disruptive and dangerous
See my answer above.
We use services in Deep Cove and always have trouble finding parking.
Its a traffic nightmare in the good weather seasons
Too congested with tourists driving all around looking for a spot & whilst doing this they seem to ignore the people around them & cars waiting to get by them!
Too many visitors arriving in cars looking for non existent parking spaces block or slow traffic coming into Deep Cove making it difficult for residents to get home.
The current strategy doesn't seem to deter more and more volume. You may have to treat it as a park and have people book parking spots; close by Mt. Seymour does that now for skiing. Try that for Quarry Rock trail users. It's a start.
Again asafety issue People stop block the sreet turn around in private driveways have damaged my guard railings as they back up onto them have replace one side for \$ 1000 have damaged garage door replaced for \$3000.
Too many cars no space for them period.This area is only so big.
Limited parking and over advertisement of the village and hike by the DNV has led to a mess. Mismanged out of touch projects managed and initiated by the DNV have created more mayhem.
As set out above. Getting a spot involves confrontation, a stressful cruise around the area.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
There should be free shuttle or transit bus options more frequently to and from the area like in other parts of the world with similar space restrictions.
<p>Yes, as you mentioned parking options need to be easier to identify. Resident only parking signs are typically not easy to see, hidden by trees, or the wording is not obvious. Our street is resident only but the signs as cars turn on to our road are not obvious, on a busy day there is a stream of cars driving up and down looking for parking.</p> <p>On Gallant there must be 10 different parking signs all with various time allotments. There is constant congestion with cars pulling in, realizing the spot is 15mins only, not two hours like the space/sign behind, then they go to pull out, while someone else is waiting to pull in only to repeat all over again.</p>
Reduce car traffic in deep cove
Because when I try and park in front of my house I seldom can on summer days and especially weekends. I feel that it should be resident parking only from Strathcona Road onward into the Cove.
Very congested especially weekends. Stressful for local residents on panorama drive and homes around the park.
We need pay parking
It is not a good situation for visitors and residents.
It is way too congested in all areas of the Cove during the summer especially. It is no longer a pleasant community.
Keep parking times short to increase turn over.
When there is a problem (scarcity in this case) we look for solutions.
<p>To minimize congestion on residential streets. To make it fair for everyone visiting deep cove. To make it reasonable for those that live in Deep Cove.</p> <p>There's too much traffic coming into deep cove.</p>
sick and tired that residents that live here and pay taxes to DNV have trouble finding parking
More designated parking spots for residents and time- restricted spots for visitors
Because the people who live here cannot get in and out of their properties on sunny weekends.
congestion...congestion! we need help as a local it becomes unbearable to navigate our streets .
Its a complete zoo in summer, especially on weekends.
<p>As above</p> <p>Deep Cove Road becomes very busy due to traffic searching for parking. Cars driving around repeatedly searching for parking that does not exist. Creating safety, noise and pollution concerns for all. This impacts our quality of life every weekend, holiday or nice day during the</p>

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
For the reasons listed above.
Parking and access to Deep cove is so ridiculously difficult that I refuse to even go to Deep cove any more.
Because you opened up visits to Quarrie Rock again. So many people don't want to park 5 minutes away to hike. This leaves very little parking for those regular visitors, those working there, or recreating, or carrying heavy/awkward equipment. I am with the Deep Cove Rowing Club so there at least 4 times a week in the morning, along with many other of our members. The last couple years without Quarrie Rock was a lot better. It's already getting visibly worse and it's only April. And since the initial study on parking, which I attended, the District has reduced the number of available spots in the Cove, through many initiatives.
The situation is clearly getting worse, more people in the lower mainland, immigration, pressures on housing, etc., that all lead to local tourism. Not helped by advertising Deep Cove and Quarry Rock on the news
The streets are dangerous with people circling looking for parking and not watching for the many children that play in our neighborhood.
The intersection of Banbury and Raeburn has cars dangerously parked into the intersection most weekend days once the weather supports outdoor activities. Bylaws can not keep up with enforcement
I am not convinced the issue is a Deep Cove visitor issue as much as a Deep Cove resident issue. If residents are using the parking intended for visitors then the solution(s) are likely different than for visitors. I also feel that those that work in the Cove need to be able to do so. Some kind of pass system may be appropriate that allows parking in designated areas for longer periods of time.
driver frustration by both visitors and residents, especially during the peak summer months and all holiday weekends.
We have a huge influx of non resident traffic. With limited parking options and the area being inaccessible by walking or bike for most people it'ss a huge challenge. Similar to Stanley park the area and businesses are dependant on Automobile access which is not going to change.
There is a huge problem on Panorama Dr, north of Gallant Ave. No sidewalk and narrow road makes walking and driving difficult at baseline, but with influx of tourist traffic (and reckless driving) it becomes completely unusable. Offloading traffic from here is the main priority.
Summer is crazy for parking and we see people driving around or parking illegally all the time.
Lack of available parking when necessary
I live near Parkgate, but my family doctor is in Deep Cove. During the sunny months I struggle to find parking so I can go to my doctors appointments.
I noticed more and more young people taking transit. That is a good sign but with less parking now we also need to allow for the fact that Deep Cove is a destination. Adding parking will not help a great deal but perhaps going back to using school lots in the summer

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
April to October traffic is so high as to negatively impact the core of Deep Cove.
It is chaotic situation and often presents a safety concern to pedestrians . It is also very disruptive and disturbing to the residents in the area when visitors are always looking for places to park.
Some people park overnight near my house. Also, some etiquette signs for people frantically looking for parking would help locals have more patience. Not only do people speed around and make dangerous moves to secure a spot, every weekend people visiting Deep Cove leave garbage behind, are noisy, and noseey.
All the reasons I talked about above
For the above stated reason. It is very irritating to have my driveway blocked every single sunny day. There is no room for the increased traffic in the Cove.
We need more temporary parking for quick pick ups of food, donuts, etc. And drop off areas for equipment kids, etc. And then continue with parking farther away as is. Keep parking free as much as possible.
Local residents should not be crowded out of their own neighbourhood by people from outlying municipalities.
But pay parking is not the answer. It's just a money grab that only benefits the district and what they want to do with the money. It solves nothing for Deep cove or any area for that matter
We need to change.. It all depends on the change. Sometimes no change is good.
Drivers cruising around looking for parking, on weekends and on all days of the week throughout the summer, create congestion and pollution.
The district's attempts so far to improve parking in the cove have only made things worse. The district thinks they understand the parking problem, but they don't. Their view is a 90,000 foot view that fails to see the details that actually determine the success or failure of any changes. I would want to see a concrete proposal before I could say yes or no to a proposed change.
Yes, there is a need to continue to work on parking. There is also a need to address the root cause of the parking challenges. There should be no more apartment complexes built without sufficient parking. There should not be more developments that bring in high parking demands (such as the Bridge Church recently built on Deep Cove road which completely blows up parking during events).
Residents should have parking like to do have around riverside drive for residents
Residents parking is compromised and also visitors of residents.
So we can all enjoy deep cove
RPO works with proper signage.
The lack of parking in Deep Cove is frustrating for the locals as well as for visitors.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
Not sure what options are being considered, but very conscious of the importance of retaining Panorama Drive residents only designation.
We need to limit the traffic and visitors to Deep Cove. It does not have the infrastructure to support the number of visitors. There is a lot of environmental damage to the area as a result
Needs more planning and information for visitors
Locals aren't able to park near their homes in peak season. As well as their guests, who might have to park blocks away when visiting.
In order to reduce the number of cars that drive into the Cove (even down Deep Cove Road) - there simply isn't the capacity for the volume of traffic or the parking that is being sought.
I would like to support local businesses but am not able to find parking
Because we can't park when we need to access local businesses during good weather due to tourism
Traffic on and off panorama is terrible due to tourists blocking road looking for parking.
As a resident, weekends are very challenging to leave and come home too especially with small children.
Not really. It works fine as it is. Limited parking to 3 hours is fine and not making more parking lots is fine (more parking lots means more cars, that is a fact) What you need to change is public transportation adding back the mini bus or more runs and bringing back the parking at Phibbs so it is easier to encourage people to leave the car behind. Add a safe route on Dollarton for cyclist that are not comfortable in traffic. More information about near by streets that have parking
Very little available parking for residents
I say yes because I believe the changes made over the last few years need to be reversed. Again, the businesses got priority.
Because it is a problem
Because it's much worse now than before because of all the restrictions.
As a resident of deep cove I have been inconvenienced by the traffic that results from people looking for parking.
There are enough public parking spaces in the area. If more parking is added, then that will take away from the beauty of the area. We should not be considering paving over paradise or putting in more roads.
Too many cars coming into the community.
I would suggest extending residents parking only (with visitors permits for tradespeople, etc) Metaphorically speaking, parking spots are like storage cupboards, the a amount of storage you

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)

have, the more things you accumulate. Unfortunately Deep Cove is a finite area that can only comfortably fit so many visitors at a given time.

Visitors need an option to use a shuttle service.
More options to park bikes...other than sidewalks.
Also...the fact is that many many residents are with intent taking up public parking spaces rather than using their own property...as an unkind way to limit visitors.

It's a mess down there in the spring/ summer and it's dangerous for pedestrians walking around. Whenever I go for a run or walk in Deep Cove I feel like I have to be extremely careful at crossings and near parking lots since there's always so many people driving that get desperate for parking and stop paying attention to people around them.

The very fact that there's a survey to fill out suggests it's a problem.

If you build it they will come! Deep Cove has active recreational activities that are embrace by a wide spectrum of ages, many of these activities entail bringing large recreational equipment and and personal belongings for a days fun in the sun! Deep Cove along with the Quarry Rock lookout has become a popular tourist attraction and economical growth for the small business. In order to sustain and see growth, the parking problem or lack there of needs to be addresses.

Install paid parking everywhere. Resident only parking .

we live here and almost always walk to the cove. But there needs to be a plan. Short term for pick ups longer term for the beach.

Paid parking close to the commercial zone should be placed. People from outside of our community will be forced to use public transportation and alleviate some of the parking issues.

Need more parking

In addition to previously stated reasons, Deep Cove is all about the beauty of enjoying the outdoors and all this traffic is detracting from this enjoyment for all of us. In addition, we require 1 parking spot on the road for our own residential use. I live on [REDACTED]. If I take my vehicle out during the day there is a high risk of having no parking available near my house on my return. I am forced to have my [REDACTED] move [REDACTED] car from the driveway onto the road spot before I leave. There's absolutely no chance for us to both leave the house in our respective cars as we will definitely not have parking available on our return.

There should be a limit to the number of vehicles allowed in from those living outside the Seymour area.

There is increased congestion in Deep Cove due to higher traffic now that Covid restrictions are lifted and the Quarry Rock trail is reopened

Demand outstrips supply resulting in frustrated visitors spending time in their cars circling round residential streets and frustrated residents fed up with the traffic snarls. Trying to get out at weekends to do chores when we have to sit in a traffic jam to get back to our homes is making Deep Cove unliveable.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
Forcing people to park illegally
Clogged streets such as Caledonia Ave. during weekends and summer
Inability to find parking spaces when trying to visit Deep Cove
There's no parking
Too much demand to be in the Cove on summer weekends and nowhere for people to park and limited transit options.
Locals can't pick up their kids from school, tourists cars make getting home multitudes harder
Too congested. Too many many people (locals included) that want to find parking space for recreation and business purposes. Option of parking at the schools as overflow is a good idea, however.
I
Congestion and the need to have small shuttle buses to transport people from farther parking spots in the community.
Parking is not a "right". It is important to welcome all residents and visitors whether the visitor lives locally or comes from elsewhere in the district or elsewhere in the world.
It's predictably problematic.
We first need to manage residential parking in Deep Cove. Residential properties should be required to provide at least two off-street parking spaces per household. Residents should park properly in their driveways and get their cars off the street so that visitors can use some street parking and available lots.
As a resident I have not had a parking problem. The bylaw officers do a good job of checking permits and ticketing when necessary. There are too many cars going up and down our street looking for non existing parking. The signage at the bottom of the street (our address is 2414 Caledonia Ave) is not clear enough. I am waiting to learn more before choosing a yes / no answer
On the weekends it is impossible to plan on coming to Deep Cove.
At Little Cates park there is greater demand by the Pickleball courts now. One or two extra spaces could easily be created in the existing parking lot. It would help.
Limited local parking facilities
Because too many people coming to the Cove and not enough parking
The status quo is stupid dangerous and inefficient. Public transport should be encouraged and not discouraged.
We need more area for parking cars. Cars aren't going away.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
Long lines to get in and out of the Cove. Limited maneuverability once in the Cove. Ineffective large sign on Deep Cove Road taking up a couple of needed parking spaces for Raven customers and residents of DC Road.
No guest parking family guests cannot find parking sd be special permit parking for condos with guest parking on gallant/panorama in building above Sushi Restuarant west panorama.
All the reasons set out above, primarily congestion
Several times people have seized my designated parking spot without authorization. I have called towing companies several times only to watch as they hop in their car at the last minute.
There needs to be more handicapped spots around the Cove.
Traffic flow into the code has become insane. It is hard to turn onto Deep Cove road from Cliffmont on some days. There should probably be a traffic light added there.
Because it's a nightmare for people who call Deep Cove home
Many people drive around and around or sit and idle while waiting for parking, it is causing congestion, pollution, honking and and anger. The district decision (with out concern for the businesses or residents) to open quarry rock trail inn the midst of the construction has made the problem MUCH worse.
Visitors overrun Deep Cove and ruin the neighbourhood for local residents.
Current situation is unfair to residents who along with property taxes are required to pay for parking permits while visitors and tourists have parking for no charge
More attention to patrol and enforce violations for "overstays" in timed areas.
As a Deep Cove resident we frequently experience parking problems.
Not enough parking for the demand.
See above If you have a water access only property finding parking in Panorama drive is extremely frustrating
Many private spaces such as drives are empty with those owners vehicles parked on the street. The area lacks any uniformity in parking displays or signage.
Because I live in Deep Cove & continuously watch people drive around & around & around - people parking in my parking space which is clearly marked NO public parking.
It doesn't work for residents, merchants or visitors
If you make parking accessible only to people who live in Deep Cove or put in pay parking you are creating more obstacles to people of limited income who don't have access to outdoor recreation.
To keep it safe for children. Maybe have even better signage related to resident parking and tighter enforcement.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
Need to park blocks from my home on cove cliff rd during the summer
I live on [REDACTED] and at peak times I am unable to park in front of my home. Frequently my driveway is blocked by visiting cars.
While not about public parking, speed limits on streets and safe crosswalks should also be examined. People speed on Deep Cove Road (between Mt Seymour Highway and Cliffmount). People enter the oncoming traffic lane when people are trying to turn or park on Deep Cove Road. Frustrated with how "slow" traffic is on Deep Cove Road, drivers then speed on residential side streets (including major walking pathways to schools). Public parking definitely needs to be managed, but so does adherence to speed limits and the safety rules of the road.
Congestion reduces the livability of the area. Residents pay high taxes to live in this area and should have the benefit of that
see comment above - it keeps locals away
Because some time the traffic is a complete chaos.
Residents on Gallant and [REDACTED] block of Banbury do not have locals only parking (the other Cove streets have residents only parking) so can use only parking in 2hr / 3hr. We need residents only parking !!!
The immediate need for parking in Deep Cove has prompted very restrictive regulations and this has pushed parking out to the entire Deep Cove/Cove Cliff area. On weekends the entire area is swamped with cars along streets and lanes and others driving around aimlessly. You simply cannot create enough spaces and there shouldn't even be an attempt to do so. Existing spaces are time-restricted and should be for non-residents. Active ticketing and towing must be in place. The quality of life for residents is suffering.
The status quo results in a poor experience for residents, visitors, emergency services and commercial operators. The current options for getting in and out of the cove do not align to it's popularity or community needs.
I have no other option to access my property but to park in deep cove. the uncertainty of not having access to parking is making me consider selling my house and leaving Vancouver
There is limited parking supply in Deep Cove "proper" vs lots of on street and schools' parking just a short walk from the Cove. People are frustrated after they finally get into the Cove only to find out that there is no parking. Advertising accessible parking spots and drop-off spots for kayaks, SUPs, etc. should be part of the parking communication.
I am a Deep Cove resident and my property is on [REDACTED], close to the village. On weekends and most summer days i cannot find street parking close to my home. This affects my ability to entertain guests, etc

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
As a resident, it is frustrating to be unable to use local restaurants at weekends/in summer unless we walk in (sometimes not an option with young children).
It has to be an equitable balance for those who visit Deep Cove and those who live here year around. Simply catering parking to tourists who use the park during the summer months will only frustrate locals.
Too many cars, too many people. Reopening Quarry Rock will add to congestion. Residents are increasingly inconvenienced.
Consideration for the people who live here needs to be addressed, as well as tourists who are visiting.
Not enough
Large numbers of tourists are parking on our street - during busy times we have a hard time parking close to our home.
Allow all folks who live in the area access to a North Vancouver parking pass, rather than only just single family dwelling properties, who have much more access to parking than folks do in condos.
More efficient parking management is required to direct Deep Cove visitors to assigned, larger parking areas.
Because there are limited parking and we live in a residential area.
Too many cars cruising surrounding residential streets and blocking driveways
We don't want it to feel like a parking lot and always have cars everywhere... it takes away from the spirit of the place.
There is a safety issue as people looking for parking make unsafe choices. Somehow, the public disregards the well designed signs -resident parking only beyond this point. Again, a flashing sign on Dollar Road between Mt. Seymour Parkway and Cliffwood would emphasize no public parking on Panorama Dr.
There is a huge impact on the residences of the area.
Need to increase parking supply for visitors. Paid parking is not the answer.
But - "public parking" can be seen in different ways. In park areas, in business areas - yes, to manage access for all users. In residential areas and on streets that are primarily residential, then priority should be first in favour of the residents that live there. A consideration in these residential areas is the activity of contractors doing work on residences and residential properties - and that can be for many causes. There may be occasional extenuating circumstances - such as resident response to snowfalls where road clearing is of a lower priority, so temporary parking elsewhere may be necessary.
A lot of residents here don't have driveways or similar off-street parking options. We need to be able to park near our homes, but we often find that difficult in the summer or on sunny weekend

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)

days, when visitors to the Cove are parking for the whole day on our street, leaving us no place to park when we return with a trunk-load full of groceries and/or an infant in their car seat.

We should focus on ways to get people to Deep Cove without their vehicles. This is better for the environment, the neighborhood, and will allow more people to be able to access Deep Cove during peak times.

We live nearby, but I avoid Deep Cove at weekends because of the parking

As a deep cove resident, I find it highly unconscionable to subsidize the privileged few (me included) over providing services to the residents of our municipality and the broader public. This is a view that (while uncomfortable for some) is shared by many of my neighbours.

Not enough parking for locals and parking at one of the schools is not an option when you have to lug children/groceries/stuff down to the marina to get in to the boat.

Also the amount of congestion, air pollution remains as people circle and circle waiting for a spot. And as they are so focused on finding the elusive spot they are often oblivious to us as residents trying to get home.

For the issues outlined above.

Residents have difficulty parking in-front or near their homes during the busy summer months due to all the visitors in the area.

Businesses may benefit from all the additional visitors to the area in the warmer months (and now sunny days), but not residents, especially those with limited parking (small driveway or even no driveway). It's no fun to come home with loads of groceries and have to park a distance from your house - or double park to unload, go find parking and walk back, then return to get your car when visiting drivers leave at the end of the day.

It's also no fun to wake up at 8am on the weekend to listen to a visitor inflating their paddleboard with a pump plugged into their car. Can the district install a pump at the kayak centre (\$1 charge) for folks to inflate their SUP?

There is so much pressure on our streets throughout the cove. Cars and people are everywhere which impacts the livability of our community. During the summer this issue has become extreme

It's becoming busier by the day, which is fantastic for the local economy - but we need to ensure our community is efficient and that everyone can safely make it in and out, and either visit or come home safely.

I live on the [REDACTED] end of [REDACTED] where there is parking on both sides of the street. This is a potential safety issue which I think needs to be addressed! Every day there are vehicles doing U-turns in the middle of the street, mostly on weekends when parking spaces are limited. I think it will become much worse when Gallant is back to having two way traffic. vehicles coming into Gallant do a Uturn when they see a parking space on the left side of the street.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
There is very heavy traffic into and out of Deep Cove during heavy recreational use times. This usually equates to late spring to early fall weekday evenings and all days on weekends and statutory holidays.
We need more public parking and better signage regarding where to park. I live in the Dollarton area and I like to visit the park, shops, restaurants & beach in Deep Cove. It is very frustrating to not be able to park even on week days June to Sept. Too many areas have been made resident only despite many of the home owners having ample parking spots on their property. I am a taxpayer who helps pay to maintain roads that have now become essentially private examples are Panorama & Caledonia.
Thanks to social media the area gets more popular year on year
to alleviate congestion so that residents can get to/from home, visitors can plan their day and most importantly, so that emergency vehicles do not face congestion on the roads when responding to emergencies
...hoping outcome won't be worse than current situation
Too many people are parking near my home on [REDACTED] to have access to quarry rock. Along with fellow residents parking near my home as they own too many cars and leaving their cars there for extended periods of time.
I live on [REDACTED] and have to constantly deal with people turning around in my driveway and causing damage to our vehicles and landscaping. Visitors who come here don't realize how popular and busy it is here but still feel they can find parking and drive around aimlessly causing major traffic congestion.
It is frustrating to visitors and has given Deep Cove a bad reputation as to not wanting visitors to the area when they are not allowing enough parking.
We live on [REDACTED] and it gets so congested and busy during the summer that it is not even safe for our children to get out of the car without an adult standing in the street to ensure cars slow down and give us enough space to safely access our home. The marina parking capacity is a huge contributing factor as their members are allowed resident parking passes and cause next to no parking for the people who actually reside in the area. The marina needs to supply parking in their lot or their members need to find another marina to use. The district should not need to provide resident parking for those using the marina services.
not sure how public parking is currently managed. tho i am lucky - i live here. yes, time limits are good. possibly towing? it happens. perhaps shuttles from...where? parkgate?
There needs to be designated areas for parking that use space more efficiently. The tourists and others from the area are going to keep coming and there must be places for them to park. But we must keep our neighbourhoods safe.
There is a definitely a shortage of parking especially for summer events
In a popular destination like Deep Cove, demand maybe tempered if people have to pay to park. Many parking spots are full of people visiting from locations other than the North Shore. On

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
weekends and other peak periods it has become difficult for local residents to play in their own back yard. Some residents are monopolizing street parking with an excessive number of vehicles.
Total Gridlock in the Cove on Weekends and certain times of the day. its a shame the locals can't eve get around just to get into the Cove or even leave the the area.
It is dangerous. I would like to see a stoplight in Deep Cove where the four way stop is. People often stand at the corners and drivers are unsure if they are crossing. Currently the stop sign on the Naughton detour is often run by drivers as are the stop signs at the intersection of Gallant and Panorama. A light would be a clear indicator of who has the right of way and could become a blinking light at low traffic times.
We need to support our local businesses by ensuring free and sufficient parking. Limits should be applied to the number of hikers on Quarry Rock.
Because I have a right to visit it as a taxpayer in DNV Upper lonsdale and the only feasible way to get there is by car
Personally, I don't believe it needs a major change but some tweaks to reduce the volume of non-resident vehicle trips. Perhaps, paid parking in the panorama parking lot and increasing the number of streets with resident only parking like Panorama and Caledonia?
The supply/demand ratio is way off
Severe shortage of parking
you need to remove large buses from going into deep cove- assing parking for buses in recreations lots such as cove community school back parking lot. there needs to be a fee for buses . the lot on mt seymour road that is vacant shoudl be coverted to a shuttle and there shoudl be a bus hired with a schedule to the cove and have that managed. the cove is overcrowded and parking is dangerous as peopel park illegally to the end of streets and on peopels lawn. for residents of the cove it is impossible to get home and for those who live east of the seymour river and who this is their backyard it becomes inaccessible. we can't support local business bc it is impossible to get there. the locals support those businesses year round. the 15 minute drop offs are abused and it become. the magic of the cove is being destroyed by the overpopulation of cars - and it is dangerous if there is an emergency event as it proved a few years ago when fire and ambulance could not reach the cove in a timely manner.
PAID parking is NOT THE answer
Seycove, Myrtle have been advertised as extra parking.
Mgmt is not the problem, lack of parking spaces is.
Inadequate parking.
Because people will not fairly and without bias police themselves in parking any more than they obey speed limits. Close the section of the Baden Powell Trail that descends to Deep Cove and make Quarry Rock out-of-bounds. Possibly increase the mill rate in the District of North Vancouver to accommodate hiring full-time persons as By-Law enforcement officers and enforce the bylaws with fines. Parking is only part of a much wider transportation and facilities planning. Do some real

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
research that has a usable and place-based research methodology and including local First Nations as part of a wider-committee to find ways to get community support and adherence to laws. No-one is going to die because they can't hike to Quarry Rock but they might in the summer because of parking and driving within Deep Cove's boundaries.
Probably need more paid parking with time limits
I live on the North Shore, and Deep Cove was one of my main recreation areas until things got to the point where I couldn't count on being able to park within a reasonable distance from recreation activities. If I have to drive around and around (bad in so many ways) in the hopes of perhaps eventually finding parking...and then walk a long distance to my pre-booked activity...and then dash back to my car because the time limits mean I can't enjoy a snack afterwards, well, I guess I save a lot of money because I no longer spend money in Deep Cove. I used to really enjoy my activities there, though, and I'd love to come back.
People drive around and around and around looking for somewhere to park. It's crazy! Something has to change to stop this.
Too crowded and areas over capacity. Some locals have doctors/dentist offices in Deep Cove as well.
Overcrowding on Quarry Rock Trail and hard for local residents to get to and from their homes. With that being said, tourism dollars are very important to local businesses and responsible access should be encouraged.
The theatre offers performances to the public (primarily North Vancouver residents) at specific pre-arranged times. Patrons and performers need certainty that they can arrange access to the theatre at those times.
Residents of Deep Cove are being ignored and have been for years
It is supposed to be a village. Not a car park. Visitors need to be informed that there are no spaces well before arrival so they can make alternate plans. New electronic Signage on the second narrows bridge and on highway 1 at Lonsdale would inform potential visitors when there are no spaces.
There are too many people circling around looking for parking or blocking traffic while sitting idle waiting for a parking spot. It makes getting in and out of the cove challenging for anyone who lives there. Also way too many people trying to access a small area.
No safe walking route from overflow parking. Trails to bike out of the cove are too steep to takes kids. Spirit trail!
Headache for locals who can't get home because people are parked all over the place including in illegal spots all of the time. Impossible for anybody to come and enjoy the beauty that is deep cove anymore.
The demand far out paces supply
Too many cars bringing too many ppl

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
Because the District plays favourites with certain neighbourhoods, Deep Cove being one of them You can't restrict access to Deep Cove because it upsets the few that live there.
The current system isn't working well for anyone - residents, visitors, tourists wanting to experience a landmark. As a frequent visitor of Deep Cove and a Blueridge resident, I am very open to creative solutions and alternatives, however I believe it is very important that we ensure that there are parking options and we are NOT REDUCING the existing number of parking spaces available.
I live in a neighbouring North Van community and no longer bother going to Deep Cove between May - September due to the parking situation, Which is a shame as I feel I can't enjoy the recreation, restaurants and shops in my own backyard.
Better accessibility
There really aren't a lot of options. Adding a paid option just means that people of low means have worse access to public parks.
To provide more equitable access.
The flow of traffic into and out of Deep Cove improved with the addition of the Naughton Avenue extension from Deep Cove Road. Keeping that extension should be taken into consideration.
"How" we manage -> No. Some changes on layout/limitations -> Yes.
Busy times are crazy. Off peak times are still OK.
We need to change because the only way to effectively manage demand is via price. High parking fees will force people to consider alternatives. However, there need be viable alternatives!
Deep is a great destination the supply of parking will dictate the number of cars going to deep cove. Paying of parking is not going to change the demand
The congestion and disruption to home-owner residents adjacent to the central and waterfront areas has reached a level of concern.
We need to allow 45 extra minutes before our kayaking booking to make sure we have parking. As a result, I rarely kayak in the middle of summer when parking is such an issue.
busy summer days are impossible to move around the community; I respond to emergencies for work and it can be hard to get out quickly. Also, house guests can't find anywhere to park
To go kayaking one needs a minimum of four hour parking. Anything less is useless. Carting all one's kayaking gear up the hill and down the other side is a lot of work. Therefore it is important to me that longer term parking is available relatively close to the kayak rental location. Having spent all that money on renting a kayak I would not want to have pay parking. I like it when I can pick up lunch after kayaking and paying for parking would end that option. Also no long term parking relatively close to the kayaking would end the purchase of lunch as it is too much to walk up the hill and down the other side after kayaking and then go and buy lunch and walk up and down again. Would closing a lane i.e. making a street one way and having angle parking help? Basically the

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
<p>problem is Deep Cove is such a desirable location with insufficient parking. I spend way over a \$1,000 in the Cove each year</p>
<p>There are too many things going on in that small area. Kayaking, paddle-boarding, canoeing, dragon-boating, swimming, Quarry Rock, hiking, restaurants, theatre which all bring lots of people into The Cove. The businesses need customers/clients in order to sustain themselves. I know people who used to be regulars in the Cove but who no longer go because it is a headache to park and transit is just not a great option. Perhaps if there were a regular shuttle bus from a few locations where there is available parking then cars could stay out of The Cove. That would be amazing.</p>
<p>seems to be working just fine, its 2023 not 1953, you shouldnt expect to drive everywhere at anytime and expect parking to be available</p>
<p>It is important that more parking be made available. It is also very important that there is free parking for access to recreational activities, such as Deep Cove Kayak Centre. If there is no free parking available, this will restrict the ability of people to access recreational activities. Paying for kayaking is already expensive enough. Adding parking to that expense will make it impossible for some people.</p>
<p>Dont park in Deep Cove! Shuttle from Cates or Parkgate ? Walk or bike in . Yes the shops wont be happy but they know that Deep Cove is changing. Hopefully the new bike path promotes more rec. riders. Dollarton Hwy and DC Road are scary to cycle for the weekend family rider</p>
<p>Dangerous for residents and for people using the cove</p>
<p>I live locally, but not so close that walking to the beach is always an option. The lack of parking mean that it's hard to come to the beach even though I live only 5 minutes away by car. Hard to walk with a kayak or paddleboard.</p>
<p>Too many vehicles are travelling to Deep Cove. Deep Cove is a community that meet the ocean. There is no room for growth (ie additional roads, parking lots, etc.), yet the district advertising this as a destination to visit. It is being destroyed by over population of vehicles and people.</p>
<p>Limit congestion</p>
<p>The current restrictions/limitations do, at least, have the eventual effect of discouraging casual visits, and of encouraging visitors to consider public transit (rather than expecting to find parking no matter the season). I would not support changes such as: (1) replacing time-limited parking (eg 2 or 3 hour) at curbs or in existing lots) with pay parking; (2) construction of a parkade</p>
<p>This parking problem will not go away but incresing year after year!</p>
<p>I think the district has done a great job out lining the over flow parking and besides making underground parking or shorter parking stays such as 2 hour max there isn't much else to be done</p>
<p>Not enough turn around time in most lots and construction is not helping</p>
<p>Visitors take up street parking for residents during busy season. Residents park vehicles for months on end on the street instead of properly storing them.</p>

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
The number of cars coming in to find parking far exceeds the spaces available.
People need to be encouraged to use public transit if they are planning to travel to Deep Cove.
We need to improve parking for residents on Cliffmont Road.
I explained our situation above.
More streets in Deep Cove should be marked as resident parking only. Barriers have been placed on Banbury, Eastliegh Lane and Panorama. This puts most pressure on 4400 Raeburn because it is at the top of Rockcliff, therefore the first parking opportunity for people who did not find parking in the park.
Because I can't get to my house in the summer the streets are so jammed.
For reasons listed above.
There is simply not enough parking available for people who live and/or rent in Deep Cove; with the lack of frequent and efficient transit (it would take at least 45 minutes to get from Deep Cove just to the Quay by bus, never mind other areas of the Northshore), and lack of safe cycling routes, owning a vehicle is nearly mandatory. Since the aforementioned transit and bike infrastructure doesn't appear to be improving anytime soon, maybe deal with parking at the very least.
To encourage visitors to Deep Cove to carpool or take transit.
As a resident, weekends have become more and more frustrating dealing with traffic, parking and vistiors who have no respect that this is a residential area.
becoming uncomfortably congested in deep cove. too many cars. as a resident, no parking for family visitors
See above
To a degree. During the most popular times, living in Deep Cove feels like living downtown. The quality of life is seriously impacted for local residents. People circle, honk, get into shouting matches and block each other from taking spots. Parking is a huge issue, but it goes hand in hand with promoting a neighbourhood that often feels like it's more important to accommodate tourists than to ensure a good quality of life.
Too difficult to find a place to park
Because of the congestion, emissions and safety concerns.
While I am open to visitors, residents / tax payers should be able to park in the area. Locals can walk to Gallant shopping, but need thee should be some management of visitors on sunny summer weekends. So new plan.
Because residents as well as rubbish removal and landscaping companies use the street parking on the East side of Deep Cove Rd. as parking for their vehicles, sometimes longer than 6 months without it moving, especially between Cliffmont and Badger.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
<p>People who are not disabled, yet have mobility issues, e.g. waiting for joint replacement surgery, need to park really near to businesses in Deep Cove and cannot hike in from distant parking spots or manage on public transport.</p>
<p>Public parking has improved since the local schools have made their parking available. Also, the 'resident parking only' signs have helped reduce the number of cars going into dead-end streets. Our street is much calmer and safer.</p>
<p>The current situation is not sustainable.</p>
<p>Some tweaks are definitely needed due to the volume of traffic. As a resident, I am concerned about increased traffic on good weather days now that the Baden Powell trail to Quarrie Rock is open again.</p>
<p>Go for pay parking, enlarge the parking space close to the beach, don't let the filming industry take all the parking when filming!!</p>
<p>Too much demand for limited supply - leads to conflict. For people across MetroVan that want to enjoy Deep Cove - there are many people who could enjoy our community who aren't even trying due to poor transportation access= car-dependent travel. It also makes access and trips for residents problematic = reducing their freedom. If residents had better public transit & bike access - AND car access was de-prioritized, such as more crossing for people walking on Mt. Seymour Parkway - residents would have more freedom.</p>
<p>There should be more parking. It gets so busy in the summer and visitors often use private properties to park in, blocking residents access.</p>
<p>The current destruction of Gallant avenue to make a cobblestone village square with no street parking is a fantasy of city planners who do not live or use the area and harms the entire commercial area year round. Do you really think people coming to dinner at Arms Reach on a rainy Fall evening want to hike in from Seycove school? No, they want to park close by and have dinner.</p>
<p>Residents and NVD residents should have priority parking with a non fee. Maybe visitors should be required to purchase a time limited pass prior to visiting. Like the mountains have done, (but with a fee) Also, if attending a play at the Deep Cove Theatre, parking should be made available for those in attendance or a shuttle service should be available from the high school parking area. Deep cove is a lovely area but a small area and the congestion is high. Supporting the merchants is important. Having a timed shuttle, at a fee, may also be an option. (Like what mount Seymour offers)</p>
<p>Better signage would definitely help; that said this survey needs to be divided between the area around Cates Park on the one hand and Panorama Park on the other. Two different situations not especially linked but both with problems + different problems at that!</p>
<p>If there were a properly and safely separated bike lane connecting Lonsdale to deep cove, parking requirements would be drastically reduced. People don't feel safe biking there along Mount Seymour Parkway with only a painted line to protect them from cars going often in excess of 80km/h</p>

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)

When these small community parks are full, and there is a lack of parking and no one is monitoring the situation, people are parking on the lawns, district land, blocking driveways, and on corners or parking in places which obstruct the safe passage of drivers on the road. People driving up and down the street, doing u-turns / driveways to turn around, looking for parking. I agree, once the park /parking lot is at capacity, then no further cars should be allowed to enter the area and stopped right at Mount Seymour Parkway and Dollarton for the Deep Cove area. Also see disrespectful use of district land when Cates Park is busy as well. As a resident of Deep Cove, we should also be able to enjoy our parks and not have to hide in our houses, or drive to another park to enjoy the scenery and beauty of the North Shore parks. I have a friend that lives right across from Panorama Park and many times hear people screaming at each other fighting for parking. Also see people (people of all ages) throwing their garbage in the bushes or on the ground - total disregard for our parks.

To prevent the traffic/parking chaos between early spring and late fall

Too congested and confusing
Too many roads blocked or permit only

Current parking is not efficiently working.

I can't say if public parking should be changed .
People are desperate to park especially if they have come some distance and have the whole family with them.

You just need to make more spots in the summer. It's not a problem in winter/fall/spring.

I live at [REDACTED]. I am very concerned with the increasing volume of cars that are coming into our small community. In the summertime it's getting increasingly hard to navigate our neighbourhood. Often there are cars parked all the way up Lockehaven Rd towards Eastridge, which makes it a one-way situation at times. What if there were a fire or some sort of medical emergency? A fire truck or ambulance would have a very difficult time trying to get to our property. Also, it is hard to turn left onto Deep Cove Rd from Caledonia as there is a steady stream of traffic coming into the Cove. There is no light to give us a chance to turn left unless you really nose out and force someone to let you make your turn or a pedestrian hits the crosswalk light. Another issue is that visitors are often not walking on the sides of the streets, especially along Raeburn. To try and navigate through crowds of people, some carrying boats and other things is extremely frustrating. There needs to be more control over the volume of people allowed to enter. As well, there need to be signs reminding people to stay to the sides of the street when they are walking and respect the residents living there. Visitors looking for parking drive haltingly along the streets looking for a place to park, often stopping, adds to the frustration of trying to enter and exit our neighbourhood. It would be fantastic if there were people hired to direct traffic to parking and keep the traffic flowing.

No available parking no matter the time of year or weather

Very hard for us as residents to find parking during busy visit seasons

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
<p>Out of area vehicles start stacking up very early blocking driveways and no parking areas banbury cove cliff Lockhaven east is terrible</p>
<p>The madness has started, it is April and picking up my child from school was already difficult. We live outside of the Deep Cove centre and walking or riding to school isn't always an option. We also have family in the Cove and visiting them has become increasingly difficult because there is NO WHERE to park.</p>
<p>It has become a tourist/Instagram hotspot and people from outside the community do not care what the local residents experience.</p>
<p>Dangerous driving conditions on my street.</p>
<p>The volume of idling traffic and length of traffic lineups make emergency vehicle access very limited, and cause increased pollution.</p>
<p>We need to adjust the drop off area at the public dock to allow owners to take down household goods at a set time in a specific area. eg. next to ramp between 6am and 8am only. Mon-Friday. Would avoid most of the volume that builds up later in the day or on weekends. The two parking spots are excellent for dropping off groceries etc. At high tide this could also allow larger boats or barge to dock in front of the car spot and direct handle larger items onto their boat.</p>
<p>Significant congestion in nearby residential areas e.g. Cliffmont Road</p>
<p>Very popular tourist destination and difficult for the residents to get around their own neighborhoods</p>
<p>There is not enough availability and it drives people away from the beaches, businesses and recreational activities when parking is a major issue, especially to those with kids or limited mobility</p>
<p>The cove is overloaded and has been for a decade.</p>
<p>To many visitors to an area that has no parking</p>
<p>So business owners like me can survive</p>
<p>There is not enough parking</p>
<p>Deep Cove has become the go to location for people on the weekend. Our small community is not capable of managing the number of people interested in visiting the area all at one time.</p>
<p>Isn't it time limited already? Sorry, just not sure ... I know it is an issue, but the popularity of the cove has gone crazy since the pandemic, and the parking issues partly flow from that. It is a reality ... whether the DNV needs to change how they respond to it, I'm not sure.</p>
<p>On sunny spring and summer weekend days in particular, the residential streets are congested with people circling for parking and residents don't have access to parking or are unable to get to activities like baseball.</p>

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
<p>The goal should be to reduce vehicle traffic in the Cove. The neighbourhood is a small, residential area with very limited space for parking but a high demand for access. Demand must be managed and human traffic encouraged to avoid bringing personal vehicles. This could be accomplished in part by: (1) pay parking in main parking lot, (2) programs to facilitate car-pooling and (3) more staff monitoring parking & ticketing parking violations.</p>
<p>The driving around looking for a spot to park is dangerous for pedestrians and cyclists. There is also lots of illegal parking which makes maneuvering more difficult.</p>
<p>We live in the [REDACTED] block of [REDACTED] and find the congestion of vehicles and pedestrians increasing considerably every year contributing to potential safety issues.</p>
<p>Residential streets in entire area are becoming extension of deep cove parking causing safety concerns.</p>
<p>See comment above and your own assessment! The current vehicle situation makes it unpleasant to even go for a walk!!</p>
<p>Because people drive around looking for non existent parking</p>
<p>There are a lot of people coming here</p>
<p>Manage expectations and access but also reduce the overall peak load of vehicles looping to find spots that are simply not there. So much waste.</p>
<p>Increasing demand, same supply. Pushes issues into other neighbourhoods</p>
<p>It is frustrating for everyone. It is especially frustrating for people who are transporting kayaks or other boating gear that is heavy.</p>
<p>It's ridiculous... so many building developments yet no parking lot developments... come on north van you're better than this!</p>
<p>Not enough parking on weekends and sunny summer days.</p>
<p>The parking issues detract from the enjoyment of the activities Deep Cove has to offer.</p>
<p>Tourists are being pushed into the residential streets like mine which have no time limits are are no permits. Raeburn, Cliffmont and even Cove Cliff Road are being severely impacted. This is not fair to those of us who live here and pay property taxes.</p>
<p>Street parking near my home can be full during the peak season, making it difficult to organize things we need/want to do. May be useful to have very short-term parking when you do need to drive into the Cove to pick something up, drop something off etc.</p>
<p>Road rage; locals need to get to home or work; overuse</p>
<p>There is insufficient parking. Some thought needs to go into making more accessible parking for those with mobility issues.</p>
<p>I appreciate that public spaces are for everyone but sad when we can't enjoy the areas where our taxes pay to support.</p>

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
Many people searching for parking are non residents. Population in nearby areas is increasing
I drive to Deep Cove to go Paddleboarding. I have a hard board and there is no other option than to drive to transport it. There are a limited number of places you can put a sup in the water that have access to parking
To mitigate traffic accidents and congestion
Parking is too crazy on weekends
Locals also use the parking, and these 2-3 hr limits dont work if we are visiting friends, spending a day on the water. Also, there is limited or no overnight parking, for those the wish to boat/kayak/camp overnight somewhere in Indian Arm.
Visitors and residents both would benefit from efforts to improve the parking 'experience' since Deep Cove is such a popular place to visit.
The busy weekends have parking spilling way out into the neighborhoods and causing so much congestion and pedestrian traffic.
1) to many visitors circling around looking for parking on Cliffmont Covecliff , Cliffwood, Banbury 2) example- May 29 / 2023 throughout the day there were 22 cars waiting to turn left at the intersection of Cliffmont DeepCove Road with traffic regularly backed up through the S curve on Cliffmont / Caledonia
Without a decent park and ride alternative the Summer months are a nightmare for those of us who need to see the doctor or dentist etc in the Cove. There is no excuse for people bringing car after car if there are legitimate alternatives. Many busy cities do this Oxford UK is one example.
It's dangerous. Drivers often drive too quickly and don't focus on the road and pedestrians, as they are rushing and scanning for parking.
The District has done an outstanding job to date. But the number of residents (with more suites) and visitors to the Cove is continuing to increase. To retain the vibrancy of this community and also support visitors, I believe the top priority is optimizing parking for residents, which includes permits, enforcement and saw horse type barriers for downtown streets (for most residents this is in place - Thank you). Before this was provided for me as a resident, life was dangerous, expensive and annoying, as cars and trucks drove up our street at higher speeds, turned around in our driveway and frequently hit residents cars (including mine). Happy locals support a vibrant community and support businesses during the off season. The second issue is optimizing parking for visitors: optimizing not maximizing! We are currently close to capacity on sunny/busy weekends. Limited parking is a significant factor in OPTIMIZING/MANAGING visitor volumes. If Deep Cove were to become like Coney Island, it would lose its allure (what makes it special: that relationship to nature and a sense of community) for visitors and residents. As a result, I don't believe that more visitor parking is a good idea. Anything done to encourage visits to the Cove on busy days is less advisable. If promotion of the Cove for tourism and to support local businesses is a priority, the focus should be on the beauty of the winter and shoulder seasons.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)

There is too much traffic in Deep Cove and street parking within a four block radius is completely taken up on weekends by others, leaving no street parking outside their homes for Deep Cove residents.

I live eye close by a quick bike ride or bus ride. I'd be thrilled to take these options. But the bus only comes once an hour. And there are no bikes lane!!

Very limited to no enforcement.

Overparking in residential streets creates congestion and traffic hazards. On April 29, cars were parked all the way up Cove Cliff Road past Roxbury, creating an effective one-lane street. Roxbury was also overparked. I assume other streets like Raeburn were similarly crowded. Recurrence of such crowding through the summer is just not acceptable.

We need additional parking

It's a mess. Unenjoyable as is.

There needs to be better signage, and other perking and drop off options. During this year of construction we also need to have an interim plan and also discourage people from driving into Deep Cove.

People visiting get really angry as they can't find spots and residents can't get in or out on busy days. We need to have permits or a way of limiting traffic.

I live here and even though there are barricades at saying local traffic only, people still ripped down our road looking for parking .. yesterday there was a parade of cars coming down little Panorana..

Simply put, there will never be sufficient parking in the cove to meet the demand. The only viable path is to reduce car dependency to visit the cove. This wont solve all issues, but transit is already good, we need a real and safe multi modal lane.

I am a resident of Deep Cove. There is simply too much traffic in the Cove and too many cars parking on side streets to access the quarry rock trail via the back route, which is not maintained and has become seriously eroded over the pandemic. Still hundreds of people on the trail despite the main trail's reopening. Impossible to launch water craft -canoes and kayaks in the cove due to lack of parking.

Although people are generally kind, and try to be patient- they are after all hoping for a good time - the unmanaged situation creates severe frustration. Drivers ZOOM after waiting (usually to nowhere). Parking has extended all the way up and down Cove Cliff, about a mile walk down and then up hill for some. After such frustration, people will do stupid things - elderly passengers are wheezing up our hills and hobbling through our trails. Someone is likely to die. Its a ticking alarm.

I've seen trucks with boat trailers parked for several days On the corner of Banbury and Cliffmont Rd. The parking on Raeburn, between Banbury and Rockcliff rd pushes many drivers into the on coming traffic forcing a slow down. Many drivers leave waste behind in the parking spot. As a resident and because I maintain the cleanliness of the street out side my Home believe. I should be able to have a spot when I want one.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
As a born and bred north van person I can't even go to deep cove because there is no parking .
Demand exceeds supply.
Tourists are parking where residents normally park making it hard for residents to just go to their homes and alternatively residents don't want to leave because there is a risk of their parking spot being taken. Parking is also being taken away from locals that park at the Myrtle park parking lot for sports. A parking lot that is FOR sports. Visitors are parking in no parking areas and in dangerous spot increasing risk of accidents. Vehicle or person.
Because there is already limited parking and taking more parking away is only going to make parking more difficult. Residence feel trapped on weekend when they know if they leave they would be able to park at or near their residence after they return. There should be limited parking time for tourist and guests within the community and in designated areas. While residence are given access to full time parking anywhere as they LIVE HERE.
See above comments.
Safety. No sidewalks. Residents are hostages in their homes on the weekends. Need to stop vehicles before they get to The Raven. They are committed to entering the cove by that point
So much pressure on residential streets as well as on the village. This includes pressure from sports teams and activities in Myrtle Park.
It is too congested when the weather improves, and people park without regard for residents.
Need much more public parking, not just resident parking
it is busy but really only during peak hours on weekends.
too many cars looking for parking that isn't there on Panorama Drive. Need better signage and in other languages. Speed at times a problem. Also limited sidewalks for walking.
But , as parking is changed in the cove, it effects the other areas. I live on Strathcona road. As soon as it warms up the street parking on Strathcona dissappears, yes they can park at Seycove elementary , but why would they as they are multi day kayakers , so on weekends there are no spots left. Please do not move a parking problem from one niegborhood to the next. Dollarton Hwy and everything past Gates Park needs to be considered. Parking (summer) restrictions, residence permits, otherwise one problem is just moved down the road.
Because of the reasons given as to parking availability etc.
It is unpleasant on several levels and for all users including residents. If there are ways to improve the situation then we should.
It makes it unlivable and unpleasant for residents to always live in a traffic jam every sunny summer weekend. It also makes it a less desirable destination for other District residents due to traffic congestion and the stress of navigating (even walking around) with other stressed out people moving around in their vehicles.

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
People visiting is increasing so it is time to manage by introducing more pay parking with 3-4 hour limits.
Manage for the seasonal parking problem, but don't make the residential areas suffer to promote businesses.
The high traffic brings with extra safety concerns and frustration from local residents
Last time we went (3 weeks ago), to show visiting relatives one of the regions most beautiful areas for an hour, take the kids to a playground, and go to honeys donuts, we couldn't find a spot, so we just drove around deep cove for 30 mins while some in our party got out to buy coffee and donuts. People are gonna come - you should make it easier to serve them. We would have been willing to pay for parking, if there was any!:)
It's so hard to find parking we don't go as often as we'd like - which is a shame given that it's within our neighbourhood. Even when we have out of town visitors we don't take them to the Cove, especially on a weekend, because of our experience with hard to find parking
Change how? It depends on your suggestions. Putting parking fees in deep cove is not the solution
The public is not respectful of the current parking options and have little patience with the high number of cyclists on Dollarton Hwy.
the quality of life for many Deep Cove residents is compromised by the massive influx of people and vehicles on weekends. My house at the corner of Banbury and Cliffmont Road has literally thousands of cars and people passing by every Saturday and Sunday
when deep cove parking lot fills up, vehicles drive around tight congested streets trying to find somewhere to park causing verbal confrontations, accidents multiple U-turns etc.
Specifically on Panorama, DNV should act on the previous SFU Deep Cove Parking study which recommended DNV work with the Marina to create parking at the Marina or other properties instead of pushing Indian Arm residents on to Panorama. DNV is one of the few municipalities that does not have a bylaw restricting someone from parking in front of your residence for more than 4 hours. This should be implemented.
The current situation at the park parking lots and on the street in front of the park is extremely dangerous especially on sunny weekend days.
Yes, there is a limited supply of parking but that is not going to change. The biggest issues have been the huge infrastructure projects going on in the Cove. This "livable" Deep Cove plan was billed as a bit of a facelift but digging up Gallant for a second time seems poorly planned. The business along Gallant seem to be booming so I think there should be more of a focus on residents who pay property taxes and can't find parking on their own streets. Perhaps permitted parking or enforced time limits would be the answer. Ultimately there isn't anything that will fix this issue. The Cove is a destination especially on sunny weekends and there isn't enough area to park. Making more parking space is not the answer. Don't change the Cove

Why? (Do you agree that we need to change how we manage public parking In Deep Cove?)
A fee should be charged for short-supply amenity such as parking to encourage people to only use the time they need, and to encourage alternate modes of transportation, or alternate days to visit. Free parking can still be provided farther from the core (i.e. Myrtle and Seycove).
Excess traffic and exhausts are damaging to environment and public health. Drivers circling looking for that one parking spot. Drivers getting frustrated and doing stupid things. Accidents are going to happen
everyone is frustrated - businesses, marina users, residents i live a bit further than easy walking distance, but can walk to the Cove; still i don't go there very often unless i am prepared to walk so i don't support the local businesses like i should
See above
Too much vehicle traffic into a small, predominantly residential area. One way in and one way out causes overflow into many residential neighbourhoods and deters locals from enjoying our own backyard - too many vehicles and too much noise and environmental pollution.
There are too many cars coming.
It's a gong show
I live here and there is a constant stream of vehicles going down our street looking for parking even though we have 'local traffic only' signs.
Because the city is going to decide on putting in parking fees which is unnecessary as not everyone will be able to use it any longer
Longer term parking is becoming impossible to find.
there is a lot of on street parking by residents that they use as though their own private space - single homes having 6 or more vehicles
As a resident, lack of parking availability affected my daily life significantly. Visitors come here time to time and expect to spend time to find a spot. But every day need and struggling is exhausting.
As someone who lives not far on [REDACTED] (just last [REDACTED]). I a) would love to visit with my baby knowing there is parking options. B) have missed the bus to go downtown more than once because it was too full of tourists from deep cove on the weekend. C) would love if there was a bike valet or something safe as an alternative in the summer

Appendix 3

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

In addition to parking there is the congestion. On a spring summer or sunny fall day, there is no parking available for residents. Each time permit only parking areas are established, it just pushes the problem further out.

I'm by Covecliff elementary and that intersection is congested all the time. People get frustrated, they speed etc. We need speed bumps in front of the school.

Need more spaces somewhere!

"Balance the needs of all users in the community", does this mean that non-tax paying visitors coming from outside Deep Cove or even North Van are in equal balance with residents? Because people that live here can't even drive to the school to park and pick up small children on a sunny day because the streets and lots next to our community schools are full of tourists. We can't drive to Myrtle to watch our kids play baseball because it's full of overflow of hikers from Vancouver.

There is no feasible way to address parking challenges here without cutting down a lot of forests. I've been filling out these parking surveys for nearly a decade and you haven't been able to solve this yet because you're trying to "balance needs" of people who want to visit. How about don't cater to tourists and focus on the residents instead? Maybe stop spending millions trying to be a playground for the whole lower mainland and focus on things like putting in a sidewalk outside the elementary school or something that actually benefits people that live here? All local streets should be permit-only and parking lots should be paid parking. Deep Cove is the epitome of municipal waste. Pay high taxes that are spent on tourist vanity projects.

Include business ownership in parking decisions - if parking is not handled properly; ultimately they are the ones that become financially responsible.

How about maybe, who is it yes no or no opinion, these surveys are biased

Yes, however emphasis needs to be put on local residents as they are the people most immediately effected by the situation; driveways destroyed, trespassers on properties, lack of parking for guests/families/tenants, garbage / pollutants, noise and huge crowds.

Those are pretty vague objectives, not sure how you COULD disagree. But does this type of engagement actually mean anything??

You talk about needs of the community which community? DNV residents? Deep Cove businesses? Deep Cove visitors from outside DNV? DNV residents pay the taxes we should not be asked to out of the so others can come and take over the space.

I really think residents should be give priority for their use of parking throughout the cove as many of us haven't a driveway or designated parking spot.

Parking should stay free at least for first 2 hours! Not fare to have to pay to go to the beach or a quick hike!

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

I am not sure that a consistent application of parking management is warranted. The solution must be targeted to the specific problems of this area. I do not support a consistent policy across the District that does not take into account unique circumstances.

The volume of cars circulating residential streets in Deep Cove needs to be minimized.

I'm curious what is meant by flexibility if there are changes in the future?

Perhaps expand the Panorama Drive parking lot.

For whatever reason, the municipality has taken a very different approach to Deep Cove than other areas of the city. Concerns from residents go unaddressed in my opinion.

the parking challenge is the flow of visitors that have to drive around the side streets to get to most of the parking. Also the lack of safe turn around areas to allow drivers turn back when parking is full

As more tourists come, you need more parking options other than residential streets as a last resort.

As you continually push people out of the core it is making our situation worse. It is often dangerous now with the race for free spots. I don't feel you are listening to residents. I feel residents needs should take higher priority as it is now unsafe

As long as residents get resident only parking I'll be happy. Or the paid parking in deep cove goes away at least. Adding it is going to ruin my summer.

I think we need to weigh the residents higher in this assessment. The only people benefiting from the MASS of visitors coming to the Cove are the handful of merchants , NOT the hundreds of residents who have to drive in out of the Cove every day . It's not just a parking issue , it's a traffic issue .

Well, I agree with the objectives, I can't see that drastically improve in the situation if new Parking cannot be added. Perhaps a shuttle system would be beneficial.

Transit routes and times need to be increased in the entire Seymour / Deep Cove area

The assessment should also consider active transportation and transit and not just focus on cars and trucks. Covered and secure bike parking should be included in the scope.

I haven't seen the recommendations so I don't have an opinion yet.

To say you aren't adding parking does not help the issue . If that's the case and I get that partly as there is little room you need to limit people with cars coming in to this tight area -like they do in seaside towns in the UK during peak times . Shuttle bus from some off site location like they do with Seymour mtn . Or if they are unloading picnic gear or a kayak -allow unloading for 10 min - then they go back to off site parking and grab a shuttle down

If you continue to grow the population, you must grow parking spaces. Or make free, regular, reliable transit.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

There is adequate parking. Too many cars. Parking should be made paid so less people park here and more people bike or bus.

There is no designated street parking for residence, which creates a concern for residents who need to park on the street.

Not really a no, but a "not exactly".

With regards to balancing needs, again the local residents trying to access their medical and dental care, and their pharmacy, MUST come first! MUCH more important than tourists wanting coffee and donuts! We have a LOT of elderly people in our neighborhood.

I feel the challenges identified by those who live in the area and have to experience the issues and safety concerns daily deserve a higher priority. Those paying taxes to the dnv deserve to have a safe community where reckless driving and unsafe parking is managed.

Residence should have a spot.

No parking meteors please
It will just look like a tourist site ,not a quaint community which I know is important to this community to keep it free of that and to many signs.
We want to keep the communiy village feel not a tourist site.

Need to have practical solutions for locals that live here

Turn over of parking to accommodate businesses such as Deep Cove kayak etc is unfair to families who come to Deep Cove to experience the park in a relaxed manner

Residents of the area who frequent essential services (doctor, pharmacy etc) and the hair salon should be prioritized because we use them all year round. Excluding those services in the summer is unreasonable.

Is a user a motorist? Just want to make sure it includes all as in local homeowners/tenants. I don't see myself as a user, this is my home.

I agree with most of what is stated with the exception of keeping the application of parking management across the District. Deep Cove isn't like any other part of the District as it's a tourist destination located at a dead end with no through traffic. Deep Cove needs special parking considerations due to these two very specific identifiers.

Why did you not include Raeburn, Lockehaven and Eastridge in the study area? Those streets have been used as overflow parking for the Village for decades.

Stop spending money expanding parking lots, it will just create more demand.

I do not feel "consistent application...across the District" should be an objective. Deep Cove is too much of an outlier.

If by fair and consistent management of public parking inferring pay parking. I do not agree. District of North Vancouver residents pay a very high rate of tax and I do not believe we should be asked to

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

pay for parking. It is not the residents of North Vancouver that are creating the overflow in our parks. DNV residents should be given parking passes. Residents of other communities whom do not pay for garbage pickup and the parks services should be the ones who have to pay to park in our parks.

There has to be more parking available you are not going to stop the traffic problems without it.

BUT I believe that parking should remain free of charge. Our family's financial situation is such that we do watch what we spend and where. Deep Cove should be accessible to families/ people of all social classes! Putting a price tag on this may be pennies for some and a huge speed bump for others. Nature should be accessible and free for all to enjoy.

Quarry rock trail users are the issue, just charge them \$\$ and put them on a booking system. Deep Cove isn't the issue or problem, it's the Quarry Rock users.

I can remember doing this numerous times and we continue to cover the same ground.

Pay parking in the cove for visitors. Permits for those who live there. Get a revenue stream from all the vehicles visiting. Permits need to extend into adjacent neighborhoods so the DNV cannot offload the problem of DC parking into the quiet adjacent neighborhoods

Need to create additional parking long term, build a kiss and ride/ drop off area, \$ need to ensure/ consider (1) access to local amenities and businesses which relates to variety of parking needs (drop off or pick up, short, medium and longer duration etc) and (2) needs of residents to access goods and services / have visitors

Deep Cove is a tourist destination and rightly so. Locals complaining or council deterring that is not effective in solving the problem. Either way people are coming so might as well be efficient and welcoming.

The quarry rock trail has been too busy in the summer (also poses a real fire risk). Most people come in cars and want to park close to the trailhead. Create a new trailhead access to alleviate the congestion.

This should be for residents , not for the public

The traffic problems are cronic and unsafe as emergency vehicles cant get to situations and access the Quarry Rock trail on Panorama Drive

Can you try to project what future challenges might be? There is more and more development near the Cove, and this will increase parking needs as well.

Focus on supplying handicapped parking in numerous several locations. Designate parking for patrons of restaurants with time limits.

We need to also have a fair and consistent policy across popular Metro Vancouver areas. Deep Cove residents also flock to destinations like English Bay and Ambleside on occasion, often by car. We should not treat District

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

visitors different from any visitor. Nor should our policies be more draconian than other municipalities areas that face similar challenges.

We are looking for improved quality of life. To stop the cars from coming into the cove area if there is No parking left in a block of time. If this is possible, it will improve everyone's experience.

I am not sure that the need for consistent parking systems across DNV is self evident or actually appropriate. There is a need for a tailored approach, each area has its own specific issues.

Residents enjoyment of our neighborhood is negatively impacted by traffic generated by local businesses and attractions

There should be priority placed on local residents. We live here and need to use the road every day. recreational users/visitors can part farther to the park/trail and walk.

Balancing the needs of everyone results in compromises that don't work for everyone, usually. Focus on the most vulnerable.

I am not interested in seeing pay for parking in Deep Cove.

There is a clear supply demand problem with lack of supply for the demand. Demand is only going to increase, especially given the recent re-opening of Quarry Rock hike. With increase in supply not being one of the objectives, it is difficult to see how there could be any sustainable solutions identified. One of the possible areas for increase parking supply would be to open the parking at the recently built Bridge church to the public (except on Sunday mornings during their service times). Most of the other times their parking is plentiful and totally empty while people scramble to find a spot. If this project was sanctioned by the District then there should be an agreement to open their lot for overflow.

There needs to be more respect to the residents from visitors.

Deep cove is unique. Let's keep it that way. Short term drop off zones for gear, equipment kids, etc. And pick up of food are good ideas that help businesses. 15 min parking. People adhere to that pretty well.

The one challenge I have as a resident that lives down at the end of [REDACTED] is that when I'm driving out somewhere and I'd like to stop and get a quick coffee at one of the coffee shops, I have nowhere to park. So I appreciate the couple of new 15 minute parking spots but maybe there could be more?

Again, pay parking doesn't help. If you drove to deep cove you are going to pay for it.

These objectives are motherhood and apple pie objectives that are not useful. They not actionable. They don't help decide between options (as if anybody would "want" to not solve the identified parking challenges). They don't provide any criteria for determining whether any changes were a success or failure. Examples of useful objectives would be:

- 1) Reduce parking demand by 10%.
- 2) Improve parking capacity by 10%.
- 3) Any change will be considered successful if it has the approval of at least 60% of stakeholders.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

I think that considering parking without considering the root causes are band aids.

Residents within 1 km radius should have resident only parking from April 1 to October 31

As a resident, it is very challenging to find street parking, especially during the summer. Especially as some of the parking I could previously access was removed or changed to be loading zone only (which was needed) and I was informed that I did not qualify for a resident permit due to not being in that block. The residents of the apartment blocks in the village need to be considered residents for the permit street parking, even if the actual address of the buildings are not on the permit parking streets.

These goals are very generic and sound like there may be some kind of plan in mind? I do not know what is being considered.

I hope the residential streets within walking distance to the Cove are also given consideration during this process as they will become casualties of increased parking restrictions in Deep Cove village

I see this as less of a parking review - there isn't enough parking and there won't be more. Parking should be prioritized for people with disabilities and seniors, and those bringing SUPs, kayaks etc. Otherwise drivers should be told that the Cove is not car accessible and alternative options should be used.

A safer bike route along Dollarton and Deep Cove Road would be HUGE help in reducing cars, as would bike charging stations in the Cove. Would be great to have ebikes to rent here too (extend the Lime program please!).

More parking supply would be even better

It feels like parking for tourists is priority over making the area liveable for residents.

These points sound reasonable, as long as the "fair and consistent application of public parking management across the District" does not mean giving the parking areas to another DNV friend Imperial Parking, like it was disgracefully done in Lynn Valley, I guess it would be fine.

Enjoying deep cove is difficult for people with mobility challenges.

This and more .

A Shuttle Bus should be considered. The Naughton Road Detour should be closed and the area replanted.

There is a need to prioritize residential parking. We live here. It's our community!

Parking planning for visitors should not impact the needs of residents living near the central village of Deep Cove

Trying to jam 10lbs of [REDACTED] into a 5lbs bag is never going to work. Not adding new parking supply means this survey is a waste of time and money.

This problem will not be addressed by not adding additional parking,

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

The problem will only continue to get worse as the population grows. Any fair resolution needs to include increasing public transit usage. I recognize the challenges to this solution but am sure they can be mitigated in some way. There simply is not room and deep Cove for the number of cars that are arriving here every day in the summertime.

Remove ALL parking in the Cove so that visitors are forced to use public transport and provide a park and ride. If people are unable to park here at all then they will use other options. They will be happier as they won't be spending hours of their day out driving around looking for parking. Residents will be happier as the Cove will have less pollution, less noise and no traffic snarls.

Since conditions affecting parking are not consistent there's no reason to think parking regulations should be consistent across the district either.

Consider additional off site parking and shuttle service.

The focus of DNV's objectives seems to want to bring in more traffic and parking (problems) into Deep Cove rather than solving the problems of lacking infrastructure and the safety of the residents of the Seymour areas. What is taking so long to do DNV's Spirit Trail? Why can't children ride bikes or walk safely to school? Why do we have to use an overpriced car to travel to school / work or go shopping while requiring gigantic parking lots for everything we do? Why is DNV so car-centric?

I agree with the objectives however this has been a long time problem. The residential parking permit has improved access to parking and limited traffic on Panorama, a major pedestrian walking street. This was great, before I couldn't find a parking spot on most weekends when I needed to do grocery shopping. However with the opening of the Quarry Rock trail and the need for apartment dwellers and Burrard Inlet vacationers, it is again becoming extremely difficult to park at times. I realize with property values so high and the effect on the environment taking up more property for parking is not a wise solution. My thoughts go for underground parking structures at the Marina at the end of Panorama and one in the Cove.

Different areas of the district have different needs. Consistent isn't always fair.

The parking challenges have been identified for years...too many cars, not enough spaces close to parks, while the 3 school lots sit empty. Yes all users need to be considered but businesses and residents should have more consideration than a 1x a year visitor. Using the long term airport parking as a model we need a weekend and summer shuttle bus to get drivers from the school lots to the parks.

Can agree with with the first two objectives feel the last two are unnecessary. High traffic tourist areas are unique and can be treated as unique within the district

Additional parking spaces and drop of zones should be considered.

We know what the problems are. You have identified them v clearly

I think it's hilarious that "too many" vehicles for specific property types are a concern. In an environment where short-term rental units and secondary suites are needed to afford housing costs (and create much-needed rental accommodation) it's a bit ironic that "too many" vehicles are

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

considered to be a major factor in 'lack of public parking.' The same applies to dual-income families. We are no longer 1950s families, where only one spouse works and is required for household maintenance and family planning. Please be careful in how "too many" is applied as the assumptions used can be backward thinking and a complete departure from inclusive thinking.

Residents should be allowed free parking and visitors should pay. Similar the the White Rock practice.

residents only parking is appropriate (as with other less desirable areas of the Cove / district) there should be residents only parking for the centre on the Cove.

Again, this is partly fine. But in some circumstances there cannot be a fair and consistent application as it is not possible to do so. The geography and single road access to Deep Cove makes it unique (similar to the Lynn Canyon Suspension). Add in the constant and slow progress with construction, the generally poor public transit across the North Shore, and the extra burden of vacationers and church-goers and this situation has no clear fix for parking vehicles - particularly large pickup trucks.

More accessible parking spaces are needed on Gallant Avenue. There is also a weird mishmash of parking limitations on the upper Gallant Avenue, it seems that almost every parking spot has a different restriction.

The residents have the short straw as there is little consideration for them. Residents Parking needs to be for every resident. There is very little on-street parking available. Bylaws are not in the Cove often enough to ticket. If you violate the law you are ticketed or towed.

A tough job considering all user needs and limited supply.

When you live in a beautiful area, people want to visit. I support that. However, bringing in more people in cars is not the answer. Shuttle busses maybe? Or other ways to mitigate increased traffic.

I believe that parking does not need to "support the fair and consistent application of public parking management across the District". I feel each area in North Vancouver district is unique and one size does not fit for each area with parking challenges. You need to evaluate each area and parking management on a "stand alone" basis for Deep Cove.

Balance the needs of all users in the community. Including the residents.

"Community" should include those who live outside of Deep Cove in N Van and beyond who want to enjoy Deep Cove

Provide more pay parking, provide better directions to school parking during weekends.

Many locals are able to walk or bike into the Cove, and don't necessarily need additional parking during summer weekends, which is when parking is the greatest challenge. While I'd be open to parking management solutions, I do not want to see any additional space (park, trails, nature) converted into parking.

Parking will only increase so there has to be a plan for future parking needs.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

However, the statement about " supporting the fair and consistent application of public parking management across the District" may not be accurate. As Deep Cove parking issues are quite different than the rest of the District and should be looked at separately from other areas in the District.

subject to interpretation - parking challenges vary by locale within Deep Cove. Those closest to the waterfront parks, marina, Gallant and trail access points are under the greatest pressure. The more those users are "squeezed" (further away), the more likely they will spill into those areas where the current challenges are lower. "Balancing the need of all users" should not mean equal access to tourists from afar, or to cruise ship tourists looking for a daytime distraction in our area. "Fair and consistent application of public parking management across the District" implies "one size fits all". I'm not sure this necessarily works.

Fair and equitable treatment and balancing needs very much means not exempting District residents from measures such as pay parking. You absolutely cannot say "fair and consistent" then exempt the people who can very easily reach every aspect of Deep Cove from demand management measures such as parking prescriptions.

Need more parking

I agree to a certain point. But it seems to me the focus is still on how to accomodate the masses, rather than looking to make it as the new scope of the project says- liveable Deep Cove. Example is Lake Louise, there is no longer any parking close there. Why are we still trying to pack people in our pristine environment.

When you use the term "all users in the community," is that including visitors who drive and park here? Or just local residents/businesses?

I think that it is important to recognize that there are users (such as the rowing community) who have minimal impact on the parking requirements in Deep Cove - due to the time of day that access is had to the area.

Most streets in the district allow 2 hour parking to all visitors. We have overused the resident only category in the cove. I used to park on Panorama to hike the Baden Powell trail, now all of the road spaces have been taken away. Residents in that area have plenty of driveway space.

There needs to be better access for those wishing to kayak and access the launching area. Although this is not part of the parking review, we feel that to improve the Deep Cove area for all the families visiting that an improved and larger playground is a necessity. I don't know when it was built but it can be very crowded and not enough variety for all age groups.

It's not clear what is meant by supporting the fair and consistent application of public parking management across the District. . Deep Cove presents very unique challenges which are being impacted by gross overbuilding on the Parkway and increased population density. The growing popularity of recreational activities including hiking, mountain biking, kayaking, paddle boards etc. has resulted in congestion on the two arterial roads as well as parking challenges. A moratorium on growth east of the Seymour River is long overdue. . .the DNV needs to address the lack of resources before adding more cars and people to this area.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

Deep Cove should not have to be branded with the same stamp as other areas.

I indicate 'no' because the objectives are unenforcable as currently stated; they talk around the problems of parking and quiet enjoyment of home and they interrupt businesses in Deep Cove that rely on customers rather than just hikers who very often do not support local businesses beyond a token amount. The terms 'balance' and 'needs' are meaningless and would in every case of infraction not be evidential. So too 'fair' and 'consistent'. They are cliché buzzwords that simply prolong discussions that can go nowhere. DNV needs to put in place policies bylaws and enforcement of these to deal with climate change. That foundation alone can guide policy-makers. What is the ecological footprint of the average hiker in Metro Vancouver. How far do they drive to hike or to ride downhill on bicycles? Policies and enforcement of those policies can keep people from accelerating climate change because of spurious 'needs'. Take one hiker and multiply that person's ecological footprint by the number of people who drive across the city to hike. How many tens of thousands of cars come to the North Shore to 'have fun' meanwhile burning fossil fuels or draining electric batteries that will need more and more dams to provide energy for. We already have over 2,000 dams in BC and flooding forest valleys is even more destructive to the environment and climate than clearcutting. We are one species among many that use the land to live and thrive on.

Residents should take priority.

Tax paying residents should come first

It should not be a parking review. It should be a traffic management review. With ever more population growth and housing development fixing a few parking issues will at best be a partial and short term solution. There needs to be a more comprehensive review including park and ride and more public transit options.

I don't think a solution can be found without adding new parking, there just isn't enough parking in Deep Cove with the existing parking space

Please extend Lime bike to the Cove!

Does all users include patients of doctors and patrons of retail outlets and restaurants?

Stop playing favourites

Fair and equitable are not the same - you should strive for equitable

Consider piloting new parking measures for a period before implementing on a permanent basis.

Resident parking should be prioritized

I find the above so vague that I cannot comment. Obviously users' needs should be balanced but what does that mean? Twenty minute parking for those buying an ice cream, an hour for coffee, two hours for lunch, four hours plus for kayakers, all day for swimmers??? Consistency across the district seems silly each area should be considered on its own merits. Flexibility for the future, well of course.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)
Good luck with this challenging problem. I hope a fair and efficient solution can be found for residents and visitors alike.
Don't need it to be fair across the District - Deep Cove is unique it merits a unique solution
If you give this option "Provide flexibility if there are changes in future" people will use that as an excuse to complain which inevitably defeats the whole purpose and your back to square one. Sorry ive grown up in north van and nothing has changed in my life
It has been identified that too many vehicles are travelling to Deep Cove. I wish the district would stop advertising this community as a destination as it cannot handle the load.
The way these "recommendations" are phrased has as an underlying assumption that "all users" are identical. I challenge this assumption, and feel that the needs of the local community (ie local residents) should be weighted higher than those of visitors, since we *live* here, and have more of a vested interest in preserving the qualities of the neighbourhood, than do seasonal/transient visitors. Changes will have *more* of an impact (ie more lasting) on residents than on visitors.
Parking situation needs to be carefully examined and assessed so improvement to be achieved. Consultation with the transit system such as an express Deep Cove bus from the Phibb Exchange could alleviate the parking issue.
You have to pay to park anywhere in Vancouver now, this may help with the turnover
There needs to be more effort on improving parking for residents. Restrictions have pushed parking to front of homes on Cliffmont Road.
Residents in our multi-resident home require parking due to aging, work that requires hauling a lot of heavy and valuable gear and ease for infants and young children, putting more parking restrictions won't help unless we also have less cars visiting the Cove so residents can still park here. EVO, bike valet and non N Van reservation visitors booking their visit in advance to limit guests is needed along with fast bus from Phibbs to Cove as many quarry rock hikers do not bring in non-motorized water vessels.
There are at least two airBNBs on Rockcliff that do not provide off street parking to their guests. Air BNBs contribute to the problem, as well as tenants who are not provided off street parking.
Provided people living in deep cove can always park on the road outside their house
I think you should look to the suggestions offered last time by residents. From a few years ago. Nothing has changed. Reviewing is just a waste of tax payers money.
i am a deep cove resident and worry about the congestion, livability and safety in our area
Please define users. in the community. We have unique geographical issues in Deep Cove. Fair and consistent across the district may not be as important as solving our unique challenges.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

Key, balance needs / desires of residents and local shop owners. Better management / control of cars for hikers to Quarry Rock may help. Why do they drive here to walk to the Rock? Maybe parking up near the Rock would help.

I am not worried about homeowners. They have driveways. We should focus on the broader public interest far more than a few rich people who lucked into owning homes in Deep Cove.

Residents as well as rubbish removal and landscaping companies should be charged to use the street parking on the East side of Deep Cove Rd. as parking for their vehicles, sometimes longer than 6 months without it moving, especially between Cliffmont and Badger.

These are good objectives but don't go far enough. In the previous parking review, was there not some consideration to creating more parking access for Quarry Rock - perhaps somewhere in the area of Indian River Road?

While agree with the "spirit" of balance the needs of all users in the community - the past 100 years of car-dependence, and the urgency of the climate crisis means deprioritizing car use dramatically. this means 1) reducing Parking as too easy of parking promotes car use. 2) increasing frequency and priority of transit = dedicated bus lanes. 3) rapidly implement bike-routes which means taking space away from car use. 50% of trips are less than 5km - a distance that is easily biked.

I would make the objective: "Provide equitable access to residents and visitors of deep cove, prioritizing walking, transit, and cycle access first, and private car use and parking last." Car use is not equitable as a minimum income is required to afford even owning & insuring one.

DNV parking policy is not fair and consistent but has an agenda to eliminate parking and spend money to promote bicycling only (for example free concierge for bike parking). What you don't seem to understand is that not everybody can physically ride a bicycle. If a family wants to take their two small children to Honey's for a donut and a glimpse of the water in the rain are they really going to travel by bike?

Yes but again the issues are different at Panorama vs Cates - you can always find parking at Cates eventually; not so with Panorama and definitely not so with respect to the restaurant

With the increased use of our parks, would also be interested in seeing what the extra costs to maintain, manage, and keep our parks beautiful and clean. For visitors, there should be pay parking to help with these costs during peak season and certain hours.

The objectives are great but as to implementation it is difficult to envisage any great change taking place. I hope I am wrong.

You don't need a feasibility study. You just need to make more spots in the summer. It's not a problem in winter/fall/spring.

It's not just parking, but traffic flow and volume issues.

It should focus on resident permitted parking, reduced visitor parking and improved bus service from designated visit parking lots away from Deep Cove and Dollarton area.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

All residence stickers need to be displayed east of mt seymour parkway

But please don't lose focus of the fact that not only parking but traffic volume plays a role. Many streets around the cove are narrow, no-exit roads or high resident parking permit areas and visitors don't seem to care, it is dangerous out there. Kids can't safely walk home from school, or walk to and play at the local parks because people looking for parking spots don't obey speed limits or road signs. Additional signs have been installed, by laws are often doing the rounds but a ticket is not enough of a deterrent for some visitors who have been looking for a spot for long periods of time. Maybe setting a time limit so that people can't camp out the whole day, or park their car for days as they access water only camping spots down the arm, giving more people a chance to spend some time at the Cove.

There should be available parking for those who need to pop in for dr, massage, food , etc

There are a few homeowners who have abused us even though we are parking in the designated signed areas. One left us a very nasty and extremely rude note.
Note that a third car of theirs is always now parked in the spot without a sticker.

Prioritize residents' access to on-street parking.

The DNV needs to support the residents of the area live in the area 12 months a year and pay property taxes here.

There's a major problem on Lockhaven where cars are allowed to park in the traffic lane. There are only 2 narrow lanes, so it becomes a problem getting up and down from Eastridge, but also makes it difficult, if not impossible, for a fire truck to get up the hill !!!

Impact on residential streets anywhere in deep cove area is becoming greater. Nowhere in this objective is impact on residents in areas.

The objectives need to include, as a priority, addressing the interests of the residents who have purchased homes here and are invested in the community. The many vehicles cause a nightmare - making it unpleasant to even go for a walk due to the fumes and having to be on high alert for drivers doing stupid things - and being so busy watching for parking spots that they are not paying adequate attention to anything else! Also, it is very annoying to get home and not even be able to park in front of your own home.

The monies being spent to dig up the street should have been used to find a good permanent solution

we gotta make some people unhappy to make others happy, we should ignore anybody who doesn't agree on maximizing deep cove parking and only listen to people who want to maximize parking in deep cove

Yes, particularly balance needs of all users in the community. It is a terrible idea to direct overflow from Deep Cove to park at Myrtle Park. Myrtle Park is already well-used and has limited parking. Sending Deep Cove users there just creates two problems instead of one.

<p>If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)</p>
<p>Please increase permit parking all. The way to Myrtle Park so that you aren't just pushing the problem a couple blocks away.</p>
<p>There is a distinct need for consideration of a parking lot/ area, (away from the heart of Deep Cove) where a free shuttle bus could take people into Deep Cove.</p>
<p>There should be consideration for locals and enforcement for the safety of our community. The increase in speeders, lack of courtesy for the children and seniors in our community, puts them in danger.</p>
<p>Bullet 2. I think the residents and taxpayers should have priority</p>
<p>No idea how this high traffic on busy days can be resolved. Our street was crazy yesterday with cars everywhere and even taking resident parking. We cannot get by the congestion to our houses. Very much a concern for ambulance and fire truck access in an emergency</p>
<p>People who live locally should not be expected to pay for parking.</p>
<p>I propose that you reconsider bullet 2: Balance the needs of all users in the community. The term "users in" implies residents and visitors - I think optimizing parking for residents is the primary issue and the second issue is optimizing parking for visitors. If residents are unhappy, that sense of community, that comes from residents welcoming visitors, will be lost. From a personal perspective, as soon as my parking needs were met, I was happy to see and welcome visitors, before that, I was not because I couldn't park on my own street, my car was hit, people were turning in my driveway and driving up the street too fast. As a result, I would edit bullet two above as follows: Balance the needs of all residents in the community, and then balance and optimize the need of visitors.</p>
<p>Enforcement is needed or your changes won't be effective. Breaking the rules and bylaws is rampant. Resident here for 30 years.</p>
<p>Resident permits in other areas, so access is hardly fair or balanced as is.</p>
<p>Privilege the people who actually live in the Cove.</p>
<p>Point #2 could be changed to say Balance needs and protect our residents and the public. Point #3 is not reasonable. Although the concept in general seems reasonable at first, Deep Cove is a very special case. Limited access, limited parking, limited services and high concentrations of use means Deep Cove needs special regulations and controls to preserve our homes, properties, businesses and public safety. Special investments should be made to alleviate the level of use, so it is consistent with the limitations. See my further suggestions later.</p>
<p>There are only 2 things you need to do: <ul style="list-style-type: none"> - Create active transportation routes to Deep Cove (Spirit Trail, bike lanes on Dollarton) - Impose pay parking in Deep Cove streets and lots </p>
<p>parking has always been a challenge and no matter what you people do it's not going to change. There should designated residential parking for residents of the cove. For example the "2 hour</p>

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

parking limit except for permit". Parking permits should also be FREE to residents. We should not have to PAY to PARK in our OWN COMMUNITY.

There needs to be changes made to the Deep Cove parking to resolve. There needs to be actual enforcement of there rules and laws, along with additional marking for no parking areas. No matter what is done parking will be difficult in Deep Cove with the limited amount of space, but putting the people that live here at the lowest importance does not help the situation or the community considering they are the ones paying to live here.

Important to understand and prioritize the needs of the deep cove residents and balance with the reasonable accessibility of tourists

Safety. No sidewalks and increasing vehicle volume

Maybe more residents should have parking passes and their streets have restricted parking times for others at peak times.

Need as much free street parking or more for Deep Cove as for Lynn Canyon. It is dangerous to allow Impark to collect information about residents' vehicles and addresses.

Panorama Drive residents already pay for parking. Panorama parking lot should have pay parking and reasonable time limits. There should be a charge for using Quarrie Rock trail. An annual fee or daily fee as done elsewhere.

Additions should include - providing safe access for homeowners to/from their homes when doing daily activities (banking, shopping, travelling to work, having company visit their homes, etc.) by restricting and managing parking to support the people who live in the area.

Parking access is never going to meet the demand. Reducing cars to the area is the only solution.

There should be more of a focus on residents who actually live here. The businesses in Deep Cove are all booming despite the ongoing construction.

Residents would like resident only parking but i fear that would show tacit support of single vehicle car ownership vs better promotion of busing (better scheduling and use of smaller buses in low ridership periods), cycling options (let's get that Spirit Trail extension to Deep Cove completed). Then most of the street parking is taken up by residents. This situation is compounded by more houses having secondary suites; increasing density and # residents. And secondary suites are the right answer!!! So get residents and their visitors out of their cars!
Some parking should be provided for handicapped visitors to the Cove - they should get some priority. By enhancing Lower Gallant, that area is now a much better walking, wheelchair access space.
Yes, businesses should also look to ways of promoting alternative travel options to the cove. And special events should also provide shuttles from (in summer) the school parking lots as part of their permit.
i read that back in 2014 parking nearer Indian River Drive would be enhanced to move hikers into that area of Baden Powell Trail and take pressure off Deep Cove accesses. That should be looked at again.

If you wish to comment further, please do so here (Do you agree with the objectives of the parking review project as stated above?)

thank you

Why does this project not add new parking supply to Deep Cove? How do you expect to "Provide flexibility if there are changes in the future"?

A shuttle service into the Cove would alleviate many of the concerns residents have now.

Build proper parking in the parking lot 3 or 4 levels

Again passed an issue

I responded yes, but I believe this is not a long term solution.

Appendix 4

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

<p>Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)</p>
<p>Your last three bulleted users should be the first three. This is an issue with the entire situation the people who live in the broader community and are the backbone of the community are being forgotten. We need to use Deep Cove too. That's why we live here. Like you identify, Indian Arm residents. I can't imagine their frustration in the summer. Daycare users, picking up prescriptions etc on the way home. It's impossible for residents.</p>
<p>Residential visitors need 24 hr access.</p>
<p>The rowing club uses the beach in the evening hours as well. As does the kayak rental.</p>
<p>Persons going for longer hikes. It's sometimes not safe or reasonable to be able to be back within 1-4h. Options should be available for a longer / overnight parking for hikers.</p>
<p>How can we accommodate anymore user groups when we can barely accommodate those that are there now?</p>
<p>I believe you are forgetting about the constant stream of Marina Shuttles to the Deep Cove North Shore Marina & Rentals</p>
<p>How would you expect the public to provide a parking analysis with detailed info as you've done??</p>
<p>People accessing medical care. There are doctors (for sure) and dental care (probably) offices there.</p>
<p>My doctors office is in the cove.</p>
<p>Patients with doctors appointments.</p>
<p>It is curious that the new Church on Dollarton is not identified here. It's new presence causes additional parking pressure at specific times. In addition, Quarry Rock needs to be specifically mentioned as a large reason for traffic</p>
<p>although they may not park, can't forget about people who out for drive, biking groups and from spring to fall in the evening may people learning to ride motorbikes drive down into the cove in packs and sometime they stops for a bit.</p>
<p>this seems to cover everyone</p>
<p>Doctors offices</p>
<p>Visitors of residents. If we have people to our homes we need to bargain with neighbours to find parking for them.</p>

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
Guests of deep cove residents.
Residential visitors , such as friends and family should also be noted as parking in the EVENING (attending a family dinner, friends visiting for a party or gathering)
Tourists
Renters and AirB&B more and more people are using their home as a business in the area
DNV residents outside of Deep Cove (e.g., Blueridge) that access services in Deep Cove should be included. Our family is a non-Deep Cove resident that uses the parks, doctor, dentist, theater and shops in Deep Cove.
I think day visitors on sunny and summer days often stay 4 - 8 hours, based on my observations of people who park in front of my house.
You've covered it
I agree with above
need handicapped parking in front of the local pharmacy for 15 min as well as one space for non-handicap for 15 min. I can't get to the pharmacy on most days.
Residents of boat access choose that lifestyle -yet they park in my resident parking for days and sometimes more than a week at a time -which is not right - they used to pay for parking at the Marina. Plus many woodlands residents now have road access why can't they be given a designated spot to park that is not on Panorama or another busy street with say a loading zone near the govt dock . Why when it's their choice to live up there should they use the neighbourhood streets here for their spare car ?
There are dragonboaters who practice twice weekly and it is very hard to find parking for the carpools.
Many of these people could also take the bus or bike. They don't need to drive. There are also usually private parking spots for residents and employees
People who attend The Bridge church, which clogs up parking in the region on Sundays and religious holidays.
I'm absolutely gobsmacked that your list doesn't even mention the medical and dental and pharmacy patrons! Wow, astonishing! Yet, it clearly mentions the shops and restaurants. This is deeply concerning as it appears the District isn't understanding the importance of these facilities to the residents of this area.
I think all is mentioned
Residential visitors overnight
The throngs of people who come to Deep Cove to hike Quarry Rock they are a class of their own

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
Guests/visitors of Deep Cove residents.
Delivery vehicles and construction equipment.
So long as you're not stealing my catalytic converter or breaking into my house, I welcome visitors of all denominations.
Bus riders. We have to get off the bus so far away bc of the parking lots taking up prime space. Also bus gets stuck in traffic of people cruising for parking.
Perhaps visitors who are staying in airbnb or other vacation rental. they require 24 hours also. Doctor and Dentist visits 1 - 4 hours
It may be irrelevant but there is nothing about non-motorized visitors to Deep Cove. Bicycle and E-bike visitors to the cove do also need places to 'park' their vehicles when accessing the parks, beaches, businesses etc.
Delivery people. And service people such as cleaning crews, dog walkers, mail people, construction and contractors: power, plumbing, etc.
Deep Cove Drug Store - prescription drugs & pick-up of same.
Day visitors come in the evening as well, DNV events like concerts draw them in.
Noting different parking time requirements as restrictions will only complicate the issue if it isn't enforced. People as using any spot they can find and will hold onto it regardless of length of time needed. All spots should be equal or enforced with towing.
Delivery, amazon, ups, postal, grocery, etc.
Surely you must understand the biggest problem by far is the quarry rock trailhead. Hundreds of people pour into this area in order to hike quarry rock. Everybody wants to park as close as possible to the trailhead putting too much pressure on the small car parks. Surely the answer is to make a new trailhead to take the pressure off the deep cove trailhead.
The parking at Myrtle park when there is a soccer game or baseball game on sends even more issues onto our street parking
Hikers and Rock climbers with lots of gear trying to park as close to the trail head as possible on Panorama drive. Lots of congestion with people unloading people right at the trail head on Panorama Drive.
Wheel chair or mobility compromised persons.
Overnight residential visitors sometimes need 24 hour guest parking.
There's also an increasing number of AirBnB and VRBO's. Their "hosts" often require they park on the street.

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)

You have 24 hour periods for overnight parking during the summer months we have cars parked for much longer on the side streets usually people that go for a weekend or more up the Arm or venturing from Deep Cove on the boats that are moored at the yacht club.

Sorry I don't understand the question. These around should have ability to park for short periods of time but how this is determined is managers problem.

I want to ask that lower speed limits be enacted in the Cove area during busy times. This will help make it safer and hopefully make people think twice about passing a parking spot that is farther away. Rather than driving around and around continually creating unnecessary increased traffic.

The members of the Deep Cove Rowing club are not just day visitor like kayakers or hikers who visit the parks occasionally. We are there regularly, multiple times a week. There is a big difference between that and someone who drops in every couple weeks or so. Plus, we don't have an alternative location to hike, kayak, barbeque with family, etc. Deep Cove is where our boathouse is. We tend to row early in the morning, afternoon after school during school year, and the evening when light permits. We try to avoid busy mid day, though our volunteers tend to do repair work during the day when the boathouse isn't busy. We do sometimes give private lessons during the day. So might be there anywhere from 5AM to 9PM.

Once or twice a year (not summer), we also have regattas or races with other rowing clubs. We rent Panorama Park, and need space for rowing shell trailers, athletes, volunteers, and race officials for the day or part of the day.

You've also missed folks like the kayakers who go away for a weekend or several days trip camping up Indian Arm. They are out, parking their cars, for more than 24 hours.

Also not included are trades workers in the park. They aren't as regular, but the light replacement project going on is one such example. We also have occasional tradespeople at the boathouse. DNV Parks staff are also visitors. So, it's not just for residents.

Speaking of parks, there are often families or groups having dinner in the park. Park visitors are also there in evenings.

Boaters are a diverse group. There are the Indian Arm residents with their specific travel times and parking needs. The marina at the end of Panorama is part of that, and travel on Panorama is quite sketchy if there are people new to the area looking (incorrectly) for parking, or just plain lost.

DCYC is a different group entirely. DCKC does have evening traffic (% of tourists, but also locals) as does DCRC.

I think you have covered it

There may be more groups or individuals but this covers the majority.

Patients of the doctors office and the dental office in Deep Cove.

I think you have covered all user groups - though they may be the other odd users.

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
day visitors should have to pay for parking so they won't park there all day, it will free up spots for other people
But I will say that on our street and others, residents that do not have off street parking are very challenged in the summer to find parking on their street. For instance, we have an elderly couple that live on Cove Cliff Road that only have street parking and on high volume tourist days they have to park very far from their house. This is very challenging for those that cannot walk far or require a walker.
Door dash, locals picking up food, etc.
But residential visitors have evening guests. I grew up in deep cove and have now moved, but my parents live there and I visit quite often on the evening after work. There is no parking and extremely frustrating. But if you think I'm going to pay to go have family dinner at my parents house - you are delusional.
This is a very good summary.
It would be helpful to have information on the relative pressure that these different groups put on parking. Without this information, this graphic is not very helpful because there will be very different weights on these different groups.
Residential visitors are not noted above as needing evening parking, but they could if they were going to a Deep Cove resident for dinner.
Kayakers / paddle boarders also head out in the evening
Short term parking for delivery trucks to the commercial area.
Visitors to Deep Cove Park and Gallant Avenue and those hiking to Quarry Rock on sunny days in the fall and winter and most days during Spring and Summer are affecting the parking areas for the list above.
I DONT agree that overnight campers or visitors should be allowed in the Cove without special permits or paid ticketing otherwise this will encourage an influx of recreation vehicles
Visitors to residents
There is no mention of the Dental office or Medical office. Again, it is all about the retail businesses and not what is important, HEALTH CARE! I was at the Dental office a few days ago. I am a senior with mobility issues. I had to park in the lot at the park which is far for me to walk. While waiting in the Dentist office someone from the Doctor's office came in to see if any Dental patients had parked in the reserved spot for one of the doctors.
Parents and kids playing organized sports at Myrtle Park
Too many visitors to Quarry Rock hike adds more traffic .
The graph pretty much shows everyone who uses the area.

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
You need to ensure residents have priority use. At all times.
I think we need to include those folks with Special and diverse visible and invisible needs, those with mobility challenges and their equipment.
Medical Clinic on Gallant Avenue. Need for priority emergency and disabled parking.
Doctor's office with 3 practices
I think there should be designated parking for people with a doctor or dentist's appointment and they would need to leave a note of which professional they were seeing and the time. This might prevent others from parking in these spots. They would be available to all before 8 am and after 5:30.
Patients needing to visit the medical services (doctor surgery, pharmacy and dental clinic).
Recreational, tennis, pickleball, kayakers
Kayakers who are going on a trip to Granite Falls for a few days
Your list is inclusive of most regular la of the cove
I agree with your groups, but day visitors often stay much longer than 4hrs. People will bbq and picnic in the parks, and drink in the evenings and stay for 8hrs +.
Those visiting Dr and dentist and hair shops
Not necessarily a user group but there is never enough space for people with disabilities. So few spaces that we need to unload wheelchair and wait when driver returns - and repeat upon leaving. Perhaps during special events, music in the park, penguin plunge additional space available for people with disabilities.
I have no idea who may have been missed in the list of user groups. I am disgusted by the lack of tolerance and the racism expressed by some members of The Deep Cove Community.
I am not aware of a 'visitor' pass for residents or for tradespeople attending a residence. I understand that the resident parking pass is not intended to be shared.
Pickleball and tennis court users.
Do we need more parking at all ?
Day visitors is more realistic from 4-8 hours along with 1-4 hours
The online purchases delivery vans/trucks are relativley constant. They do their best I'm sure, but can park in the middle of the road at times.
Residential, Visitor, EVENINGS...Guests of residents on Panorama who visit friends for events, dinners, carol boats etc which is often in the evening for 1-4 hr

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
Visitors to condo buildings with no guest parking
Patients visiting the medical and dental offices often require handicapped parking spots near to those establishments and/or patient drop off spots.
Guests of residents who stay for a few days
Bikers and Family of Residents
Most groups seem to be covered except those wanting to arrive coach.
I think you have pretty much covered everyone in the above list.
Ill patient's attending the doctor's office need set down pick up space. Emergency services access Come to mind.
As a resident I frequently have overnight visitors and evening visitors
As stated, check out the rental units on air bnb or VRBO and see just how much traffic these bring in - assuming 1 or 2 vehicles per stay - and assuming they're driving in and out to explore/eat/entertain.
I think this is a very good summary of the users
Fair explanation of various user needs
Residents on adjacent streets near Seycove Secondary school.
Package delivery trucks like amazon park where they can, briefly, but it is a consideration as there are many.
You have not included those residences that need to access their medical care on Gallant Ave. The Doctor's offices and pharmacy for parking. There are many elderly and they are not necessarily able to walk to these appt. I would not walk in the some of the inclement weather to this location for my medical needs.
Indian arm residents normally commute through the marina and it has parking so I don't think they cause any issues
For "Parks", it is not clear that the user groups of facilities such as Myrtle Park include youth team sports such as soccer and baseball, and include evening practices on weekday evenings as well as games on weekends.
<p>"Residents" can also be cross-over parts of the "Parks and Open Space" groups. As we raised a family here in Deep Cove, we needed to transport double kayaks to a beach launch to do day paddles, but also did overnight and long weekend trips to Twin Islands and to the head of Indian Arm. Even when we launched in Deep Cove Park, we had to elbow for part of the beach from Deep Cove Kayak Shop. Then we moved to Strathcona Lookout Park. We typically took the car back home before we paddled off. Time limited parking now makes these even more challenging. We have also tried to launch at Cates Park which has again, become time limited. It now seems the balance has so shifted in favour of the commercial operation with the focus being on "rent a boat" /</p>

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)

buy a season pass.

Deep Cove (extended) residents may also be users of the marina. There is a small community of persons that are committed open water swimmers. They may often wish to access their boat in the Marina to go up the arm or across to Bedwell Bay to swim, but parking at the marina is limited. During the extended hours of summer, this may be an early AM, evening, or weekend day activity. Occasional parking up by Woodlands is very limited, making driving there a near impossibility.

Great graphic summary!

I think this broadly covers the people who need parking in Deep Cove.

Nearby parks such as Myrtle Park also have ball tournaments and are expected to be used for overflow Cove parking. This puts a lot of pressure on the neighbourhood surrounding this park and its users.

Rowers are not the same as kayakers. We have to access the water very early in the morning when the water conditions are calm. The boats only have about 12 cm of freeboard so by 9 -10 AM, the water conditions have usually started to deteriorate. The rowing community includes the rowers of the Deep Cove Rowing Club, the North Vancouver high school rowing programs and the North Shore Rowing Academy.

Some resident only spaces could be turned into visitor parking during the day. Residents should have to show that they do not have parking on their property. If you have 2-4 spaces on your property you should not need 24 hours Street parking, 8 pm to 9 am should be enough. Allow customers and visitors access to those spaces during the day.

what about delivery vehicles? ie/. loading bays

Can't think of any other noteworthy users.

The Indian arm residents pay to use the Marina services and as such should be required to park within the Marina lot. The Marina charges excessive parking rates and therefore their members take advantage of the low price of the resident parking passes however this should not be an option. The Marina operates a business in a residential area and as such should not be negatively impacting the community and causing stress and safety problems to nearby residents.

residential visitors - can include family visiting in their camper - which would be for a longer period of time than 4-8 hours

Delivery Vehicles
Large truck and trailer delivery to businesses
Moving Companies
Parcel Delivery vehicles

I would say there are many short term, 2-3 hrs, users who visit during the evenings as well. 6-9 pm can be very busy Sat/Sun on nice weekends

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
Construction, BC Hydro, roads maintenance, emergency vehicles (police, fire, ambulance), special event parking (Carol Ships, Deep Cove Daze etc.)
Residents of the district who live too far to walk. Should have priority parking as compared to people who travel from the south shore. Also all indigenous people should have priority parking
Community members who are not DEEP COVE residents but those who support the businesses EVERY DAY and who shop there consistently etc. those who live in the DOLLARTON (shopping centre area) or even east of seymour or some boundary are prevented from shopping 'locally'
Drop-off for children taking sailing lessons. As a grandparent with a young child, we often have to park a 15-20 min. walk to take my [REDACTED] to sailing lessons. Some days we've been unable to find any parking so [REDACTED] missed [REDACTED] lesson. [REDACTED] and most of the other children are too young to drop off on the street without knowing that they've connected with their sailing instructors. Wonderful sailing program!
You have foregrounded a species that sees itself as elite humans. The land and all that lives on it is commodified and trivialized and sold through tourism. The question is what is an acceptable ecological footprint for the residents of Deep Cove of employees in Deep Cove and of visitors and how might (enforced) policies and bylaws be vetted in such a way as to not contribute to Climate Change escalation. Deep Cove is also a sacred place over more than 10 thousand years to local trans-local and regional First Peoples.
Although it is covered here, i think we need to more carefully manage the parking at building sites with both trades and deliveries
No so much additional groups - rather individuals who visit Deep Cove for more than one reason during a single trip. Park and open space day visitors (I'm very surprised 4-8 hours wasn't included for this group, btw) who would like to spend 1-2 hours after their recreational activity eating, shopping, visiting the gallery, or employees who want to eat or use open spaces before/after work, etc. Did the data consider "multi-purpose" usage, or is the assumption that folks would park in one place for their morning work shift, then move their car to go for a hire, then move their car again to have dinner with friends?
Guest of residents and residents. In my building [REDACTED], many owners have 2 vehicles (2 residents living in each condo) but have only one spot. We use to park our second vehicles on Rockcliff, but now the the 3 hour parking we have no where to park. We should have been excluded from this, but we were not. Once again visitors seem to be taking priority. Why?
I am uncertain if festival participants are included here. For example, Deep Cove Daze, Friday evening summer concerts, Penguin Plunge, KneeKnacker, rowing regattas, etc
Visitors to the medical office and dentist.
I go to a local doctor. Recently I [REDACTED] so I have difficulty walking any distance, the small parking lot where Osaka and the play school are is always crowded, it is to get prescriptions from the pharmacy is difficult.
Medical appointments

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
Not sure when your morning starts but I need a parking spot 4x a week from 5-730 am
Rowing club members should be distinct from day visitors
The Deep Cove Rowing Club provides rowing programs for groups that range from youth to seniors. Parking needs include not only east access to parking but also loading of boats from long trailers. There needs to be a loading area designated and access to free parking during non peak hours Eg 6pm until 9am.
Retail delivery trucks (15min - 1 hour) Buses - it seems unnecessary to have a bus stop on Banbury road. This causes more congestion along that stretch when the bus sits there for extended periods (essentially it is parked). Why isn't it enough to have the bus stop on Panorama where the bus loop is?
All day kayaking and canoeing trips need longer than 4 hours.
Kayakers do take out all day rentals which is not on your list.
I think you have covered just about everything, the only missing item is Disabled Parking which I am sure you have already placed on your agenda.
tourists - while tourists may well be park users, or retail users they may just be visiting the village... not sure if they merit their own category. Also while tourists are no longer welcomed by some, because the Cove is sooo busy - they are still a key source of economic development and support many north shore businesses.
Maybe Cyclists
Rowers for Deep Cove Rowing Club
disability parking is very scarce
Again: I want to object to the way that information is presented in the infographic above, specifically: the ordering of the "user groups". I feel that the "Residential" group should be (should have been) presented first, followed by Parks & Open Space, with Commercial and Institutional third.
i believe that all users are covered
The personnel who build and create the theatrical productions. This includes backstage as well as actors. They have to have access to parking in order fulfill commitments to theatre patrons. This is different to volunteers.
People needing to access the doctors office and pharmacy
Local churches in the community on Sundays
Delivery trucks: usually less than an hour and they double park wherever they can find space Buses when backed up: Currently not longer than 15 minutes, but they have to double park driveways.

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)

Though falling under recreational users and it's popularity, Quarry Rock hikers, of which there are many, create a large part of the parking problem.

I do not anticipate any other reasonable size of group which should be considered, so your list seems to cover key plays.
The only comment, some groups need to take the bus or walk. Indian Arm owners should be 'encouraged' to renting space at the marina as be part of package to own up the Arm. This is not a friendly answer to that group..

Patients of Doctors' office - perhaps this falls under retail?

Medical office patient parking

I don't see any mention of transit & bus stops and the increased access they need. I don't see any mention of priority bike parking. Safe, covered, theft-deterred bike parking.

I don't think overnight camping is an issue nor that DNV should promote it.
How many Indian Arm residents are there anyhow? This is important information that isn't included - obviously the answer to the other questions hinge on whether there are 50 or 500 people to be accomodated!

The main issue at Cates is parking signage.

People with cargo bikes

I believe you have identified the main users

Not that I am aware of after living for [REDACTED] years in the most problematic area of the Cove.

there should be more attention paid to boaters who use Deep Cove as permanent moorage. Where are the pay for use mooring buoys?
Hikers who come in large numbers and park for long periods from early morning until late pm particularly in the high season.

Commercial dog walkers

Mt. Seymour little league at Myrtle Park is affected by diverting parking from Deep Cove to Myrtle.

People that need to park for doctors offices

Commercial deliveries for the gallant restaurants and stores

I am a counselor and need parking for clients

Yes, the above chart should take into consideration the vehicles that park on Panorama Drive (above the park) for 3 days - 1 week. This is a common occurrence throughout the spring/summer months as boaters take advantage of the free long-term parking available on the road while they enjoy an extended trip on their boats. There appears to be no consequence to this abuse as violators are seldom ticketed.

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
The need for accessibility for all people needs to be considered.
People need to go to the dentist and pharmacy located on Gallant Avenue in heart of Deep Cove.
My experience is for the theatre, gallery and parks and open spaces which are included in your list.
I'm questioning why residents are at the very bottom of the list of users . While we all welcome visitors and our commercial centre the benefits of access to them are obvious . What benefits and protections do the residents see?
The doctors surgery and dentist also require parking for over an hour.
Under the Day User category, you are missing families that come in the morning set up for the day in the grassy areas and generally stay to around 4 pm to 5 pm. You may be including them in All Day and Overnight, but my sense is that latter category is for people who go up the Arm for overnight trips.
Enforcement is required, I will say it again and again. There is minimal to none.
Your list of users seems complete.
There are Park visitors who need to drop off and launch their equipment (canoes and Kayaks) and that takes only 15 minutes. There is some limited launch space behind Kayak shop for that on Rockcliff. However, we should have used the area originally designated on Panorama when the original cottages were removed about 10 years ago. It was originally planned for recreational drop off and launching. Currently we have just provided a better unobstructed greenbelt and view for property owners on that stretch of Panorama who originally did not have a view. If we would use that space better, we could have allowed there to be a drop off, turn around, and possible metered parking like Stanley Park for people wanting to use this as shared recreational space for all citizens.
While I am a resident, as a renter I feel that my needs are not considered. Only those of the land owner.
Those that need drop off in front of facilities due to mobility concerns. eg. 15mins drop off times or long term parking for those with special parking passes
Area residents (Dollarton area) accessing essential services such as doctor and pharmacy
Parking is required for deliveries to the businesses, and for services such as garbage collection, installations, repairs and renovations, fire and policing. Underlying all your notes above is a need to provide and MAINTAIN the infrastructure and services that support the attraction. This priority trumps all other needs.
Why is there no day of the week represented in your draft?
Sports teams
Sports teams/sport events. This graph clearly represents how the residence of Deep Cove feel. We are at the bottom of the list. Not a care in the world about us.

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)
I would challenge the above graph that most day visitors typically stay for 4-8 hours. I would also be curious where this data comes from as there is currently no parking authority in deep cove or system of tracking (PayByPhone)
Sports teams to Myrtle park which is a sports park
Residents of Indian Arm should be considered as day visitors. There should be a limit to number of permits allowed per residence, as space is extremely limited. Need MUCH MORE parking (eg. parking lots could be developed to become multi-level)
belong to deep cove rowing club which has a shorter duration of parking normally in off peak times.
for food pickup or delivery spot
Myrtle Park parking should be for park users only. I cannot get my son to his baseball as tourists overwhelm the Myrtle Park parking lot.
Family and friends of Deep Cove residents, who come for evening visits or community events that sometimes take place in the evenings.
In my neighborhood we are experiencing people parking because there are houses around offering Air B&B rentals -legal or not-no on site parking.
Tour buses Cyclists both motor and bicycle
People looking for long term parking due to multi day trips up Indian Arm, or workers at construction sites that are boat access only are taking up spaces all week or weekend long in my neighbourhood.
Film industry. Despite letters from film industry and the Marina, while filming the Marina pushes vehicles out on to Panorama.
Movie contractors, special events
Health services - dentist, doctor, pharmacy. These may have vulnerable users/customers who's mobility is limited. Group tours and school groups accessing programs at Deep Cove Kayak
sort of - as I mentioned before a subset of the visitor group is handicapped access
Indian arm residence should pay for parking in the marina. Not on Panorama Drive.
Family
The Deep Cove Yacht Club has approx. 300 members. The club has limited parking and members who need extend parking facilities are frustrated that longer term parking has been severely limited.
People, especially seniors with doctor's appointments. One hour parking may not be adequate in some cases.

Please explain your answer (In your experience, are there additional user groups not included above whose parking needs should be considered?)

Sports- baseball and soccer, particularly youth sports users

Appendix 5

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)
Getting hard for residents to enjoy what Deep Cove has to offer due to crowding and parking access
Shuttling services need to be top priority. For example using existing parking at Superstore; or other areas; where parking demand is lower.
Why is this relevant? Too many people, limit access to visitors, they are the only ones you can control!
Deep Cove has already become a place that I have stopped going to. I used to go on a weekday morning 1-2 times per month. Since the parking changes I have been once in the last three years.
we no longer visit anything in the cove because of lack of parking. we drive to other neighbourhoods for meals and shopping.
Childcare includes summer camp activities, drop off and pick up at Deep Cove Kayak and other potential providers (biking camp).
Not enough to place restriction signs, certain people ignore, monitoring with penalties is required
There needs to be resident only parking so that the local residents don't resent people coming to visit this beautiful place.
I bought my house in [REDACTED]. The increase in traffic and visitors since then have been unsustainable and do not contribute to a pleasant or safe experience. The opposition to more restrictive parking by the District makes me believe that they don't care about residents' quality of life.
Doctor offices
On a small culdesac near the cove we have two issues. People looking for parking blocking the street as others have parked at the end not leaving enough room to turn around.
<p>I do hope you can come up with a viable solution. As long as we've lived here ([REDACTED] yrs) this has been an issue, and growing each year. Please consider my boots on the ground approach as noted above as a possible trial for 1 season. We need to be utilizing both Seycove and Covecliff parking lots better, this is Available space on weekends and in the summer months that is not being used as it could be.</p> <p>Create a shuttle system for those who don't have a paddle board or large things to bring down pay parking is NOT benefiting anyone except the pockets of the district. It will not deter people from coming here for various activities if anything will just push them even more into residential areas driving around in circles looking for parking & driving too fast down quiet residential street where children are playing. This IS what is happening now.</p>

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)

Biking should be encouraged with better biking lanes. A side walk from Phibs exchange all the way to Deep Cove on Dollarton Hwy should be built.

We need to be able to use our local businesses and Services like doctors without worrying about parking

Our street is bad in the summer and peak periods for visitors parking on our street.

Some water sports people require parking for longer periods than 4 hours, up to 8 hours would probably cover most of us. Easy to lose track of time while out there.

Since I moved here many years ago when it was quiet and a well-kept secret popular websites have turned peaceful living upside down. It seems we have to keep non-local cars that are just hikers or park picknickers (not resident visitors) out of the cove somehow and I think parking in one of the areas further away (maybe a parking garage like near Stratford in UK that tells how many spots there left) then they grab an easy shuttle into the village . One regular rotating shuttle vs hundreds of cars . Game changer ! Much safer and then just use the parking lots here for people to load/unload or time limited parking for restaurant patrons etc .

DO NOT MAKE THE PARKS "PAID PARKING" it costs enough to live here.

I bike and it's very uncomfortable beside the cars, would appreciate a separate bike lane

The less you do the better in my opinion.
The more natural our community the better
I saw what they did in Whierock with all the parking meters.
It looks terrible and I dont visit there anymore after the change.
One parking sign to entrance of parking is fine with 3 or 4 hour parking limit and I believe buisnesses have some places to park.

As more people visit Deep Cove (especially on weekends through the summer) they have consistently been parking on [REDACTED] where our home is. They consistently park in the area in front of our home and often there is no place to park our car if we happen to go out. It is so bad that we do not go anywhere in our car on weekends unless we are planning to be away the entire weekend. We have tried placing cones on our parking pad to deter others from parking there but often they simply move the cones and park there anyway.

You may want to separate residents with parking vs. residents without or with not enough/limited.

Since Lower Gallant has been closed off the overflow of people looking for parking has increased beyond anything experienced before. Not only tourists but residents of condos who relied on that parking..

I believe paid parking needs to be added to Panorama Park's parking lot. It would incentivize visitors to use other free street parking or parking at parks near Deep Cove (like Myrtle Park)

A large part of the resident parking problem has been brought about by the District council, by allowing suits without adequate parking. What started off as a single family residential area has

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)

grown into multi-family with some properties having no on-site parking and occupied by the owner plus two suits.

The fact that residents are at the bottom of every list speaks volumes. Please stop cantering to the visitors and start listening to the people who live here and are the ones that support the businesses year round. Not just on the sunny days. Deep Cove is a very special place and we would like to keep it that way. Over use is ruining our parks, trails and charm of Deep Cove. It would be great to see a sign board that would indicate parking available or parking closed before it is too late to turn around. Thank you for listening to our opinions and taking the time to consider the people who live here and continue to support our community.

I would like to be able to invite friends to my home without them having to pay for parking if my driveway is full.

Be bold and move quickly, before we have another summer of chaos. Please! and thanks!

I hope you actually listen to the people that live in the cove. The DNV has done a terrible job of managing the Deep Cove. Your livable project is actually unlivable and has ruined our beautiful village. You should be ashamed of yourselves.

The studies should be looking at other parts of world that have sorted out similar issues with respect to parking.

The charm of deep cove is spoilt by traffic congestion.

Very frustrated with our district and paying taxes and being overlooked as a community . People parking on both sides of streets to the point a fire truck wouldn't be able to get to Myrtle park main parking lot !

More frequently transit is a solution to parking demand.

I do not understand why you are not including Seycove for additional parking. This location has been available for the last couple of years for overflow. What does need to be done if this venue is to be used is better signage to direct the visitors to the Cove. It really is not that long of a walk.

We have parking for ourselves but are impacted by trying to get in and out of our driveway on Deep Cove Road on the busy days. Also the he pollution created by the traffic that is exacerbated the hot days

Note, we do have some members who live within walking distance.

Parking and traffic solutions will hopefully direct traffic away from residential neighborhoods such as our location on Banbury and Raeburn.

Currently it appears to be directing traffic into these neighborhoods

Believe that it would be helpful to identify two further groups: customers of Deep Cove Canoe and Kayak; and members of the Yacht and Rowing Clubs.

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)

Although I am a resident, there are reasons why I would want to park in the Cove business area. I avoid parking in the Cove if possible, especially during the summer months. But as a volunteer at the Cultural Centre, I may be required to deliver material, drop off equipment, etc.

We go down to the cove several times a week with our kids or to have lunch or dinner and visit shops. I was just done there for lunch today and needed to drive around for 20min to find a spot. Although we live in the area we need to take a car to go for lunch as we don't have time to walk. Also need to take the kids on the car when we go to play at the park or spend time not the beach.

I am worried that the residents that utilize the doctors office in Deep Cove will not have anywhere to park or will be charged to park for our appointments. I have been going to my doctor in Deep Cove since I was a child and I would like to see free parking remain.

I am [redacted] years old and moved to [redacted] in the [redacted] grade and to [redacted] [redacted] years ago. We have always had parking issues in the Cove. When Cates Park opened it alleviated the issue for awhile. One major issue is turning people around and out of Deep Cove when there is no parking.

no

The biggest issue I see is the high volume of people parking in neighborhoods in the Cove on weekends and all days during the summer. Traffic is also a challenge for residents trying to go about their business that cannot even turn on to Deep Cove Road due to heavy traffic. I just don't see a solution given there is nowhere to add parking. Some of the streets have now been designated residents only and require a permit which only increase traffic on other streets and made driving and parking more challenging for other residents. Perhaps make all of Deep Cove resident parking only in the summer.

I live in [redacted] and have visitors with no permits park in my spot regularly especially in the summer

No

It's important to consider the safety at the corner of Rockcliff Avenue and Raeburn Street. The safety of kids running between Cove Cliff Elementary and Raeburn Street is in jeopardy. Visitors are not aware that there is a school there and tear down the street. The DNV MUST put a 3 way stop sign at that corner.

We actually live in the Dollarton area, but parking is problematic when accessing services such as the pharmacy and dentist, as noted.

I live in the area so I usually walk to Deep Cove to access the services, except in the evening when I attend the theatre or go out to dinner.

I think there needs to be a hard look at how we share the space, ie residents eliminating visitor parking by needlessly parking out of their driveway.
We need to look at the absolute unsafe behaviour that has been increasing as frustrations grow. The amount of road rage, intolerance, racist ugliness that is happening as a result of not finding parking, mis reading a sign or making a mistake is on the rise. Speeding, honking, gestures,

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)
<p>screaming, folks actually getting out of cars to challenge another person. It is terribly unfortunate to witness this almost daily during the summer months...or any beautiful day.</p>
<p>I am [redacted] years old and so far prefer to walk to the Cove. I am happy that I can do this but I also know that this will change in the next 10 years.</p>
<p>I do use the theatre and restaurants but live close enough to walk.</p>
<p>As a resident, my friends and kids friends will not visit me anymore because they cannot park anywhere near my home. We have become social outcasts.</p>
<p>We have access to off street parking. I believe on-street parking should be available to visitors & all North Vancouver residents no matter where they live. Access to parks, green spaces and other amenities must be available to all residents and visitors. Deep Cove is a jewel that needs to be shared. This space encourages health and well being of locals & visitors alike.</p>
<p>Little Cates Pickleball and tennis</p>
<p>No</p>
<p>Of course I shop and use the restarants in Deep Cove and surrounding area, but I walk to these.</p>
<p>Many of my friends are reluctant to visit me in Deep Cove due to the lack of parking availability.</p>
<p>There needs to be more Handicapped Parking, especially for theatre patrons!0</p>
<p>Let's just start with a carport shuttle this summer as a trial. Let's do SOMETHING IMAGINATIVE.</p>
<p>Please see my note about paying attention to our assumptions about "too much" based on 'family units'. It's assumptive to assume only one or two vehicles per household are required (it may not reflect more than 2 earners in a household; multi-generational households; homes with secondary suites).</p>
<p>There should be some accommodation for those in the immediate area - maybe Cates Park to Parkgate.... the "deep cove surrounding area"</p>
<p>Indian Arm Residents and certainly cottage-dwellers up the Arm may need to transit in/out of another port that is not so busy. DNV should be pushing other municipalities - in particular Burnaby, Port Moody, and Vancouver to open up more parks and marine (boat) access in their areas.</p>
<p>Licensed/registered parking for residence would help reduce frustrations with the community. But that takes enforcement and spots away from the public. So again, a tricky balance.</p>
<p>Neighbours have complained when parking is congested but Bylaws officers have not been responsive.</p>

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)

I have been a North Vancouver District resident for over █ decades and I feel I am not welcome in my own community as it has been taken over by other people from other Districts... Local tax payers should have priority access to parking in Deep Cove.

I live here

There is no room for overnight parking. That would encourage people living in vehicles and boaters anchoring for long periods of time. Also, consider environmental issues and water cleanliness.

Much of my transportation is done by ebike, and I struggle to find bike parking at Deep Cove. I can only find a small rack outside Sorry Coffee and that is often full. More bike parking please!

If you have more vehicles than driveway space, then you are almost definitely able to pay for the accommodation of your additional vehicles. Make RPO and RE zones means tested - if like me you are sitting on an expensive waterfront residence with a healthy household income and enjoy the additional vehicles, then I would be happy to pay for that privilege, but also understand that not all residents can afford additional costs. Make us prove financial hardship before exempting us from fees. Public roads are a public good and should be treated as such. If you expect preferential treatment then you must be prepared to contribute to the public good through additional taxation.

See my comments above.

There should be better access to launch kayaks like you would a boat.

The Indian arm residents pay to use the Marina services and as such should be required to park within the Marina lot. The Marina charges excessive parking rates and therefore their members take advantage of the low price of the resident parking passes however this should not be an option. The Marina operates a business in a residential area and as such should not be negatively impacting the community and causing stress and safety problems to nearby residents.

The district by laws state that in order to request a street parking pass you must live in the immediate vicinity however Indian arm residents do not meet this requirement and should need to find alternate marinas or parking lots to use. They've made a choice to have a boat access only property and finding a marina with parking in their own lot should be a priority. The district should also ensure that a Marina conducting business on district property is not overextending membership or expecting exorbitant parking fees and therefore pushing members onto residential streets.

It is frustrating to watch people drive through Deep Cove and attempt to park on private property when they cannot find ample parking.

As a Dollarton resident, I often walk into the cove to avoid parking issues. Would likely visit shops there more frequently if parking was not an issue.

I paddle at Tuesday Night Races in the Cove and have found this event almost impossible to attend bc of the parking crisis - it is a community event I live only █ mins from cove but need to drop my paddle board and at the close of evening need to drive my board home and it is almost impossible to facilitate this event .

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)

it is not a paddle to event bc the darkness in evening prohibits a paddle home it is too dark and dangerous.

██████████ in sailing lessons.

Indigeneity relates to land (and all that lives on it) to ancestral languages and to the First Peoples of these ancestral lands. The purported needs of the latter are trumped by the needs of the colonizer. First Peoples are pretty much invisibilized in Deep Cove and tokenized as sometimes-tourism-draws. I would say get rid of gas- or electric-powered watercraft except for rangers and some commercial deliveries and perhaps water taxis. Allow electric-powered boats but not internal combustion engine boats in the above instances. If elected representatives are going to do next to nothing about the avails of climate change then they need to be liable for the damage they allow to happen to the environment through not creating policies or not enforcing policies to protect the climate against humans who offend. My ancestors have lived here for 15,000+ years and it is only in the past 175 years that massive damage has been effected primarily by the colonizing sama7 the visitor peoples. ██████████

I live on ██████████ and visitors are constantly parking illegally in front of our house, which is the only spot we have for visitors to our own home to park.

Please extend Lime bike to the Cove!

Stop playing favourites

Typically rowers have a daily need for parking from 5am t til 9am. This is a very low demand period which should not require pay parking.

Overnight campers and boaters should be required to park away from the main parking lots in deep cove. For example, they could be required to park at Cove cliff Elementary over weekends.

Please supply all day parking and four hour parking near to the kayak rental location.

I frequently kayak in Deep Cove, so much so that I have a seasons pass with the Kayak Centre. I use my pass at least two times a week. Some of my friends use their passes even more than that. After kayaking we often like to grab some lunch at one of the local eateries.

I would like cliffmont (from cove cliff elementary to Caledonia) to be considered for a 40km and speed bumps. The area has many blind spots with parked cars and cars speed around the corner from Caledonia to cliffmont all day

A petition for resident parking only was completed for Cliffmont Road. All residents except one agreed to have this. But you didn't listen and we still have non-resident vehicles parking in front of our homes. During the summer, I have had several experiences of very disrespectful visitors parking in front of my home. They leave garbage and park illegally. They have also been verbally rude.

If we invite friends over on a weekend we have to put our car on the street early in the morning, so that our friends car park in our driveway in the evening. If I don't put my car out by 8am I will never get a spot again. On top of this there is a risk that my car will get boxed in because ██████████ block

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)

██████ is a desirable parking area. We don't have proper curbs so people get creative and park illegally, blocking the driveway and lane, putting 4 cars where there is room for 2 max.

Residents of Deep Cove Road should have resident only permit parking seasonally from May-October.
 Parking should actually be enforced; I have reported people parking in front of a no-parking signing numerous times as it blocks access to our driveway, and I have never once had a bylaw officer actually ticket anyone.

Limited parking available for taking mobility challenged patients to the doctor's office

I live in the Parkgate area and enjoy the ambiance of the retail, food services and access to the water. As a senior, a visit to a community close to home is a welcome change from being alone.

No

Residents as well as rubbish removal and landscaping companies use the street parking on the East side of Deep Cove Rd. as parking for their vehicles, sometimes longer than 6 months without it moving, especially between Cliffmont and Badger.

As parking goes, so goes car use. If you want to deprioritize car use, so that other modes are viable choices (transit + bikes). Deprioritize parking. Also make Parking more expensive. Increase the price steadily until there are always a few empty spaces.

if DNV is considering a pay parking system, it needs to be integrated with the one for Lynn Canyon park - it makes no sense at all to have separate \$10/year passes for residents though it's a reasonable idea if it's one pass for ALL DNV parks which is what Mayor Little originally was talking about though that seems to have been overturned. Tough action needs taken against boaters who discharge sewage near Cates or Panorama.

No

A much wider area must be imposed

Limited access to very steep driveways mean that residents may be considered to have their own parking driveway, but their visitors cannot access it.

We are all just wanting a fair system for all residents first.

We are first and foremost residents of deep cove

Prioritizing access is critical - parking parades (vehicles looping around Deep Cove) should not be allowed to impact resident access to their own homes.

let's add more parking to deep cove

You have to patrol the lot at Cove Cliff Elementary to prevent overnight campers and people sleeping in their boats and trucks overnight. That area is not set up for campers and there are no garbage and washroom facilities. They often leave behind garbage and human excrement next to my fence near the playground! Not cool!

Is there any other information you wish to add (Are your specific parking needs in Deep Cove represented by one or more of the user groups below?)
Some resident visits to the Cove itself could probably fit in a 15 minute window. Also, some residential visitors would presumably be wanting to park in the evening as well.
PARK AND RIDE eg from Cap U. Charging for parking does not improve demand
The four-hour limit suggested for kayakers and battle boarders seems short. It allows for perhaps 3 to 3.5 hours on the water, easily exceed if one paddles to Twin Islands, for example, for a picnic. I suggest six hours.
Banbury between Naughton and Gallant 4 parking spaces prior to bus stops should be left as residential parking only for the many residents in complexes on Banbury and Gallant who don't have additional parking for them or guests (should be given permits) and others ticketed accordingly. Enforcement again is minimal to none really important you acknowledge this fact. That block has had 2 hour parking for several years maybe one ticket issued people stay there all day and repeat visitors are aware there is never a ticket or enforcement.
Please consider ways of limiting the number of people who can visit so that everyone has a better experience. Similar to the permits for Mt. Seymour. Thank you!
Still no reference to the overflow on sunny weekends?
Residents are not being considered at all in this process. We are being looked at at the end, if even that, and we LIVE HERE. The consideration of childcare drop off is being neglected. I also do not agree that visitors spend on 1-4 hours here. It is longer. Some are parked for at least 8-10 hours and are here morning, afternoon, AND evening.
Should allow more free parking in consideration of local businesses
we tend to row at 5 30 am and there is never an issue with parking. On occasion there are some overnight or long term users who park in the lot but demand for parking does not exceed supply
"Resident of Deep Cove" : I do not live in Deep Cove village but in the Seymour area and frequent the village for my doctor, hairdresser, restaurants and to walk in the park.
City has left us with zero parking in the neighbourhood. Areas like Gallant ave and Panorama drive that are crazy busy, especially in the summer, should be restricted to for residents only.
Broader neighborhood member

Appendix 6

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
It's a mix of all possible solutions. Impactful additional parking can't be created so encouraging shorter visits while looking after residents makes sense to me.
I've seen every project your government has deemed an "improvement" and am left angry and shaking my head for all of them. I'm 100% confident you'll [REDACTED] this us.
Deep Cove and other popular destinations in the District are long overdue for paid parking in particular.
<p>Pay Parking will push even more cars into Residential areas. Unless all areas are permitted we will be affected by this.</p> <p>Timed parking is a better tool .. keeps cars rotating and visitors will opt for timed parking vs pay!!</p> <p>Residents of Deep Cove should get a pass for parking in all of Deep Cove</p>
<p>As a resident I don't want to have to pay for parking if I don't walk to the Cove.</p> <p>Where are the people parking after using the drop off zones? Probably right in front of my house around Cove Cliff and Myrtle.</p> <p>I'm being selfish, I know, but there is a chance it makes my experience even worse</p>
Disagree with paid parking
<p>Adding a residential permit to local streets is the only positive parking action the District has done for parking in Deep Cove. Before that, we literally could not use our cars on the weekends or we would lose our spot, and the number of rubber necking cars driving around searching was becoming dangerous, especially for the kids.</p> <p>I should add that we tried to build a retaining wall to add additional parking to the front of our house to alleviate the problem and the district was the absolute opposite of helpful. This is a common theme I hear from neighbours.</p>
If there isn't a lot of parking - and you want to enjoy an afternoon in Deep Cove - you get there early. But then if you are limited to 1hr of parking for example; then it is difficult to stay.
Would prefer the ability to park on residential streets if you are a district resident. I.e. a parking permit that can be purchased.
Pick up drop off don't work, currently either dies commercial loading zones, trucks don't use them, there is no space to accommodate all users

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
Your attracting too many visitors without adequate parking infrastructure in place
I don't think DNV resident tax-payers should have to pay when the problem has been created by people coming from outside our District to Deep Cove.
What about some preference for local / District residents? I shouldn't have to travel outside of my neighbourhood to do activities available on my doorstep because there's nowhere for me to park eg to kayak/paddleboard.
I feel residents should get a free permit for their block.
There is little rpo in our block
The parking is still just crazy. And as a Deep Cove resident - albeit one that does not live right by Gallant - I feel really upset that I can't drive my car down somewhere and park. There should be a great deep cove resident permit
Options are limited
We need better enforcement on all days, especially on holidays
My question is why should residents get to park for free on public property. I think the District needs to consider how to encourage residents to park on their private property, for instance, a fee to have a permit to park on a residential street.
<ul style="list-style-type: none"> -People will look extensively for alternatives to pay parking, and no exemption is given to locals. -drop off areas (such as the one on Rockcliff next to kayak shop for the unloading of boats, etc.) only work if drivers know they can unload and then find nearby parking. Most visitors walk 10-15 minutes from wherever they find parking spot with their gear instead. A well advertised alternative unloading area, such as on Beachview is needed to spread out the volume.
It covers the different parking scenarios
Looking at the symptom (traffic, parking) instead of the cause (car culture) will never create the change that's possible or necessary. How many years has DNV been talking about this issue while providing very few mobility alternatives?
Why would local residents who don't have an option but to park on the street have to purchase a resident permit? We already pay an enormous amount in personal property taxes.
It would be nice to have the option to purchase a second visitor pass to use for company.
I will have to see what occurs. Putting in paid parking with unrestricted parking on nearby residential streets seems a disaster. People will look for the least restrictive parking. Residential only parking needs to be expanded greatly.
<p>all for more and safer drop off areas dropping off water toys and picnic supplies. Also for people with mobility issues.</p> <p>Don't care for paid parking since transit is not accessible for everyone (can't bring kayak\paddle board\BBQ's on a bus), also may limit family picnics</p>

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

Paid parking should just be kept to the parking lots and (if needed) potentially prime street parking. Time limit parking to other streets.
Schools should be promoted for deep cove parking with more signage. (7 days During summer and weekends during school year

the question is not clear - do you plan to use all of these options, or just some of them?

I don't think further action is required

Would love to make sure that for local staff they wouldn't have to pay for their parking or it will be very hard for local businesses to find staff from outside the cove

I am not sure why should residents be purchasing parking permits instead of getting one allocated.

Still need more parking. Also people may disregard these policies especially desperate tourists.

We live on [REDACTED] - [REDACTED] houses on our section but [REDACTED] that have to use it for parking. As we are close to the cove we have high foot traffic, a bad corner that needs a stop sign, several young kids. It is so much worse as parking is pushed out. We have kayakers that will park for entire weekends. Juggling cars on the driveway is a nightmare as people block us from getting out.

I'll be happy once my street gets resident parking.

Parking spaces need to be created somewhere it's simple math, there are not enough parking spots for the demand during peak season .
Better utilizing existing areas such as the school parking lots& or gravel fields (with in person direction) could go a long way to help alleviate the volume of vehicles coming to the Cove. Adding pay parking , permit parking time limits on existing parking is just moving the issue a few blocks in any direction solving the problem. People who don't know the area still don't know where to park causing them to park too close to corners, beside an existing parking pad (so essentially parked IN the middle of the road), blocking peoples driveways etc€; this I say from experience is an ongoing sight every year from about MAY - SEPTEMBER.

Temporary barricades and ugly temporary signage has been used outside our home for the past three years. These have been damaged and not fixed by the district for long periods. We have not been told what the plan is, but this is not acceptable

I think a shuttle system would be beneficial as people will be able to utilize more distant parking and still access the locations they want and busy time peak times such as summer. Which might relieve some of the people trying to grab residential street parking and prevent access speeding on our streets, especially when there's children, including my own children playing outside and walking to their local playgrounds.

You have been doing construction out here 2.5 years taking away parking. Once you've completed the town construction we will see how it is. There is simply not enough parking in peak times to accommodate the visitors

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

Not crazy about the idea of paying for parking to use my kayak in my own neighbourhood (drop-off/pick-up)

Only suggestions need to be in forced

Mode shifting should be included as a tool at the same priority level as the four other tools listed. Mode shifting could include promotion of active transportation and transit, along with improved infrastructure for active transportation (e.g., covered secure bike parking, AAA protected bike routes to Deep Cove, lockers to store raingear, better wayfinding for active transportation, slower road speeds, etc.)

If we use Residential Parking permits, what happens when my family comes to visit me? Currently, we put 3 cars in the driveway and 2 on the road (one on either side of the driveway). If my family are not residents of the street, can they still park there? Are there visitor passes or how does this work? I am not in favour of a plan that would not allow my family to park at my home.

It sounds reasonable but I am not a parking expert

I believe North Van residents should have some priority, an annual pass for a reasonable fee is one idea. We are already paying high taxes.

As long as people who live within the Deep Cove area get a pass as we don't park all day down there

I believe pay parking should be implemented I, however I think residents of the Cove should have an exemption similar to White Rock.

I think the pick up and drop off is a good idea but provide a parking garage somewhere away from the cove -what about that Blair range land ?? Perfect . People can enjoy the cove in safety and not drive residents mad ! And they wouldn't be in anyone's way up in the range near the parkway . Perfect spot for a skiing or cove multi storey parking garage . They do this at places in the Cotswolds and Oxford and seaside destinations in England -it works
We know that people ignore the permit only parking on our block and we get many illegal Parkers who just don't care - we have some of us tried to nicely warn people and they tell us to [REDACTED] and they don't care if they get a ticket -they regard the relatively cheap ticket as the price of doing business . Vancouver DT parking in places cost over \$30 a day so a small fine is not a deterrent at all. We have to put our cars out on the street the night before if we want room for our guests in our driveway . We can't rely on any being available because of there's a space open especially on a weekend a non local pulls in . Many of them have expensive cars and as above a fine means nothing to the Maserati or Range Rover owner-price of doing business -we need to get them to shuttle in . Then they'll stroll around buy food and enjoy the day and it's all ok .why is the idea of a shuttle out of the scope of the project ? It's also more environmental and u could use an electric bus !! Set an example

It is usually a waste of tax payers money for all these surveys just use common sense. Transit.....how do you take kids to the park with all their stuff and taking a bus is not cheap,maybe free shuttles instead of wasting money on surveys.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
You will talk endlessly about this and do nothing g that will actually help. You will eventually just start charging for parking as all you really care about is how to monetize something.
There are too many visitors driving in. It would be good to discourage cars from coming in the first place. I see that other tools are "out of scope" for this analysis. That is nonsensical to me. A big part of the answer is to keep the cars out so that more parking spaces are not needed.
I like the paid parking
Paid parking may limit accessibility of some users. Loads of young families use Panorama for family outings and paid parking may discourage their use.
I am concerned about the requirement for paid residential parking permits. Given I am a resident of Deep Cove and purchased my home with free street parking. I am concerned about the requirement of now having to pay for the street parking that I currently access without cost. Has there been consideration about whether paid permit parking would be required during only certain season? Is there assurance that residents who park two cars on the road will have priority access to permit parking?
You need to address the handicapped issues. Not for playing at the park or going for coffee, but for the pharmacy, dentist, Dr offices.
You need to address the overall problem with ALL local residents trying to use those facilities!
I don't think pay parking should have to apply to any deep cove residents.
No paid parking Its to much. Already to many signs and barriers I speak for the community too because I know that we live here for the natural surroundings . Please respect our beautiful community. The less the better
Need to make sure parking available for residents to pick up prescriptions and visit the doctor. Concerned about limited parking pushed into residential areas not in immediate area. Example, strathcona area
Depends if the resident parking permit allows access to the resident only streets - should no longer be limited to the residents of that street. Should be like Lonsdale, Kits, Kerrisdale - residents can park on multiple streets.
Paid parking and time limited parking is good for Deep Cove businesses only..
I don't want residential permits
Paid parking is getting out of control
More time limited and all lots should be paid parking for much of the day during May through September.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
It's been years of assessing and the only changes thus far seem to be overflow parking signs that visitors ignore and a lot full sign that visitors ignore. They haven't worked so I'm optimistic about these new proposed tools taking success further.
Because Paid Parking has been suggested for years and never integrated. It's one of the only incentives that will help mitigate visitors coming directly to Panorama Park and trying their luck to see if they can get a free space close to the park and water. If those spaces were no longer free and had to be paid for, a lot of visitors would park a few blocks further away and lighten the traffic flow significantly.
PUDO zones and paid parking does not eliminate the need for more parking. Reducing the number of cars coming in will result in reduced need for parking.
It's up front and fair. The alternative is to have bylaw officers ticketing every infraction in the book and that's not being kind, gentle nor Canadian.
Better signing to get people to alternate parking so they don't circle into the Cove where there is no parking available. It causes more hold ups; not to mention, extra pollution from all of the cars circling around.
See below.
No free public parking should be provided. Residents I guess but the permits should cost money. Public should be limited and \$\$\$
Time limited and paid parking will just push parking further into the community
There is a lot of pedestrian traffic from the various parking areas and a lot of vehicular traffic rushing around looking for available parking. Consideration should be given to speed bumps to calm the traffic regardless of the District road classification. Rockcliff Road and Covecliff Road are two roads in particular that would benefit. In addition, enforcement of the regulations is required including towing of illegally parked cars. Long term (>72 hour) parking is common, as is camping in the parking lots behind the kayak rental building.
You keep doing surveys and change NOTHING
Residential permits should be taken off the table. Scope should be broadened to include a shuttle bus during busy hours.
Where would I park when visiting friends? I wouldn't have access to a residential permit and I shouldn't have to pay for parking.
Residents should not have to pay for a parking permit nor pay parking. We pay very high taxes to live here and the fact that other people want to visit our community should not be an added cost to us.
Maybe a special permit for residents who live east of the seymour river who would like to pop down to the cove to pick up something ,stop for lunch or go for a walk . I'm 5kms away and hardly visit Deep Cove anymore.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

I would be in favour of paid parking if the fees collected were to directed to support and maintain the parks and facilities, specifically in Deep Cove. I also believe that more 'loading zones' may be effective and or their needs to be greater support from bylaw/towing services if vehicles choose to park illegally in these spaces.

There are not enough PUDO zones. There is one in from of the kayak shop that has space for 2 cars. Picnickers, etc. also need these zones to promote PUDO zone at panorama park as well. And the deep Cove park zone needs to be expanded to accommodate & encourage this behaviour.

How dare you charge for parking in the Cove, I do think there's a problem with parking but the fact you want to charge users is inexcusable and going to make the street parking worse. The fact you also want to charge residents who live here for a parking permit is also extremely awful. If you can show proof of residence in the cove you should be given a free parking permit, no charge for it.

Limited access for residents on Panorama to have a normal social life. Guests, particularly physically challenged guests need access to street parking on Panorama. Mechanism for special event parking as per the practice in Montreal. Book and pay online for parking permit for a specific date and time

You could free up street space and lot space by removing business vehicles parked daily, squatters living in vans in your lots and reviewing who has permits to street park.

You've covered all the basis in my opinion.

the 2 spots for the drug store are not policed, so spots are mostly filled with either construction vehicles or coffee shop patrons closer to the Drug Store, & the temporary spot by the derelict corner store is not available most times. In the last 3-4 years, I have never once seen the spots policed.

There is no more room regardless

Should also consider new parking, such as adding a level of public parking when rebuild or add townhouse complexes or the low rise businesses and/ or redesign of current parking eg diagonal especially on streets?

Doesn't solve the problem. Bandaid solution. We know how the seasons go with visitors and we should be offering more environmentally aware options such as buses and shuttles. We should be looking at other destinations worldwide. Starting with Whistler, Europe etc.

paid parking does not make any sense in deep cove. It would just add to the congestion on the side streets of people looking to find free parking while spaces would be empty.

Resident only parking has been successful as long as it is policed.

I think it should be really only the residents to decide not the public !

While these are tools. How will they be used? Will all tools be used, just some? Where. I live on a street close to the Cove and we do not have enough parking to accommodate our own guests, let alone all the visitors at the park at the end of the street. I am elderly and often take my car to visit

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
<p>friends in the neighbourhood and use the shops, 5heatre etc. . Would a residential parking pass allow me to park anywhere in the Cove?</p>
<p>Locals should get used to parking their private vehicles on their own premises, no on public roads.</p>
<p>I'm very satisfied with Residential Parking Permits as they are required on my street.</p>
<p>I know businesses like the hair Salon, pharmacy and doctors office have a very difficult time attracting customers given lack of parking.</p>
<p>You should also be addressing how to be getting people out of there cars. Get to deep cove by bike!! Put proper bike infrastructure ON THE LOW ROAD and in the cove.</p>
<p>I continue to hear about managing DC parking for many years and on a long hot weekend it is always a total circus. Put a sign up at the corner of Deep cove road and Mt seymour parkway saying all parking is full so they tourists can turn around before the gridlock starts!</p>
<p>Residential parking permits should be expanded to more areas</p>
<p>To control time limited parking we would need to have a permanent By Law person in the Cove. Paid parking is a good alternative unfortunately I think that the visitors will just circle the local side streets to find parking . The best solution is to have alternative transportation to the Cove. Shuttling the visitors into the Cove on a regular basis. Also we used to have the community bus coming to the Cove perhaps Translink can reinstate that especially during the summer.</p>
<p>The problem is the cars, not the people who come here. All of these tools manage cars, but don't help with alternatives.</p>
<p>There are no good bike lines leading to deep cove from the rest of North Vancouver, both Dollarton and Seymour are very scary for cyclists. A separated bike lane along dollarton would help improve accessibility, and reduce traffic.</p>
<p>What tools?</p>
<p>Need to consider access to deep cove as well-not just parking issues . Also need to consider transit and other forms of car share. Parking for EVs.</p>
<p>Pick up Drop Off spots aren't well patrolled. They are abused all the time by people, meaning the spaces are not available when needed.</p>
<p>Residential permits don't seem to be working. When I get to the cove shortly after 5AM, I see cars (sometimes many) in the park parking lots. Obviously they have been there overnight and sometimes we see the same cars there a long time. Also where I've seen the van campers, though they have also been on the street. Residential parking should be limited to the residential streets and not allowed in the parking lots or streets adjacent to parks.</p>
<p>Time limited parking doesn't work for paid staff or volunteers. It takes however long it takes to work or do the volunteer staff. It could also be an issue for our regattas. But hopefully less of an issue if time limited is only during the busy summer season.</p>

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

Not fond of paid parking for paid staff or volunteers. Or for regular rowing club members. This could add a huge cost to both the rowing club (would have to pick up fees for staff or volunteers) and the members. It would discourage members visiting practice and impact our club revenue.

Day trip local tourists won't necessarily be dialled in to the system before they arrive, and GPS will be their tool of choice for navigation. Add in some end of journey stress about parking, and the recipe for frustration leading to anger is almost guaranteed. Front end education, and thoughtful and empathetic staffing/parking management are self evidently going to be a good PR tool for DNV. Tourists from further away may come by transit, but not all.

There has to be some allowance for those working in the Cove who are not residents, and who do not have designated parking.

Oddities include The Deep Cove Kayak truck, at least the one that is from Jericho Kayak.

I would be very satisfied if they are implemented which they currently not. As a resident and like many local residents we use our vehicles to transport water craft to the waterfront for paddling activities. A permit that would allow this would be preferable

Does not address staff who work in the Cove.

In theory, but I haven't seen all these tools in use in the Deep Cove area yet. They may be used to make recommendations but actual application of the recommendations may not achieve desired results. For example, what are the expectations that time limited parking areas will be monitored? What are the consequences when time limits are exceeded?

I like some of the ideas. I don't think Paid parking is the answer as it unfairly impacts local residents. It would not spend a lot of time there if I had to pay every time I go to deep cove.

Residential parking permits is a great way to offload traffic on Panorama Dr, but it is not adequate as tourists still descend on our tiny street and drive dangerously fast or annoyingly slow, making it impossible to use our own street on the weekend. We need to make Panorama Dr north of Gallant Ave for local traffic only. There need to be large signs redirecting traffic away from this narrow street.

I don't believe that paid parking is what is needed. There needs to be more parking available and I believe time restrictions on the parking is sufficient.

We need less parking, not more in general.

I do not want to see pay parking in Deep Cove. I also would not be eligible to purchase the resident permit. I live by Parkgate, but my doctor is in the village of Deep Cove. I would like some free 1 hour parking for baiting the doctor.

Panorama Drive used to be bumper to bumper all summer long. It was impossible to have family visit and some residents couldn't leave their spot for fear of not being able to return. Residents

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
Parking only worked very well and our By Law officers have done an excellent job. It took a year or two to be totally effective. I think we need to use all of the tools available.
Add supply by offering overflow parking at the Bridge Church on Deep Cove Road
There needs to be drastic changes, these are a start but a little too little too late, we need big changes immediately. I won't be happy until I see actual changes that work and make Deep Cove a safer place to live in regards to traffic. I can only imagine what this summer will be like now that Quarry Rock trail is open again after being closed for 2 summers.
I am experiencing more problems than ever with parking on Cove Cliff Road as a resident. This street needs to be resident only.
Panorama Drive has become much more manageable since the permit parking was implemented.
Residential Parking Permits should be available to both Deep Cove and Dollarton area residents and those people should be exempt from time limits and paid parking.
Micro managing only leads to increased bureaucracy. It never solves anything except making more jobs at the district to form committees that never disband because they don't ever solve anything
The exact details matter. By that I mean the tool used can be good or bad depending on where and how it is implemented. 3 hour parking can work great but it has hurt those of us that live close to Strathcona Park as one neighbour uses it as a weapon to give himself a nicer view.
The listed public parking tools are only applicable to slightly over half of the usage categories identified on the previous screen. More specifically they are targeted at residents and casual visitors to the cove. It is not clear for instance whether Indian Arm residents would be accommodated by the resident tools or whether those apply to just local residents within Deep Cove.
See below
I don't agree with pay parking, also the 15 min drop off pick up spot on Gallant never worked there was constantly people parking in it. Also with the new street on Gallant where is a moving truck supposed to park, I live at [REDACTED] and this concerns me.
Residential permit parking at the block level limits my parking near my residence, as there is no street parking on my block any more, as it was removed to make a loading zone. The residents of the apartment blocks in the village have no viable residential permit options and very limited street parking possibilities.
I don't agree with paid parking. We pay enough in taxes . Time limit zones are a good idea as are pick up/drop off zones . I don't agree with paying for a permit either- again we pay enough in taxes already
RE likely will not work in residential areas. If a resident comes home in the middle of the day, he/she may have to wait for the time limited parker to leave. Also strict and ongoing time enforcement with associated costs would be required.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
A 3-way stop sign is necessary on the corner of Rockcliff Rd and Raeburn St for the safety of locals and especially kids using the paths to Cove Cliff School. Visitors are more concerned with finding a parking spot driving safely.
There are a number of residents who use the Cove parkinh to unload paddle craft. There should be a recreational parking pass (purchaseable) from the DNV that allows locals to still access close to the water parking so they can unload watercraft easily and use the water - like the boat trailer parking in Cates park
Do not like paid parking
The above strategies don't address the challenge of having too many vehicles coming into the Cove looking for parking - this is what is driving the safety concerns, as well as really slowing down traffic whenever the sun comes out.
It's so hard to find parking when we need it! I am not against tourism, just want to be able to live in my neighbourhood without such hassle.
Having to pay to park on the street I live on and pay taxes for is ridiculous and tourists not paying makes no sense
Areas immediately in the cove appear well policed, but on deep cove road day users (typically those hiking) have no respect for residents and often block driveways and ignore signs. It is impossible to get bylaws to respond in a timely manner
<p>"Paid parking" First of all this is Deep Cove not downtown Vancouver, paid parking will kill the soul of the community, period.</p> <p>Second it is a myth and false that paid parking is more efficient for vehicle turn over than time limits. Because fines discourage people from going over the limit besides the fact they could be towed. Unless the District does not reinforce it.</p> <p>Third If you have a time limit it is less expensive to maintain than paid parking unless NVD decides to give the place away to Imperial Parking like it has done before.</p> <p>Nowhere else in Canada I have seen a private parking company taking over parking in our municipal, regional, provincial or National Parks, only here in the NV District, very disgraceful. So the question will Deep Cove be another victim of this?</p>
There needs to be some short of shuttle to Deep Cove for tourists. As a resident for over [REDACTED] years, it's frustrating to have to weave through traffic just to leave or return to my residence. Its also dangerous when drivers are desperately look for a spot to park and not watching other traffic and pedestrians. The ones that can actually get a spot often leaving car doors open while unloading/loading paddle boards, picnic supplies, etc. Even electric bike stations at Parkgate or Dollarton shopping centre, or car sharing. Something needs be done so that there are less vehicles. There's just too many tourists with no where to park. Evenings are bearable but daytime, especially on weekends are just a mess.
There's more consideration for public parking, then there is for the residence in the area
The residents of the apartments and condo's in the area have their own designated parking. So Residential parking permits should not be necessary. Time limited parking does not help anyone

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

who has to wait (sometimes up to an hour) for their appointment at the doctors or dental offices. They are frequently behind schedule. Paid parking is just a cash grab for the District. It is insulting to us who have lived in this area for [redacted] plus years. We helped build this community and you are shoving us out to tourism.

Interested to know about the PUDOs; have noticed the PUDOs near deep cove kayak are not often not used as intended in the busy summer season.

I am not interested in having the Paid Parking Option brought in. I think monitoring the parking lots and ticketing people who overstay their Time Limited Option is better.

Residents should be able to use the area. Residents need priority parking. Even residents who don't live close to Gallant. Not all can bike or ride. But we still want to access the cove.

As an employee, I do not want to pay for parking

Not enough information of locations of said parking areas/time limits/cost of pay parking/residential usage
Where are the funds from pay parking going?

I live in the [redacted] block of [redacted] - I have off street parking, many residents do not as their homes were originally built in the 1930's. During tourist season, parking is a mess, little parking for residents and speeding along Deep Cove Roads make it dangerous to back in our out of driveways as the road is so tightly parked.

Those are good options but I really think we need to prioritize busing.- especially during peak times. Often when I've taken the 211/212 they've been packed with people taking the bus to Deep Cove. So people must know that the buses get you there but if they are packed and people have to wait then I think we are discouraging people from the bus and we shouldn't be at all- public transportation helps when there is limited parking.

This problem is not new and has already been studied with previous public input. The reopening of Quarrie Rock without new parking regulations is concerning for those of us who are residents of Deep Cove and need to access services in the Cove such as the dentist and doctors at the Medical Clinic.

I would suggest a trial of at least one of the suggestions over this summer could be initiated without waiting for a full scale plan.
Then good if it helps a bit while waiting for a major change . If not effective then at least you know not to include it in future planning.
Better than constant studies with nothing actually happening.

Swing and a miss. The problem isn't duration, the problem is lack there of. Need to figure that out.

Good mix of time limits on Gallant

Perhaps encouraging residents to create parking opportunities on their own property would open up additional parking opportunities for Deep Cove users....

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
Who is going to monitor these spaces?
Paid parking would discourage me from continuing to frequent the businesses as a local living in the Seymour area. I would come to eat and shop less often than I do now. The time limit park is a good idea.
Often no place to park even with above tools
With the opening of Quarry Rock parking problems will be much worse again. I strongly believe we need some resident only parking in the warm weather season on at least the bottom portion of Cove Cliff Road. That area has high pick up drop off for schools as well as day visitor use and gets extremely over crowded and dangerous as well as stressful for residents.
I agree with all except the paid parking for all. I think for necessary appointments there should not be a charge for North Vancouver residents or for workers, volunteers, etc. who do not have access to transit.
There has been no improvement and some decrease in access/parking into and through Deep Cove
You are only focusing on existing parking. There is simply not enough so these tools only manage the existing problem. Demand is only going to increase so start looking at reducing demand rather than shifting supply. Traffic management of volume into Deep Cove is missing from this project.
Where can kayakers drop off gear and then park for a few days?
you have left out the importance of transit options (but maybe that's outside of this study)
Paying for parking is unwise, people going daily to work, taking their kids to school and childcare, using the dental services and going for haircuts aren't able to pay for parking every single day. This neighbourhood is not only the upper class. People come from all over.
If the resident has a driveway and or garage they should not be eligible for a permit.
Think it touches upon the various needs of those who come into the area.
I am not sure about "time limited parking". It may work in "Downtown Deep Cove". The issues are no different than encountered in other areas of the Lower Mainland. I am fortunate to live in "The Cove". For the health of all residents & visitors this gem needs to be shared. Drop-off spots are important.
Residential parking permits should be in effect on more residential streets and time - limited parking in effect on more streets.
We should try to avoid pay parking scenario. These lots seem to benefit the private contractors ie. Impark, more than the residents in this scenario.
More bylaw officers patrolling and enforcing these rules are needed.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

Residents (I am not one) should not have to pay for a permit. They already pay taxes. This just adds one extra bit of unproductive bureaucracy.

Paid parking only benefits Im-park and the tow trucks and restricts the use of public property for residents. Commercial parking lots are ugly uses of public lands. Time limits (side of the street limits) could be used if only one side of the street is used for parking so vehicles are not being used to store vehicles that do not run or are not being used. Snow removal or street work would not be impeded by "permanent resident" vehicles. Emergency vehicles would be able to use the streets in a safer / quicker manner. Residential parking permits could possibly fund the installation of sidewalks for children to walk to school safely instead of having to walk out on to the streets exposed to Amazon delivery trucks and DNV dump trucks !

I worry about paid parking. Is this a burden for families? I don't know but we need these people to come rather than being constrained to limited living arrangements. I'm okay with time limits. I love Deep Cove and I'm okay with property taxes being raised to ease the parking burden so others can enjoy Deep Cove.

Because public transportation in and out of the Cove can be circuitous and often doubles the commute time, some work places are not conducive to using transit. Some homes have multiple vehicles when carpooling is not feasible. As residents, I shouldn't have to buy multiple permits to park outside my home.

Never ticketed if over the time

Parking capacity is a very limiting factor. None of the above tools address that and many reduce capacity for those heading to the village for recreational or commercial reasons. Recently capacity has been diminishing and ought to be increased instead

I don't believe there should be paid parking. As it limits access to lower incomes

We're residents trying to get a residential parking pass for a 2nd vehicle. When we spoke to the DNV they hummed and hawed about allowing us one...finally said they would and we still have not received it. This was over 6 weeks ago. Strangely, we had one on our former 2nd car and only seem to be being penalized now because we got a new car. The criteria for getting the pass seems to be subjective.

1. We need more drop off zones
2. we need non idling signs on streets and parking lots
3. as explained before we need a shuttle bus in the summer months
4. more residential parking permits

As a resident paying for parking permits I feel all public space in the area should be on a pay for parking basis . Personally it is particularly annoying to see the first 200 meters of Panorama available for free access while the balance require us to have paid permits If I want to go to most popular recreational areas eg Stanley Park / Bunsun lake I have to pay for parking there. If you want to encourage use of public transport making everyone pay for parking is one tool . Time limits don.t work very well and require manual bylaw enforcement . Todays pay stations do not require individual meters and can be monitored electronically

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
What about transit?
As an Indian Arm resident with boat access only property we should have unlimited , no time limited resident parking for at least 1 vehicle
Put up restrictions but make sure they are enforced by the district - bylaw officers etc
Answers some needs. We do not need metered parking in the colder wetter months
Paid parking puts an additional barrier to low income persons who wish to access - this includes usually very short periods of time allowed, need for a credit card and access to pay via a phone and usually high parking fees
I feel there needs to be more resident and or resident's visitors parking and better enforcement and signage for people driving down Panorama looking for parking and not paying attention to pedestrians and children.
It would be helpful to have a parking permit for Badger Road residents.
<p>Paid parking is only located in one area of Deep Cove</p> <p>There are no residential parking permits (and I question the validity of assessment needs, if households are limited to 2 permits, based on old-fashioned nuclear-family structures).</p> <p>There is only one pick-up/drop-off area -- and none at the Elementary school (where people consistently drive above the 30 km/hour speed limit, based on a perception that traffic moves too slowly in the Deep Cove area).</p> <p>One reason why there is a draw to Deep Cove is the warm, residential atmosphere. It's a community, with very committed residents who want the best for the area (for both those that live in the area, as well as those that visit). Slowing traffic; creating more transit-friendly options; helping people to adjust expectations (stop rushing in and out, as these corridors are also residential) would go a long way in reshaping the parking and traffic considerations of this community.</p>
Not sure the will is there to use resident permits
seems like you have many groups covered
I don't believe that people should have to pay to enjoy the outdoors. Health care costs associated with obesity are skyrocketing , also low / moderate income families will be penalized. People with no money issues will simply ignore the ticket (a car load of 5 adults will ignore the limit and happily split the fine 5 ways)
These are all fine but they don't promote alternatives such as safe bicycle parking, free scooter/moped parking, and running more buses on the weekends. There also should be clear messages before driving into DC that parking is 100% full and there is no possibility to park legally.
The solution is to offer good alternatives to driving to deep cove.
I dont believe this approach will help address the issues I encounter as a resident of indian arm
it still does not address lack of parking spots available in the area.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
Weekly events such as the Tuesday Night races may require unique rules, for example, restricting parking on Tuesday evenings in the Rockcliff parking lot for loading/unloading boats. Full disclosure, I don't participate in these events, but regularly see the frustration of paddlers when they can't get close enough to the Kayak Centre/dock to drop-off their boats for this high volume weekly event.
The demands are so high that these won't make a dent
Takes all parties needs into consideration
These tools must be used while considering the effect on nearby streets that are not in Deep Cove proper.
<p>I very much disagree with Residential Parking Permits. I live in the Parkgate area and this would result in me not being able to park on residential streets! I love to kayak, really my only activity. So where would I park and where would my friends who live in Lynn Valley or other parts of North Vancouver with whom I kayak with park. There is not enough parking for us in Deep Cove. I also swim and take my dog to the cove to swim in the designated area... Plus we often support the local businesses if you take away parking in residential neighbourhoods this would be a disaster for businesses. We have kayak gear, so transit it out and so is walking from Parkgate to Deep Cove, especially on evening kayaks we finish in the summer at 9:00.</p> <p>Time limits need to be reasonable - say 4 hours.. A 3 hour kayak plus getting set up and unpack and reload.. an hour so 4 hours.. And for sure North Vancouver District residents should be able to buy a \$10 annual parking pass!!!!</p>
#NAME?
There is no parking in Deep Cove D:
Shuttle Bus service could be a great addition.
It's more than just parking, it's vehicle congestion, excessive speed through the neighborhood streets by non-resident cars circulating for spaces, and increased idling and air pollution.
<p>Public ignores signs for parking options and restrictions. Limited parking areas will be compromised by those who ignore time limits.</p> <p>Indian Arm visitors with resident parking passes (not guest) cause parking issues encroaching on resident parking areas from my conversations with these people.</p>
Once the recommendations have been put into place, that will be the time to see if what has been recommended is actually working.
Disagree strongly with timed parking and paid parking
Good options but paid parking is not the answer for deep cove. People shouldn't have to pay to access the park.
The public parking tools now in place seem to have been put in place in 2015 and perhaps 2016. Dealing with the major tour busses happened. But then we have endured 2-1/2 years of COVID shutdown and then the construction work in the Cove - the storm sewer upgrade + Quarry Rock

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

"closure", and now the Gallant Street conversion. The rebound in traffic when it was announced that Quarry Rock was now open should have been foreseen. A "soft opening" of just removing the closed signs but saying nothing should have been the first approach - if not leaving closed until after Gallant completion.

I can't help feeling a greater rebound is coming driven by better weather. As that happens and some RPO parking is put in place, then residential areas not even in proximity to destinations will start coming under more pressure. I have heard of postings on social media by Quarry Rock hikers "plenty of free parking on _____" (deliberately not disclosed).

None of these options includes the possibility of a shuttle service from a satellite parking area.

As mentioned above, stop providing cheap exclusionary parking to extremely privileged minorities when you should be using public lands to provide public services. Make RPO and RE zones means tested and expensive. Do NOT exempt residents from pay parking. Listen to the science - demand management ONLY works when there are no exclusions!

Need a park and ride also. Get cars to park further away if needed for >8hours.

I don't find resident only parking effective as people still drive around to see that it is residents only and then just park further away in a different residential area.

These parking restrictions in the Cove directly impact the outer lying areas not covered by the restrictions. For example, the streets like Cove Cliff, Banbury, Cliffmont, Summerside Lane, (just to name a few) take the brunt of the overflow parking. People coming to the Cove park here but do not respect the neighbourhoods and there does not appear to be parking bylaw enforcement in these areas.

No pay parking

I think if you can still maintain time managed parking that would be best. Pay parking would add more unsightly parking boxes and for what?
if someone is going to ignore the rules they will do it anyway

Two other key tools not identified:

1) providing protected bike paths that extend all the way from Maplewood to deep cove to lesson parking requirements

2) considering making overflow lots the primary parking for deep cove and adding clearly signed direct trails to downtown Deep Cove.

3) making gallant avenue pedestrian only and using above approach to have parking that is outside of a walkable deep cove (significantly reduce vehicular traffic). For example build a multi level underground garage where the existing parking is south of rockcliff road, use the existing naught on detour as the primary vehicular entrance to the cove and make gallant pedestrian only.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
I don't think paid parking is the answer as this will only sway visitors to park on residential streets (that all ready have challenges) to avoid paying any parking fees. Free parking but for a limited time would be an option.
Can't buy into these options until you consider the whole of deep cove and alternate solutions. You will help out in one area and create problems elsewhere. Not well thought out
Right now, I use the street parking which is time limited. I work within those limits. Where I have concerns is that often, there is a place for loading and unloading of boats (kayaks). On the rare occasions that we load or unload boats for attending regattas, these locations are often taken up by people who are simply parking.
The change to resident only parking 24 hours per day 365 days per year has greatly affected my access to the cove. I think the actual requirements of residents has been exceeded. As said before, you don't need 24 hr street permits if you have adequate parking on your property. I am a taxpayer paying for what I feel is the privatization of streets
The solutions don't cause additional destruction/construction. They also do not encourage over populating the area with more cars or people than the area can sustain.
not a fan of paid parking, unless it also has a time limit.
Those parking tools are good as long as the time limited and paid parking are actually going to be monitored otherwise they are useless.
I don't feel as residents that because we live in an area that visitors want to park that we are penalized by having to have a parking pass for our personal visitors or ourselves to our own residence when other streets in the area don't. f
Time limits often do not suffice. I would default more to paid parking with time limits
We have a resident only parking street and yet marina members/Indian arm residents take up at least 90% of spots that are supposed to be used for the houses in the immediate area that don't have private parking options.
not sure how effective the time limited parking is - how well policed it might be
I used to live in [REDACTED] and had to get a resident parking permit every year, it was an annoying time consuming practice that if implemented I would hope was more streamlined that it used to be over there.
Unless more space can be added or more transit options the problems will not be eliminated
I do not agree with or think we should have paid parking in Deep Cove
<p>-PUDO zones are often occupied by people who want to park for long periods, and either don't care if they get a ticket or are willing to risk the inconvenience, thinking that they won't get caught, which is often the case</p> <p>-Street parking is public space and many residents feel entitled to these spaces for multiple vehicles or for tenants who may have multiple vehicles. For instance, parking a boat in the alley parking and</p>

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

parking a car on the street.

-Time limited parking may affect some of the businesses who's clients are recreating for several hours. I believe the parking should be pay for the time you use and not restricted to 2 hrs (for example)

we need traffic controller's during peak time to let visitors know where to park and keep traffic rolling.

this seemed to work quite well when we did this a few years back.

this should not be the responsibility of the Park Rangers they are already taxed for resources.

I do not support the blanket use of Residential Parking permits. . .most homes have sufficient parking for two vehicles . . .street parking should be available for visitors and unless a residential property has a licensed rental suite who is using the residential street parking? It also means that valuable parking spots may be empty for a large portion of each day. Paid parking often has a negative impact on local small businesses and administration costs and esthetics associated with paid parking (meters etc.) make it much less attractive and are not a good fit with the casual outdoor vibe of Deep Cove.

No good options. It's lose lose lose and if I picked one it would be paid pkg

Living in Deep Cove in a multifamily home with challenging driveway geography (like many of the houses) I'm a bit concerned with the use of Residential Parking Permits option. We like some rely on several on street parking spaces. I'm guessing it would come at an additional cost to receive a on street parking permit and I worry would wouldn't get enough for all members of the family needing one. I'd prefer to keep our street open for all for parking without regulation as we don't live in the core "in demand" parking area.

In my experience, paid parking does very little to actually dissuade people visiting a place they want to visit. It will likely make it more difficult for employees to find affordable parking for the duration they need for shifts. I foresee this happening in two ways. First, it is unfair to people working minimum wage types of jobs to have to pay regular parking rates just to be able to work, so unless businesses are provided with the appropriate parking, I strongly disagree with this choice. Second, if there is any free parking in the area for workers to use, it will inevitably be filled up by people seeking free parking and seeking it out further away. Whether spots are designated for businesses or not, there are a lot of inconsiderate and entitled people in the area. I have witnessed non-employees parking in employee lots frequently both in underground lots right in deep cove, and other lots on the north shore.

Unless the finances of this paid parking are explicitly going back into the community of Deep Cove and the surrounding District of North Van, and businesses are strongly considered alongside residents, I feel paid parking in the cove will have devastating results.

Don't need to pay for parking.

This mitigates without addressing the main issue.

RE parking in effect on Panorama. Should be Permit Limit for owners only.

Drop off parking should have limited daytime hours. Do not agree with Pay parking.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
No paid parking please. We don't need another tax
Need more space for private canoe and kayak drop off and parking.
<p>This still exhibits unregulated tourism through continued use and foregrounding of gas- or electric-powered vehicles. There is an assumption that people have a right to damage the environment so that they can 'have fun'. Again multiply the 1 person by the hundreds of thousands in metro Vancouver driving and parking to recreation areas and you see perhaps millions of litres per day being burned by fun seekers. If the municipality does not have enforced laws in place then nothing is going to change. Anthropogenic climate change will simply destroy most species including humans. 95% of all drivers in metro Vancouver are speeders. This speeding either puts more burned fossil fuels into the air or requires more dams to be built to power e-car batteries. But municipal governments in Canada rarely enforce speed limits so non-enforcement is a reward to speeders. So too other laws and bylaws. Including in Deep Cove. It's all about politics and economics. Be popular by giving the people what they want everything with no limits and get elected time after time or be forward-looking and regulate according to multiple factors including climate change and the ecological injustices it fuels.</p>
Time limited parking could be considered
So much depends on the details. Resident only permits absolutely make sense, but only if there are limits per residence, for example. And PUDO only works if it's *fairly* enforced. Etc.
The residents like us living in the heart of Deep Cove [REDACTED] do not have Resident parking or have the option to apply for a permit. Most owners (other than the townhomes) do not have extra parking for 2nd vehicles or guest parking.
Some peak periods there is still no access.
I believe all of these public parking tools are progressive. They should be piloted and studied first before final decisions are made and revisited every year.
PU/DO zones are good as they allow for use of shuttle services but shuttles need suitable locations for their passenger collection points and not just locations in the Deep Cove destination itself
Providing there is enforcement . With out enforcement it's all a waste of time.
Just looking at parking. Consider park and ride too.
If you have limited parking and you are lucky enough to get a parking space for a doctors appointment, you may have a long wait, and you could get a ticket.
I know pay parking is controversial but it would discourage people from coming and staying all day in the Cove. The crowds have become truly unbearable over the past ten years.
Need Lime bike!
EVO car share parking spots should be added or be considered
I don't want to see paid parking anywhere down in the Cove. As it is now, most people know to arrive early or not at all on a spring/summer weekend day. Every such day, some new out-of-

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
towners do have to cause some congestion while they learn this lesson. So be it, pay parking will not help enough to justify the annoyance of having to deal with those devices.
There really are too many rec/ park users trying to park where the infrastructure doesn't have the space. There is a disconnect between the existing regulations and the expectations of these users, who fully expect to be able to park as close as possible to the parks and ocean
Looks well rounded.
Drop off and pick up does not work for people with mobility problems who drive themselves.
I think the time limited parking in Deep Cove has improved the parking situation (turn over) and I think we need to keep the options available, including 3-hour, 4-hour and unlimited parking. I think the parking in Deep Cove should remain free. Paid parking would be a significant deterrent to accessing the kayak centre and the retail businesses in Deep Cove. Let visitors spend their money in these businesses rather than avoiding the area due to the cost of parking.
Because you restrict access to public areas, trails etc because residents don't want to be disturbed by outsiders The DNV shut down Quarry Rock because residents whines and now their continued whining has the DNV bending over backwards to make sure the NIMBYS are happy It's gross
I don't think paid parking is the answer here and I think it excludes people of low socioeconomic status who deserve to have the same access to Deep Cove. Also many employees are young, students, or low income and would just be sinking their small paycheques back into parking.
Don't believe these options will have a significant impact on parking concerns. Introducing more time limits doesn't help if I want to enjoy a meal at one of the restaurants or go kayaking.
Time of day could be used to determine parking tools...for example peak hours might mean more restrictions than other times.
Time limited or paid parking during very low use times (eg 5 am to 7:30 am) is an unnecessary penalty
This makes sense as long as time limited parking is reasonable and fair. There is no need for time limited parking on off peak hours when there is very limited demand Eg before 9 am and after 6pm. These hours could be adjusted seasonally Eg greater demand for evening hour use in the summer.
If "Paid Parking" is on the list of tools used, then a paid "Locals Annual Pass" should be on the list too. I live in the Dollarton area, and spend a couple of hours in Deep Cove almost daily.
Paid parking is the only way to get people to look at alternatives. Without a high price for parking, people will continue to abuse the current situation. Parking is a scarce resource. There is simply no other way to manage this scarce resource apart without having high fees for parking. There, of course, need to be some exceptions but these should be very limited.
I don't think for parking is the solution

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

The critical lack of parking supply leads to competitive and increasingly aggressive behaviour among those wanting to park. The over-sized demand leads to continual, day-long intrusions in our driveways--occasionally creating dangerous situations for us when day-trippers engage in fast-turnabouts in our driveways--without looking to see if we might be walking or reversing out in our own cars. You already know about the day-long congestion bottlenecks at Gallant and Panorama Drive.

Not sure the time limited parking will help with congestion

don't agree with pay parking

Not sure what you mean here. Do you mean how satisfied am I with this survey? Quite frankly this survey worries me and it can hardly be expected that I would endorse having paid parking so that park regulations can be enforced. I should pay for parking so you can afford to issue me a ticket????!! Currently I can park and go kayaking and buy a lunch in the village. This makes me think that this is going to change and my days of enjoying Deep Cove maybe coming to an end?

We kayak for three hours at a time, so usually need 3:45 - 4 hours in order to get to the beach to set up and then get out of the kayak and to the car, If we wish to eat afterwards we have to move our car which is fair, but then often there is no other parking so we have to leave. Other than this brief survey I do not really know what is being done. I do wish you good luck. I can only imagine what a headache it is for you.

I haven't seen how you want to apply them yet. I am happy to pay for parking. I am less happy with time limited parking - but ok with time limits so long as some lots are not limited so that I can be on the water for longer periods or even overnight.

Please no paid parking where people park to access Deep Cove Kayaking. Paid parking will not improve turnover in this area as people will be out on the kayaks for a minimum of 2 hours and normally 3 hours. They then need time before and after their kayaking time on the water to get onto the water and off the water. Paid parking will make it impossible for many to enjoy this facility. Already the time restrictions make it more difficult.

Good options

Less advertising for vehicles to come to deep cove

Why can't a Park & Ride system be in place at the weekends and holidays utilising Capilano University vast parking space? This has alleviated parking in Banff, Lake Louise and other major tourist places. I am British and Park and Ride is used around all major tourist destinations as well as train stations. It is much more environmental.

I feel that any changes considered or proposed, should be (NEED to be) OKed by local residents first, since they will feel the greatest impact.

I believe that there is no time limit for parking on the street in the residential area. Non residents and visitors parked their cars in extended period of time, all day and or even days!

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
Making it easier to access the cove by bus, such as regular shuttle bus from parkgate is another option that should to consider to reduce the number of cars coming into deep cove. Preventing cars coming in the first place is the easiest way to deal with the parking problems.
We do not have a driveway or pull off on our property on Panorama. Resident passes are given out, but anyone with one can park at our place and that means we cannot park.
You are not applying resident parking only equitably. Why do you allow it on some streets and ignore it on Cliffmont Road?
These don't discourage cars from coming in the first place and driving around for 30 minutes to find parking in further residential neighborhoods already feeling full with resident cars and other park day users or our guests.
I don't believe paid parking in the community is advantageous and doesn't suit the neighbourhood we live in
Please add restricted parking to [REDACTED] Block Raeburn St
Because if it's not enforced (and it's not) nothing will change
Time limited parking generally only works if the district is actually going to police it, which I find it is generally very difficult to call a bylaw officer in to get them to assess a parking issue on weekends.
good variety of solutions.
Too many people in a geographically small space. Do not encourage more visitors!
These tools could be sufficient if there was enough enforcement. It seems that some people are not deterred unless there is a consequence, like a ticket. The best parking days are when there is enforcement present.
I don't believe Deep cove should have paid parking
As a pensioner, I'm not keen on pay parking.
Options provide tools to amange different needs for residents and business owners and visitors. So OK with this list.
I oppose or giving prime real estate to wealthy home owners to use to store their cars. That is inequitable. They are the richest people in the DNV. They should be paying for public goods, not getting their own special interests subsidized.
Free parking isn't free. See UCLA Planning prof Shoup's work on "the high cost of free parking" : https://parkade.com/post/donald-shoup-the-high-cost-of-free-parking-summarized
They're has been absolutely no enforcement on the East side of Deep Cove Rd.. Residents as well as rubbish removal and landscaping companies use the street parking on the East side of Deep Cove Rd. as parking for their vehicles, sometimes longer than 6 months without it moving, especially between Cliffmont and Badger.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
The tools seem reasonable. I can't think of anything to add.
Our street used to be very 'busy' with people driving up looking for non-existent parking. The resident permits and improved signage have helped a lot.
Don't agree with paid parking.
I'd also like to see "Removing parking" to deprioritize car use, and give the space to a better use such as walking area, community space, transit routes, bike routes, and play areas for children.
If paid parking is introduced then something definitely needs to be done for the residents so they're not paying silly fees 24/7.
<p>You are not addressing the problem that you continue to eliminate parking spaces so there are fewer than say five years ago but the population everywhere has increased.</p> <p>Taking away more parking for pickup and drop off zones just means those spaces remain empty most of the time especially outside of summer months. And where is the car supposed to go to park after it has dislodged its passengers and their gear?</p>
<p>As stated previously the original residents' pay parking pass proposal was for ALL DNV parks not just Lynn Canyon or the Cove parks.</p> <p>I would support meters on Gallant near Panorama. I would NOT support pay parking at Panorama BUT would post signs there saying '2 hour' or '3 hour' limit and following it up with VISIBLE chalking of tires and ticketing. Undecided on doing that at Cates since there is so much more parking and parking spaces.</p>
All are useful tools when applied correctly.
Before these parking tools are put into place, there should be Deep Cove resident input for each parking lot / and accompanying street parking to ensure these tools are meeting the expectations of the Deep Cove residences.
Providing enforcement is made to parking times and locations.
I would like to see more paid parking available at all times
<p>I understand the difficulty of implementing these tools having lived in the Cove on [REDACTED] for close to [REDACTED] years.</p> <p>Cars parked in some restricted areas read the notices but disobey knowing the the fine is minimal and there is little chance of getting one..</p>
You just need to make more spots in the summer. It's not that hard.
This plan helps with people having accessible parking but does not address traffic flow and volume into the community looking for parking.
Have tried to access parking in Deep Cove and have found none. Rerouted so much that there is no ability to park

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
Not happy about paid parking
Residential street should include ALL streets in Deep Cove and Dollarton areas including Deep Cove and Dollarton Road. We live on Deep Cove Road and need to park on road. These roads should be residence ONLY parking.
The parking overflows into a much wider area More bike storage and better bike access into the cove via dollarton rd super unsafe even with the traffic calming thru FN land this still is very dangerous
Resident parking permits are just a little sticker in vehicles and a posted sign that people can and generally easily ignore. There needs to be a time limit, and pre arranged parking location to avoid the mad dash and driving around residential streets. A way to book your spot online at a designated parking lot so visitors can plan accordingly. If you've booked two hours you know you have time for your hike and a donut, if you book four hours you have time to kayak and go for lunch etc.
I don't like the idea of paying for parking or to have the parking times shortened from what they are.
Cautiously optimistic.
An offsite park and ride option is not included. This could be very useful for day visitors from out of town that need to drive some of the way. Due to the geography of the area, Deep Cove doesn't have the space to accommodate the amount of traffic that wants to visit. If it gets paved to create more spaces, no one will want to visit or live here, because everyone visits Deep Cove for its natural surrounding beauty.
Enforcement is needed in all cases
Doesn't address people that need to have access to doctors offices.
Time limited doesn't allow residents just outside the zone (IE parkgate and Sherwood community) to park for more than 3 hours. Very difficult.
You need to stop waiting and implement the tool above asap
After seeing the number of people trying to access Deep Cove on Saturday, April 29th, it is my belief that we as a community require some sort of system that limits the number of visitors to the area for recreational purposes. Some sort of sign up system that when a number is reached no further visitors allowed at that time.
I feel strongly that pay parking provides a barrier to many people. While it can be used to 'manage' high volume areas, the costs can make it prohibitive for some users, and I don't think that is the correct approach to an area where so many people are accessing parks and green space - areas that are vital with the increased density and more apartment dwellers that are in our community. Adding pay parking at a time when EVERYTHING seems to be costing more feels like just another thing contributing to the cost of living being unreasonable in this city (Vancouver/Lower Mainland) generally. It also means that those who can afford it will use it ... others will be shut out. :(

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

There are areas that should be residential parking and local traffic only during the warmer months. Summerside Lane is in close proximity to Myrtle Park and should be marked as local traffic only it is narrow and unsafe with overflow parking and traffic from Myrtle. The 4400-4500 blocks of Cove Cliff Road should be residential parking only. Our neighbours without driveways have been boxed in and forced to park many blocks from their homes due to Myrtle and Deep cove visitors!

Time limited parking is not monitored consistently, so it's benefits have been limited to date.

Paid parking should be used in Cove, particularly in the main lots (which experiences the highest demand).

An other effective tool that should be used is consistent monitoring and enforcement of parking regulations - violators should be ticketed. Current monitoring and enforcement is not sufficient for the volume of traffic and violations that occur.

Village of Deep Cove starting from Cliffmont should be resident only, resident visitors or trades. Visitors to the area should have a drop off site and parking available at Seycove or further with shuttles. Do not encourage more traffic.

On the [REDACTED] Block of Raeburn St. none of these tools have been used

Streets outside of core area have unregulated parking causing safety issues. For example - many streets have no sidewalks and when cars are parked on both sides there are safety issues for both pedestrians and drivers

Good to explore them - unclear if this will be adequate to address the overwhelming problem or not. People need alternative ways of getting here, which is really a transportation issue rather than a parking issue, but also needs to be addressed.

During the summer and on weekends as people drive around the cove looking for parking the 3 schools and the church on Deep Cove road have very under utilized parking
Paid parking will not stop the driving around looking for a spot

Few are used

The issue is, again, again being missed. Management of available parking and *real time* information available for anyone seeking parking are the solution. There are a finite number of parking spots, and each spot can be either vacant or occupied and each spot has a location. Provide that information to everyone, and *enforce* time limited parking and the problem will be resolved (think assigned seating for a movie or flight). This program can be active only for peak season/days and, over iterative development, be rolled out to any and all constricted parking localities, reducing cost burdens.

Policing is a cost and needs to be consistent; resident only pushes users further out; paid parking pushes vehicles further out.

My concern with pay parking is that it makes the parks only available to those with a higher income. Based on the cars I see, many people appear to be able to pay, but those of us wanting to access a

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
public park in our local area (Seymour, Lynn Valley, etc, not Deep Cove, but still close), will be forced to find a different place for recreation farther from home, thus creating more highway traffic.
because it's the run of the mill tools, nothing special here
Unhappy with the idea of paid parking because it prohibits those of us who can't afford to pay for parking from accessing and utilizing all the Cove has to offer.
This question is ridiculous because I can't see that you have actually DONE ANYTHING except push day visitors to Cove Cliff and Myrtle! DO Something!
Need people directing traffic, and actively managing idiots who attempt to park where they're not supposed to (Ie. Loading zone)
Long term planning should have brought this issue to light years ago. Residents should not be penalized by having to pay for parking in their own neighbourhood.
There needs to be a locals in Seymour Area but outside Deep Cove permits too.
Pay parking tends to drive people away to areas which are not pay parking. I think limited free parking for non residents is a better idea. I appreciate there is a cost to managing parking
This doesn't seem that different from the tools that already exist. Adding paid parking is a limitation for those of limited income to use a beautiful public space. Drop off areas for boaters is of limited help when one is solo since it would not be recommended to leave an expensive piece of equipment alone while you drive (likely far away) to find someplace to park (assuming you can even find something)
I don't know what other tools can be used regarding parking.
Visitors don't always use the PUDO zone, instead they use private residential driveways. Large commercial delivery trucks don't always use commercial loading zone, instead they illegally park and block along narrow roadways.
The short parking time limits only benefits the Deep-Cove eateries and shops, but no others. Its a money grab for the District to write parking tickets.
Is there a possibility for a non-resident to purchase a 'seasonal' parking pass? I am a regular kayaker from April through Sept (Ultimate Pass from Deep Cove Kayaking). I use 4 hour parking mostly or park up the hill for the occasional longer outing. I fear that parking by the hour would be prohibitively expensive for me to continue this activity. I live in downtown Vancouver so have to come by car.
As a resident I feel I should be allowed one permit without pay.
The idea's suggested do not solve the issue-Visitors to Deep Cove will still arrive and circle the neighborhoods for parking, pushing out further into residential areas such as Strathcona Road , Baycrest /Beachview/ Roslyn and other peripheral areas.
Again Park and Ride during peak times would be highly beneficial for everyone

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

Parking enforcement is pathetic. Vehicles are frequently parked longer than time limits or illegally parked. I've seen only two or three tickets during my [redacted] year residency on [redacted]. Restrictions are also ignored because they are not enforced. For example, dozens of cars enter the "road closed" block of [redacted] during Livable Deep Cove construction, only to turn around in a driveway. Twice in the past week they have hit objects in my driveway.

I'm pleased you don't have the category called "Resident only" parking, which we had for several years. During that time, there was signage but onus on the resident to identify and complain about non-resident visitors. This was not effective as there was no way I could determine which cars were residents or friends of residents and as a result, it was difficult for me to find parking on my street in busy days. You don't have a category called shoulder and off season parking and/or off peak hours parking. In the summer, there are few "off peak hours". On sunny days on shoulder and off season, the only off peak hours are in the evening. Allowing merchants to promote shoulder and off season (or off peak parking) could spread out the demand to support optimal rather than maximal use.

Residential permits and pick up/drop off zones would be my choice, as long as there are adequate residential permits issued to each household (I would require 4, for instance). I think paid parking and time limited parking would require enforcement by bylaw officers too frequently and just drive visitors into my neighborhood or a little further!

Tools are good and the limits are good, we need the one more block (4 spaces for residential between Naughton and Gallant on Banbury) for residents permit. I know there are signs and volume traffic which is crazy ie April 29 yesterday traffic jams everywhere - again no enforcement of rules by bylaw officers. No tickets issued.

I am dissatisfied because of the lack of initiative on other tools/options and believe it is a short-sighted plan that will waste resources. Like spending too much money on an unsustainable car, knowing you will need to buy a more sustainable car anyways. Projects like a shuttle bus or Skyride/gondola expansion should be prioritized. And yes, buses can tow trailers that can hold recreational equipment. Such projects in my mind should be prioritized as a PRIMARY option. Options such as better transit require INFRASTRUCTURE and other options such as 'parking management' should be viewed as a secondary option that ought to be built around transit, accommodating transit. Otherwise, you end up managing parking now and building transit in a way that accommodates parking (meaning transit will unfortunately remain an inconvenient option). Some foresight now could allow for options like transit that can tow recreational equipment for the public, creating a MORE CONVENIENT option. Convenience is the only way to actually encourage its' usage. Such foresight in my mind will offer sustainability to the region. In summary, the approach being taken is short-sighted, unsustainable, and less cost-effective! Parking ought to then be prioritized for those who cannot use transit options as conveniently, such as people with disabilities that struggle to use the bus or families with young children that need to bring lots of equipment like strollers. After transit is prioritized, leftover parking ought to be given the wheelchair/stroller signs.

Not sure I'm well enough informed.

Not working

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

I feel there is a risk of introducing paid parking for day visitors wanting to picnic and hike, because once it starts, it's hard to stop, sort of like taxes. We begin to rely on that, and in the end, the lowest income earners are often disproportionately impacted by these measures. Deep Cove has always been a place where people without money could enjoy nature. The rest of our Vancouver/ N Van parks seem to have turned into places of privilege.

Residents should not have to pay for permits
Resident should be given free permits and free resident visitor permits to hand out to visitors and trades coming to their residence
They already pay to live in this area they should not have to pay more

As a renter, the permit system is not effective as my landlord keeps one of the two passes. We have two vehicles and must find permit free parking for our second vehicle.

May I add: Cyclist may reduce vehicle traffic, but many of them are terrible!! There are so many cyclists flooding deep Cove on the sunny days. It is an accident waiting to happen .. they don't obey the road rules, hogging the road, riding beside each other, so they can talk..

No description as to where these parking considerations will be located. Eg. 5 km radius of Deep Cove? Or only Deep Cove proper.

Not interested in paid parking. I live close to Deep Cove, but need to drive because the bike routes are not sufficient. Paid parking would make it very expensive for people who visit deep cove a few times a week, like I do.

It's a Zoo. And it's a danger. I appreciate that your analyzing this BUT...Whatever is currently in place is obviously inadequate. I don't think you are thinking big or tough enough. We need to "attack" the source of the problem. By the way, Uber doesn't help. It increases circulation, helping exceed the point of overcapacity. ALSO - Your note below does not help. You are quitting before you start really doing something that is actually helpful. I'm going to tell you my suggestions anyway and they should NOT be outside the scope. It IS the scope. So drop your limitations. No wonder it's a Zoo. By the way, the parking problem extends further than the limits on your coloured map on the next page.

It seems these tools are not being used in my neighbourhood, The parking/Traffic problem has gotten worse for Residents on Clillmont, Raeburn, Cove Cliff rd and all between Myrtle park and the Village. I feel ignored.

Prioritize paid parking. Use the funds to build Active Transportation routes.

PUDO - i agree with the idea
Residential parking permits - they should be free and attached to car
Time parking limit - yes but sign should be "X hours from X am - X pm except for permit" and cars should be TOWED if exceed that amount of time. Increase the frequency of patrollers (IT'S NOT THAT HARD.)
Pay parking - no it takes away from the community feel and it's not fair to make residents have to pay for parking at parks when they're children are going to baseball or soccer

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
#NAME?
I am aligned with the tools but at this time this is very vague. Currently I would argue that deep cove has none of these tools in use today. I would also comment that with these tools comes the need for enforcement and process to toe vehicles.
<p>I find this survey confusing and wordy However, I agree with PUDO where needed The resident only parking is tricky. Having implemented that on Panorama has pushed vehicles further out. Not to deny the problems on Panorama. I disagree with a permit charge for resident vehicles unless more pay parking is implemented in the cove. And pay parking cannot be everywhere. For example, Myrtle park for baseball or soccer. Why not a free resident sticker for resident vehicles. Signs limiting duration for non resident vehicles and then ENFORCEMENT. You need more bylaw officers ticketing and where necessary, calling for tow trucks to tow excessive violators. Those parked in front of fire hydrants, fire lanes, stop signs , etc. my understanding is that the district cannot call for a tow truck. Bylaw officers then put a white chalk mark on non resident vehicles What about painting yellow on curbs where there is no parking?</p>
My street [REDACTED] has parking bays. Day visitors to the park or village or school often use these leaving no space for many of us as residents if we have left for a trip to the store, church etc.
Does not consider all options. District needs to put much more infrastructure in for the taxes collected, including garbage cans and pick-up around ALL parks and streets on Transit routes. More frequent buses and expanded bus routes may help
Seems fair to most people concerned.
not suppose to run paid parking.
None of these tools does anything to reduce the number of vehicles. In fact, a couple of them mention increasing the number of vehicles through higher turnover. This sounds like a classic case of induced demand.
I do not like the idea of time-limited parking or pay parking with time limits in areas where a lot of users are coming to use trails or to use the water (e.g. kayak, SUP). Novice hikers or paddlers are least equipped to know how long they are going to take on an outing, and they are perhaps more likely to make stupid decisions in trying to rush back to meet their parking time limits, especially if they know it is a heavily-patrolled parking situation. I think North Shore Rescue would even agree with me that there needs to be time-pressure-free parking options at most, if not all, trailheads on the North Shore: It is a safety issue.
Very satisfied if our household could obtain a parking permit not purchase one. More PR should be used about access/parking in Deep Cove and maybe a private shuttle service?
People ignore the regulations and it doesn't feel as there is enough enforcement
They can all reduce demand for parking, thus increasing supply.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)
It seems like it more of a categorization process - not sure how this will solve the chaos
Paid parking should not be an option in a public space where people just want to enjoy the scenery, relax and unwind.
Where there is paid parking; users tend to move away from that into residential streets; for years we have been politely requesting those parking on our street and not wanting to walk to Baden Trail head to not to access the trail through our yard, put their dog on a leash, etc. because they don't want to walk on the streets to access the trail, they think they can find a shortcut.
<ul style="list-style-type: none"> -Paid parking doesn't help as people will search for non paid parking. -highlight alternative launching/beach access locations along Beachview, etc. to alleviate the congestion for equipment drop-off adjacent to the Kayak Rental -provide a compressor at the Kayak Shop for public use so people aren't carry their inflated boards from blocks away to launching location. This also cuts down on the noise of car-linked compressors being used on side streets which is very noisy for residents and takes up a lot of space on sidewalks.
As previously noted, when DNV analyses Panorama Dr. it misses the disproportionate displacements of residents on the east end of the street (closer to the marina)
I really feel that the street parking in front of the Panorama park parking lots should be residential permit parking only on both sides of the street. That section of the street is so narrow when visitors are street parking and the parked cars limit the visibility of drivers trying to exit the parking lots. Maneuvering through this area is extremely dangerous for residents trying to drive or cycle on and off the street.
There will never be enough parking and as long as there is the possibility of at least 1 spot available you will have 100 cars circling to find it. Very traditional methods outlined above. Need to start thinking outside the box.
I think we need more short term (15 minutes or drop off) to support the business community. Deep Cove Village isn't healthy throughout the year if residents can't access the shops for a few minutes for shopping or food pick up.
Some retailers may lose patrons if local residents have to pay for the service and now have to pay for parking. Doctors may lose patients also. VISITORS should pay for parking, Local residents NO!
All interesting ideas, but none REDUCE the huge volume of traffic coming and leaving leaving the Cove. A shuttle service would achieve this more effectively as an additional tool, but it is not one of the alternatives listed.
Again passes an issue. Definitely pay parking in the parking lots
It hasn't really changed in the 20 years we've lived in the Cove.
I don't agree on paid parking. Instead 3 hours should be restricted to 1.5 hours to increase turnover
A permit option should be made available to non residents that use Deep Cove parking on a regular basis.

Why (How satisfied are you with the public parking tools that we are using to develop recommendations?)

I am a resident of Deep Cove, but I am concerned if the proposal is to put in a 3 hours limit that it is not adequate for our businesses. For example Quarry Rock hike with a meal after could be more than 3 hours, 3 hour Kayak plus a meal would be more than 3 hours, theatre and dinner would be more than 3 hours.

I don't think one should have to pay for parking if just picking up a prescription.

Honestly, i feel like theses solutions help city to earn money from this area more than helping residents. I hope I won't have to still struggle and pay for it as well!

Appendix 7

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

What other tools would you like to see used in deep cove to help manage available parking in the future?
Some kind of alternative parking for Quarry Rock hikers (especially on weekends), and provide a shuttle of some kind to the trail entrance.
More focus on public transport, bikes and/or park/ride to reduce the overall need for parking.
I'm not sure.
Build a parkade on the parking lot of the park. DONE! No stupid confusing micro-managed expensive electronic signs or any other dumb [REDACTED] you've got planned. Adding a parkade and the park addresses all issues and is the most cost effective solution to the problem.
Quarry Rock pass: if you are not a resident you need to reserve your hike just like the Mountains - this will help the influx of cars on nice days as well!!
Again: residents with proof of address get to bypass reservation process.
increased public transportation options (frequency etc)
It's really difficult. There are no large lots from which to base an effective park and ride system.
Much better transit.
Personnel guides to direct them out of the cove to seycove parking lots etc to stop the endless stream of people looking for spots that are not there
Free transport options from other parking areas
Move the Baden Powell trailhead off of a quiet residential street. It's literally a trail between houses, quite a distance past any parking access. It's chaos. The street doesn't even have any sidewalks past the trailhead, so thousands of walkers every weekend meandering down the middle of the street while people are trying to drive.
There are so many trailhead access points, why not make a different one the main entrance with good parking access to accommodate the crowds?
Shuttles.
Lines painted so that street parking doesn't crowd driveways / line of sight safety.
RPO Reservation system Traffic cameras, parking app We are full signs

What other tools would you like to see used in deep cove to help manage available parking in the future?
More resident parking
Limit parking for people not from the Cove area, beyond Blueridge
shuttle bus, real time availability of parking
DNV resident parking passes, valid EVERYWHERE IN DNV
See above - some preference for local/District residents.
Shuttle from parkgate or Superstore for summer tourists
No visitor street parking on panorama drive
Shuttle servicing from surrounding parking lots. Improved transit. More bike parking.
Free shuttles from up the parkway cove during peak times.
clearer signs for visitors. it is impossible for us to get home now because of people stopping with hazards to drop people off and people do not know where to go as they approach panorama and there is a huge "local traffic only" sign so people do not carry on to the parking lot there and just stop in the intersection trying to decide what to do.
The main issue is in the summer months. Utilize the parking lots that aren't in use (ie. schools) and run paid shuttles. Keep as many cars off site as possible. Cap University, Windsor, Seycove
Lot full signage
I would like to know what percentage of tickets issued are actually paid. No point to hire more people to write/enforce tickets if a low percentage is actually being paid.
See above.
Reader boards on Deep Cove Road at the same location as the parking direction signs letting people know when these areas are full, and better social media reach to let visitors know when the Cove is 'full'. Get creative with offsite parking and a shuttle, such as utilizing the district owned parking at Capilano University - a revenue creator and a no-brainer to shift over-burdened parking availability to a massive empty lot. Also, a family safe, off-road bike route is long, long overdue.
Bylaw and park ranger presence to police and give helpful direction
Eliminate more parking, create safe mobility lanes, create shuttles, offer zero free parking for anyone (including residents) only exception for people with disabilities
More frequent buses, like and R2 type bus, that could run to the Cove on Weekends and holidays.
better traffic flow, keep the Naughton detour in and use the bus stop on on Panorama in reverse, this can generate many angle parking spots on Banbury Road between Naughton and Gallant

What other tools would you like to see used in deep cove to help manage available parking in the future?
(make this a one way), this spots could be time limited to be used for people visiting the shops. Have the day users use the parking lots.
I think options that limit the number of vehicles coming into the area would be ideal. So the shuttle bus is a great idea this works well for Mt. Seymour ski area and could be a good solution for Deep Cove. Designated spots for ride sharing may be an idea like an HOV Lane but for those who car pool with a full vehicle.
better signage and direction to available spaces. Could consider counters of available spots as used in many shopping centres
I think both a shuttle bus and the electronic signage would be a great idea. Maybe building of leveled parking garage somewhere would be good
Addition parking for bike, installing bike rental and extending lime bike services to Deep Cove in connection with establishing of a walking path and bike path from Phibbs. Establishing Park and ride parking lot at phibbs. Supporting car sharing options.
Either do a thorough study of which streets need residential only parking or do away with it. You have recently made our lives unbearable
Secure bike parking. Shuttle busses More frequent transit busses
As noted above - IN PERSON TRAFFIC DIRECTION during PEAK HOURS AND DAYS. While you create more options for parking and creat better signage .
More ticketing in residential areas. We live one block away and on our corner, there are constantly people illegally parked. The district NEVER tickets them
Cars tuned around before coming in to town
Promote the use of public transit for day visitors, shuttle bus is a good idea.
Disincentive visitors by allocating funding earmarked for Deep Cove projects to other attractions that can better handle the demand.
I am not educated on the topic but I have seen some talk about the Spirit Trail being extended into Deep Cove and the talk is that this would provide another transportation option for bikers, bladers and walkers. I am not sure if this information is true or untrue but if this could eliminate some of the vehicle traffic then I think it's worth looking into this. Could we look into a Seabus type option from the Quay to the Cove? This would likely be a popular, scenic way to commute from downtown to our neighbourhood. Not as large as a Seabus obviously, something maybe a little larger than the Granville Island ferries, but you get the idea.
Definitely not pay parking

What other tools would you like to see used in deep cove to help manage available parking in the future?
Improve signage between myrtle park and the cove. there is a lot of parking there and for people without disabilities its a pretty short walk.
Encouraging car sharing.
Build a parking garage that will house more cars
Shuttle bus and electronic signs are a good idea
Please consider a Shuttle and then the pick up and drop off or loading zones make more sense as they unload their party -go out and park and grab the shuttle to join their group back at the park - doesn't spoil their day or limit their time and you can charge them for the parking garage to help pay for it . Game changer !!
<p>More parking and transit. Simple.</p> <p>Also, open more recreational spots to people in Metro Vancouver. You cannot grow the population this much without growing services including outdoor rec which many people come here for.</p> <p>There are tons of options for doing this, no Will to do it.</p>
Shuttles from Parkgate or Dollarton
shuttle bus - from Parkgate mall and/or from Cates Park encourage folks to bike ride here
Better representation of alternatives to driving
Free residential street parking.
<p>More, and better located, handicapped parking.</p> <p>Better enforcement all around (especially of time limits, and really especially of the pharmacy 15 min zone etc</p> <p>Btw, there was a giant tour bus of the prohibited type actually parked on the street across from the empty corner store today. We were all wondering where the enforcement was?</p>
Improved bike access - safe, traffic separated routes with minimized slopes
Fix number of hiking permits per day
A shuttle bus to bring tourists in from A location like Superstore, to reduce the amount of vehicles in Deep Cove.
Not much thankyou.....
A policy that includes Towing and not just ticketing illegally parked vehicles

What other tools would you like to see used in deep cove to help manage available parking in the future?
As above - the resident parking permit allows access to the resident only streets - should no longer be limited to the residents of that street. Should be like Lonsdale, Kits, Kerrisdale - residents can park on multiple streets.
Stop removing parking to create patio space
when cars exceed a certain number don't allow any more tourists in
please, no more digital signage. The digital signage on Deep Cove Road has been there too long.
I see that you're considering paid parking as a tool beyond Cates please strongly consider this for the Panorama Parking lot. The only way to incentivize people to use the overflow lots is if they are the free option. Quarry Rock is now a huge tourist destination like the Grouse Grind. For 9 years, it's been pay parking on Grouse, why not here?
2hr max parking across majority deep cove. If visitors need to stay longer, they can access the village via public transit. Public transit to be made more frequent and suited to the needs of people visiting the village. Perhaps a shuttle service from a bigger lot away from the village where people can park for longer times.
a three storey paid parkade
Shuttle bus and electronic information sound like good ideas.
Tools such as a shuttle bus from Cates Park parking and expanded transit are not in scope. They are key to solving the high volume challenges for non-residents on short day trips. How much parking do you know is required until you determine how much of current and future parking needs can be replaced by trips on transit.
\$\$\$\$ and better transit service
Stop removing it. More angle parking.
More paid More public transit for popular times
Shuttle bus service would be excellent however the District would still need a parking area.
Bus people in from say Cap College ., Or other areas we keep asking for this no changes
Shuttle buses and bicycle/kayak/board security.
Getting a bus to Deep Cove isn't feasible. If you're coming from anywhere else on the North Shore it requires 2 or 3 busses.
Sign board indicating when parking is full before it's too late to turn around. Resident only parking permits given out yearly, not purchased! Pay parking for non residents to pay for park upgrades and maintenance required by the increased traffic. More park attendants to manage garbage and

What other tools would you like to see used in deep cove to help manage available parking in the future?
people, on trails and park space. A cross walk at the bottom of Badger Road, there are near misses there on a regular basis.
Shuttle bus for visitor's is a good idea .
Reserved parking for restaurants, theatre. Haven't visited my favourite restaurant in years due to parking issues.
Talking to people actually works!! Having ambassadors walking around and approaching people parking or looking for spots is much more effective than signage.
Restore parking that has been eliminated during Covid
Direct people to park at Cove Cliff, NO PAY PARKING, stop telling us the construction is a needed one for function? when really it's a storm upgrade based on all the holes you're digging, can't you guys be honest?
Meter all your lots, Panorama Park & Rockcliff lots (both sides) 3 hr limits w/exceptions for local groups
<p>NO electronic signage! It would just get vandalized & would not suit the very nature of Deep Cove.</p> <p>Shuttle bus & tour buses would also not suit the NATURE & BEAUTIFUL scenic areas of THE COVE. They would cause a lot more congestion with other vehicles/ boaters/ campers.</p> <p>We as residents have paid a pretty steep price when purchasing our homes to have what exists now in the surrounding areas! This is exactly why we live here. We do NOT want Deep Cove to become NIAGARA FALLS!</p>
Booking system for Quarry Rock (like Mt. Seymour ski area) and if necessary to control numbers, a parking fee.
Limited access to Quarry Rock Trail from Panorama Drive
Close Quarry Rock during the summer months Open it starting September 1st. Make it a more seasonal attraction.
Cancel the livable deep cove project and return detour to forest
App to reserve
Parking passes for residential and businesses. Agree with pay parking seasonally. But must be monitored and enforced.
the reality is limited parking is what keeps deep cove unique, we do not need to pack people on shuttle buses and have them dropped at honey donuts. Electronic signage doesn't work, no one is going to drive all the way to deep cove and then turn around because a sign says no parking, they are going to take a chance and see if they can find a space.

What other tools would you like to see used in deep cove to help manage available parking in the future?
Reduce the number of cars that come to the area.
Again resident use is the most important, maybe max 3 hour parking for visitors.
Move the trail head to another area where it is not contributing to the traffic bottle neck.
Like the signs suggesting to not use the phone, how about leaving the car at home.
Tools that reduce demand for parking. If more people were comfortable cycling to Deep Cove, demand for car parking would lessen
QR codes for parking info, deals/coupons for local businesses/attractions if you have to pay for parking, first come first serve parking reservations, should incorporate Evo, Modo parking and more active transportation parking options.
See above comments
?
More intuitive road design to help circulating traffic circle and not end up on local no-thru (resident parking) streets, where turning and exiting contributes to chaos and congestion.
See above
<p>Shuttle buses will be a hard sell. I see so many "hikers" trying to get the closest spot so they don't have to walk an extra 5 minutes to their hike. Yes, I know this sounds silly, it is. Maybe there would be a shuttle bus to take Quarry Rock hikers to the back entrance to the trail, instead of Deep Cove? The views will be the same for those very occasional visitors.</p> <p>In future, I'd like to see a differentiation between occasional visitors and regulars. I know in Lynn Canyon you had a pass for DNV residents, so something like that could work. But it wouldn't be limited to just DNV, we do have a few members from nearby municipalities. Again, recognizing that discouraging those members will impact our revenues. As a not for profit we cannot afford to lose members, especially as we are just recovering from COVID revenue impacts.</p>
<p>Parking permits for legitimate users, not matter what their home address is. Staffing on busy days to help people understand why they can't park where they want to. Super clear maps. Tee shirts from Ahoy that say welcome to Deep Cove, now leave. An automated sign on the way in that advises on how full the Cove is, to dial down expectations and prepare people for being redirected.</p>
<p>Regular monitoring of overnight parking to determine who is a user. Perhaps there should be fees for overnight parking that legitimate uses can get refunded.</p>
<p>I think that electronic signage should be considered at this time, not as a future possibility.</p> <p>Better signage indicating parking regulations and alternative parking locations should also be used.</p>
<p>Resent only parking for all locals not just people in the immediate area.</p>
<p>Residential parking permits is a great way to offload traffic on Panorama Dr, but it is not adequate as tourists still descend on our tiny street and drive dangerously fast or annoyingly slow, making it</p>

What other tools would you like to see used in deep cove to help manage available parking in the future?
impossible to use our own street on the weekend. We need to make Panorama Dr north of Gallant Ave for local traffic only. There need to be large signs redirecting traffic away from this narrow street.
Reserved parking for not over night use
Alternatives to driving cars so we don't need to manage parking.
Designated parking for the doctors office. I like how there has been a few spots available in front of the empty Cho's grocery store. It has been very helpful.
I would encourage you to look at a shuttle bus service (perhaps free) from a spot away from the Cove - say Dollarton or Parkgate.
More etiquette signage needed (should just be common sense?). Being loud, littering, and generally nose-y (like we are zoo animals in a display - staring in our backyards, at our children playing, into our houses, etc.) is really annoying and reducing tolerance of parking on the streets and not in lots. Also tired of picking garbage from day users and seeing toilet paper from people peeing in the forest near our house.
Speed bumps, parking attendants working at busy intersections directing tourists to appropriate parking areas on weekends, digital signs, Signs that tell people they will be fined if they turn around in peoples driveways. Signage with flashing lights so people actually see and read them. Pay parking with limits strictly enforced and heavy fines. More parking attendants enforcing bylaws especially on the weekends. A limit of how many cars are actually allowed in Deep Cove at a time. They have done this in certain areas of Belcarra, visitors must obtain a permit to visit at a certain time on a certain day. That way there is enough parking for every car at a particular time.
I have heard that business owners in Deep Cove are saturated during the summer months and cannot handle or desire additional business. I think residential parking only in the summer for all of Deep Cove and perhaps a shuttle from somewhere offsite that is not Parkgate. The lot at pParkgate is already full of people who are going biking in the summer, which reduces access to shoppers.
Charge private buses/tour groups.
Shuttle bus sounds good. Electronic signage should not disclose nearby school parking - leave those lots for local people. Also, electronic signage sounds very unsightly.
My point exactly. I just stated above that these committees never solve anything they just create a reason to expand the committee and keep it going. Why are other options not park of this scope?? Ridiculous!!
I would like Evo to be allowed in Deep Cove. Instead of a car taking a spot all day a few different visitors can come and go but all using one car.
Shuttle buses from Parkgate.
<ol style="list-style-type: none"> 1) An annual parking pass for employees and volunteers whose salaries (or no salary) are incompatible with hourly paid parking. 2) Some form of paid parking for whole day and multi-day visitors to Indian Arm (e.g. kayakers)

What other tools would you like to see used in deep cove to help manage available parking in the future?
<p>camping on Twin Islands or at the Granite Falls campsites).</p> <p>3) An alternative (e.g. better manual/automated enforcement) of loading/unloading zones in the parks. These are currently used too frequently as reserved free parking for scofflaws that ignore the time limits.</p> <p>4) Add an increase in parking capacity to the "scope".</p>
<p>Clear signage about no parking areas and clearly painting curbs where parking is not allowed.</p>
<p>We need more signage that says they can not park in permit areas on panorama perhaps a tow away sign if they have no permit</p>
<p>Controlled access to out of residential area visitors. Put a limit on it by issuing passes</p>
<p>Less streets of one sided parking</p>
<p>Run shuttles from say, Phibbs Exchange(or somewhere which can accommodate parking), into the Cove during busy times in the summer and on weekends .</p>
<p>Permanent warning signs about limited parking in the cove located before the intersection of Seymour Parkway and Dollarton Highway.</p>
<p>Close Quarry Rock hike on weekends. It has to be patrolled or people will ignore the signs.</p>
<p>Pre booked parking spots for visitors like the pass system for the Provincial parks</p>
<p>Shuttle bus and more signage about available parking</p>
<p>As above, the current situation with the volume of traffic coming down Deep Cove road is not sustainable, reviewing the parking is not the solution.</p>
<p>A local pass for people like those in my family~ we are on Fairway Drive</p>
<p>Remove all non resident parking from panorama to eliminate traffic created by tourists blocking tight road waiting for a spot to open. Pay parking in lots</p>
<p>As I mention before Public transportation, stop translink from cutting runs and mini buses and it would help. Bring back the parking the District gave to developers for their own benefit so people can park by Phibbs and take the bus. And stop the myth of paid parking.</p>
<p>Car sharing, electric bike or scooter stations installed. Designated drop off zones. Small shuttle buses.</p>
<p>More Uber and taxis - Shuttle busses</p>
<p>PAY PARKING</p>
<p>Bike parking</p>

What other tools would you like to see used in deep cove to help manage available parking in the future?
Better monitoring of the Parking Lots...and a Shuttle Bus service (perhaps with a Park and Ride component somewhere like a current parking area such as Superstore or Park and Tilford)... The current number of Translink Buses is probably fine for the area.
Allow all residents east of Seymour- or some defined area - to park more easily than others coming to the community from elsewhere. We moved here to be close to the cove.
More resident only parking. Speed limit from Deep Cove Road/Mt Seymour Parkway corner into the Cove
A car separated, multi use trail (aka the Spirit Trail) that would provide people another option besides driving to get into the cove.
A shuttle system. Really look at the amount of residents taking up visitor parking...
Shuttle buses or smaller seasonal buses (like the community shuttle size) could help during peak seasons. I feel like the electric signs for parking just encourage people to idle around and wait for spots to open up? Maybe not though, I just remember in university thinking ohh 150/150 spots? Okay someone will pull out of the lot in a second. I just waited it out when parking was limited- even when I knew it was full.
Electronic signage could be started immediately. Weekend shuttle bus service including holiday Mondays over July and August would be a good pilot project. Might be some public grants available (provincial or federal) since aiming to reduce carbon emissions by keeping cars out of the Cove.
Leave the naughton exit open to cars and create angle parking on the left side of the street from Panorama, up the hill on Gallant, and down deep cove road back to naughton. You'd probably get 50 spots
Evo specific parking spots and MODO specific car share spots.
In addition to looking at alternate transportation ideas (cycle, shuttle bus), perhaps by working with the NVSD in utilizing the field space of schools in the Deep Cove area on the weekend and summer months might alleviate the parking problems
enforcement
More parking spaces
Shuttle bus, improved public transit options and ride sharing all top my list. There is no pleasant way for all these cars to come to Deep Cove every day.
The ones mentioned would be helpful but perhaps at a less costly level have worker turning back cars, etc. at especially busy times. This would exempt residents just returning to their homes.

What other tools would you like to see used in deep cove to help manage available parking in the future?
As I have listed previously; park and ride; staff turning away vehicles prior to entering the area once parking is full; signage showing lots full (before getting near to Deep Cove such as coming off the bridge, on Dollarton and Mt Seymour Parkway; increase public transport options at peak times eg weekends and holidays.
limit on number of visitors during peak periods
Use space that is not currently being used. Example, the dirt field behind Cove cliff school could be used to park cars during the summer weekends when school is not in session and demand for parking is high.
Short term rentals and holidays are a big contributor to parking as people are driving to this popular destination. Limiting them and enforcing resident only parking on the original streets of the cove built too small for cars to park on
Free parking
Live updates on whether car parks are full that are made available online or on a sign near Parkgate. That way, if all car parks are full, visitors understand they won't be able to park.
Possibly build a tiered parkade in the village where the parking lot is behind the kayak centre. Similar to what Horseshoe Bay has.
I have no comment. Maybe people should own fewer vehicles or have off-street parking.
Shuttle service to and from Parkgate with a designated parking lot there for visitors. The Deep Cove residents could benefit from this service because many resident trips involve this commute for schools, stores, community services like the library and recreation centre.
<p>Many residents including us are using transit more often. Transit use is a help but there are two problems;</p> <ol style="list-style-type: none"> 1. Many stops have no protection from inclement weather. Rain is frequent in Deep Cove and at roofed bus stop is necessary to encourage use. 2. For those taking a longer journey there is no washroom at Phibbs exchange and apparently none intended at the new build of the exchange. This is ridiculous and forces many travelers in to the bushes North of the exchange. It is unreasonable to ignore this basic human need.
Selective traffic surveys
Real workers and tangible tools accomplishing stuff and less WHITE HATS doing another expensive study and holding meetings at the expense of the property owners and taxpayers.
I don't see a solution in what has been proposed here. As I've mentioned I do think some underground parking structures are needed.
Please don't take up limited parking spots with large electronic signage.
Permits .spots for residents and visitors to those residents
Making more space - underground parking

What other tools would you like to see used in deep cove to help manage available parking in the future?

I believe a shuttle system with parking at another location (the schools, or other) needs to be implemented. Let's face it, this is an issue for 4, possibly 5 months of the year. In the late fall, winter and early spring, there is no issues with parking. Let's not alter the character of Deep Cove by installing parkades, and please make any parking restrictions longer so that kayakers and other water sports enthusiasts have somewhere to go without the anxiety of getting a ticket. I think a shuttle should run during the months of June, July and August at a minimum for recreational/beach users.

Again, additional handicapped spots. One spot is not sufficient, particularly given the aging population. Public transportation is often not possible for someone struggling to walk.

The shuttle bus is the only viable answer and should not be out of the scope .
Instead of spending 3 million to make deep cove more "livable" (it has been a nightmare for all ..wooden planters with a few trees to replace the orange barriers would have been plenty) and the monies should have been used to address parking issues properly and truly make the cove a better place to live, visit, play and recreate.

Restrictions for visitors to access services in busy times.

The theatre companies started hiring a shuttle bus for their weekend matinees, which unfortunately adds extra costs.

No non resident parking in Panorama drive. Visitors ignore the need for a parking permit, may get fined but does not as they could spend a day in Deep Cove for the price of a ticket

The exact options you have outlined yourself but for some reason are not including

Signage.

Busses.

Better transit.

Clear Signs for available public parking to avoid public confusion when visiting Deep Cove. We would like to see Residential street access clearly protected with permanent signage close to the village centre. Physical barriers (traffic calming) to narrow the path and clearly inform the public of residential parking only. We currently have a temporary orange barrier on Banbury that works very well. A permanent road barrier that still meets the spacing requirements for Fire protection and services like Garbage and Recycling would continue the effectiveness of the orange barriers.

Thanks

Parking should definitely be restricted, more encouragement for people to use public transit.

Keep the one way traffic system in place

Clear massive signage and stricter enforcement.

What other tools would you like to see used in deep cove to help manage available parking in the future?
<p>Shuttle (no other stops) running on high-traffic times (ie: Sat. morning) from Phibbs (or another transit hub) + economic incentives for using the shuttle (discounts at local stores + only run the shuttle at key times).</p> <p>More paid parking -- less free parking (this would force those driving to reconsider HOW they will enter Deep Cove). More drop off areas (with stricter enforcement).</p>
<p>larger parking lot</p>
<p>Shuttle Bus Water Taxi Spirit Trail</p>
<p>See above. Those tools shouldn't be outside of this scope as they directly apply to managing the parking situation. Why limit recommendations based on artificial project scope boundaries?</p>
<p>Well defined, safe, separated bike path suitable for all ages and abilities. E-bikes make the hill in and out of the cove less of an issue and considering most people only come on a nice sunny day, weather is not a huge factor.</p>
<p>Push hard on promoting Seycove and Cove Cliff (both front and back) as free parking, and increase way-finding so that visitors feel confident that they can find their way to the Cove (it's only a 10-minute walk from Seycove, and might help burning off all of the donut calories).</p>
<p>More enforcement of parking rules</p>
<p>Better transit options - could include a boat Resident only parking (on a wider than block level)</p>
<p>shuttle busses from Seycove Secondary. Paid parking and ENFORCED parking limits by Strathcona Park</p>
<p>North Vancouver District residents should have priority - either presenting BC service card with address or BC Drivers license with address.. I am being pushed out of my "happy place" by non district residents and I resent this immensely! So do other I know. ie scanning technology could be used when park.</p>
<p>Perhaps limit the number of tourists who are able to access Deep Cove at a time.</p>
<p>Build MORE parking</p>
<p>Shuttle Bus service.</p>
<p>Shuttle on busy weekends or more as required. Is Mt Seymour an example of a parking plan that could have some answers. The problem might be there is no place outside of Deep Cove large enough to handle the parked cars.</p>
<p>I'm opposed to creating additional parking lots, unless they are underground. The suggested tools seem adequate, and the short term pick-up drop-off would be useful for childcare. Resident only parking would also be useful. Some of the existing parking garage stalls are for businesses only, but</p>

What other tools would you like to see used in deep cove to help manage available parking in the future?
it would be useful if these were converted to available parking during certain hours that the business is not in operation.
Increase the availability and safety of bike lanes (separated from traffic), and bike racks at various spots in the deep cove village, as well as Myrtle park, to encourage biking into the deep cove area and discourage driving by car.
Car share options
I would like a well designed parking strategy so if you are not going to have electronic signage or open up more parking areas east of Mt. Seymour Parkway, you will spend more money on by-law officer enforcement. I am against paid parking at the park.
Regulations for the use of private tour operators using shuttle bus like transportation and parking in uncontrolled residential parking areas. (e.g. Moose Travel Network www.moosebus.travel Moose Run Adventures of Burnaby BC parked on Cliffmont Rd near Cliffwood Road on 27-Aug-2022)
Shuttle service from satellite parking areas (e.g. Parkgate Village, Seycove secondary school, the newly-cleared lot on the east shoulder of Mount Seymour Rd, near Hamber). And residential parking permits that residents don't PAY for. I already pay property tax; I should not be forced to pay for a privilege that has always been free, and that I bought my house with the assumption I wouldn't have to pay for.
More bike parking
Means tested RE/RPO zones. See City of Vancouver west end parking permit fees. This should be a benchmark minimum for our far wealthier population here in deep cove.
More district vehicles ticketing those parking in residential pass spots.
Car share parking
Valet parking for visitors. Open up cove cliff school parking
A large parking area further away with frequent shuttles to congested areas
advertising. Why are we not starting to encourage outside visitors to do their homework to either use transit, car pool or be prepared to walk from Seycove or further. Facebook, media, we need to encourage rather than stay so fixed on us fixing the problem down here. It seems like we are still in accommodating mode...
making gallant avenue pedestrian only and using above approach to have parking that is outside of a walkable deep cove (significantly reduce vehicular traffic). For example build a multi level underground garage where the existing parking is south of rockcliff road, use the existing naught on detour as the primary vehicular entrance to the cove and make gallant pedestrian only.
Electronic signage posted past The Raven Pub (East of Mount Seymour parkway and Dollarton/Deep Cove Road) is not a solution. Signage stated parking situation "Deep Cove parking

What other tools would you like to see used in deep cove to help manage available parking in the future?
FULL" should be posted on the Parkway and near Cates Park - before cars enter the Cove. Better signage at Panorama Park parking lot is needed too, too many people enter the very last entrance to the parking lot where it says "No entry" - I witness several just the other day causing road mayhem.
Please post on your social media channels when Deep Cove is too packed out with cars for any more vehicles. Increase parking enforcement patrols in the area (the entire area as visitors who drive are now parking pretty much on every residential street in the Cove, not just within a 10 minute walk.
Shuttle service for day use visitors
See my comment above
For heavy use times, this might be useful
Time limited parking for residents and visitors.
Higher patrols from your ticking specialists.
avoiding the need for parking by having a shuttle from another location with more parking or from an easy transit station
Parking regulations more strictly enforced especially vehicles parked at yellow curbs and blocking fire hydrants. More vehicles need to be towed.
Add to the parking area currently in place by providing a parkade. I don't feel a shuttle bus will be successful. Electronic signage would be helpful but again there needs to be more parking area available.
Marina members should be forced to park within the marina parking lot or park in a different designated area of deep cove. Panorama drive should not be an option for these non residents! Indian arm residents don't follow time restrictions in the area or park within marked areas resulting in damaged vehicles due to overcrowding. They illegally dump their garbage in resident bins causing wildlife problems and violating private property and their increased vehicle presence makes it dangerous to safely cross the street or access residential homes. This needs to be addressed immediately.
shuttle bus for recreational visitors
I would like to see a season's pass for regular recreational users. Many people like to access the water for swimming, boating several times per week. Having to pay for each visit is expensive and time consuming As an example in Vancouver, Jericho Beach park users can by a season's pass for \$150. This pass allows the owner to register 2 vehicles for parking. (Not at the same time) April to Sept 30. Users license plate numbers are recorded so they don't have to register on every visit.
Shuttle services for walk in Visitors, not everyone drive cars
Enforcement of the results of what is decided including towing of vehicles.

What other tools would you like to see used in deep cove to help manage available parking in the future?
Shuttles for all special events. Limits on out of area hikers (Quarry Rock).
Improvements to the bicycle network and making it safer for bicycles to ride into the cove will switch some driving habits. As well, promoting and growing the transit options into the Cove will help. Last summer on busy weekends the translink bus stop on Banbury Road had a steady lineup of uses. I'd like to see us continue to promote and enhance the translink experience.
A regular shuttle bus. I live close to the drop off for the Mt. Seymour bus which runs all winter, and while it is extremely irritating to find parking on my own street, I see the advantages of a regularly scheduled shuttle from several easily accessible points.
Shuttles.
More parking spots are needed.
We have signage that has worked well. How difficult would it be to keep it?
I would say let's get rid of most of industrial and commercial use of the waterfront as cities across the world have done and make space for people throughout metro Vancouver to use. Stay local. Shop local. Get rid of all the oil refineries in metro Vancouver and move them outside of Vancouver. And either spend a lot of money hiring lifelong law enforcement officers to open every container leaving or entering Vancouver. Move the ship-building and repairing and maintaining businesses out of Vancouver as well as the container shipping then have electric transportation of containers to drop-off/pick-up locations and have ring-roads including bridges that trucks can use. These areas need to be high-security areas Even by cleaning up the toxic industrial waterfront in Burrard Inlet can open up many other places (besides Deep Cove) where people can travel to hike or do other forms of recreation. Deep Cove exists in a context; today that context is colonization and the government by settlers. Unceded land means the land was never given up; the colonizer simply claimed it (Canada). BC is almost exclusively unceded land and all treaties with Canada's First Peoples are coercive and all have been broken by the Canadian government. Canada and the provinces have not acted in lawful ways by ignoring multiple Supreme Court of Canada decisions related to First Nations so it is breaking not just the treaty stipulations but the highest court decisions in the country because the electorate is almost exclusively colonizers.
A *frequent* shuttle bus that can accommodate gear and just-out-of-the-Cove parking (maybe near Parkgate and/or Dollarton Village?) could help a lot. I think Cates Park parking gets pretty full in summer, too, so perhaps a shuttle that serves both the Cove and Cates Park? Electronic signage as well as *real-time online* info about parking would both be useful. I wonder whether something like the Park n Fly model would work...I guess that's basically a valet service.
We need a shuttle bus! There is no way to add parking to Deep Cove.
Signage and shuttles should be considered.
More support for residents and restricting number of visitor driving around and around Deep Cove
Electronic signage. Social media notifications.

What other tools would you like to see used in deep cove to help manage available parking in the future?
Better transit
Extend Lime bike to Cove and bring back the bike corral on the summer weekends
EVO and/or other car share options
Designate parking zones outside of the core of deep cove to encourage people to walk or bike into deep cove
Limited access to the core of the cove
Take away all restrictions- you refuse to help other neighbourhoods in the DNV - but anything for Deep Cove and Blueridge It's sickening
Better signage to direct people to Overflow parking, evaluating additional space for overflow parking. Also I am curious why long term solutions like a shuttle bus are not being considered? The tools that are being considered do need to be reevaluated but many of them are already in effect to some degree and the small tweaks to their implementation aren't going to make too much of a difference without additional big measures (for example a shuttle bus).
I'd like to see some type of shuttle option from Parkgate.
Close quarry rock to non locals Shuttle bus on busy hours
Shuttle.
Higher level of enforcement of parking limits, including "booting" frequent violators. Parking fines are not a sufficient deterrent for some to "get the message".
More transit options. Cycling infrastructure.
Close Quarry Rock trail access from Deep Cove permanently.
Discussion with Translink about the removal of the bus stop on Banbury. Consider the possibility of some angle parking on Raeburn to increase number of spots by the park entrance.
Better park and ride shuttle options, or rentable on-site lockers for outdoor equipment would help.
Put in paid-parking meters. This works effectively in White Rock, Stanley Park, Harrison Hot Springs and other popular visitor sites. Kindly stop bowing to Honey's Donuts and the Kayak Rental who for years have stymied local attempts to bring in meter parking. Their commercial self-interest leads to a significant loss of our quality of living in the Cove. We currently have a situation where overnight campers up Indian Arm can leave their vehicles for days, hogging space that others should be

What other tools would you like to see used in deep cove to help manage available parking in the future?
benefitting from too. When people have to pay, they quickly begin budgeting their time more thoughtfully.
residents should be able to park overnight in parks designated parking lots
keep the kayak loading zone
have better bike parking
<p>Would it be possible to have something in place along Deep Cove Road that alerts drivers as to available parking coming into the Cove. Similar to what Mount Seymour Resort does at the corner of Parkgate Shopping.</p> <p>If this isn't already being done, the staff parking lot at the elementary school should always be open to public parking on weekends.</p>
For kayaking, a shuttle bus may not be helpful as there is a lot of equipment that one needs to transport. There needs to be overnight parking for kayakers and campers.
Tough situation to deal with on all levels . You really cant make everyone happy!!
Shuttle busses from outside the immediate area. Park and ride would be beneficial also
<p>Multi level nderground parking.</p> <p>And transit. Transit is challenging in the area so it makes sense that visitors drive here.</p>
less adverting
Park and Ride
bigger signage of no public parking at the start of blocks that have residence only parking - right now we have so much traffic because cars did not see the first sign. (Caledonia Ave for instance)
<p>More frequent patrols by the BY-Law Officer for the time violation and dagerous paked cars. Especially on the summer sweek ends. Also consult wih the transit system possibly to provide afrequent Express Bus from Phibbs Exchange to Deep Cove?</p>
See answer above
Stop allowing residents to use the street for their vehicle storage. There are vehicles that never move.
Shuttle buses are, in my opinion, the answer. People have suggested a shuttle during summer from Cap University - it has a huge empty parking lot during summer months.
User fee to visit Deep Cove.

What other tools would you like to see used in deep cove to help manage available parking in the future?
Pre-booking your park visit online in advance such as at Butzen Lake, EVO, bike valet, fast shuttle to Phibbs. We need less cars not more parking restrictions that make it impossible for us and our tenants to park.
More parking
Please add restricted parking to [REDACTED] Raeburn St
The shuttle buses seem the most viable. You should considering working with the local First Nations band. They have land and may be interested in hosting a shuttle service. If the vehicles were electric all the better.
Build safe bike infrastructure coupled with plentiful and secure bike parking as an alternative to car use.
Electronic parking signs doing nothing besides take up an actual parking spot. Improve public transit so visitors don't have to drive. Use local schools and churches with parking lots as available parking seasonally instead of street parking.
<p>Enforcement</p> <p>A place to call on the weekend when someone is ignoring the parking or other rules. Leaving a message to be addressed on Monday doesn't help the weekend problem.</p> <p>A visitor parking pass for residents to be used when elderly parents, grand children in strollers or friends with ambulatory difficulties visit.</p>
<p>Shuttle bus, we have BC Transit buses, so is this option needed today? Maybe in the future or for a big event, but where to these visitors park?</p> <p>Signs to show locations and available spaces, maybe in the future, but try this plan first and then maybe consider after several years.</p>
The spirit trail will help.
It should not cost more to ride the bus to Deep Cove than drive there.
There should be curb markers to identify parking stalls. There is often large areas of space between vehicles that reduce the amount of available stalls. It should absolutely be paid and permit parking only on the East side of Deep Cove Rd., especially between Cliffmont and Badger but also as far as Strathcona Rd.
Would a dedicated shuttle bus be possible? Taking people into Deep Cove for a nominal fee from a parking lot elsewhere... not sure where a parking lot would be possible though...
car coop specific parking to encourage car coops for users in the Cove
More parking on Gallant. A lot of spaces have been taken away with the new street project. Very hard on the businesses on Gallant.
First priority should be a bus option with dedicated priority lanes so that it's faster than getting there in a car. Then people will willingly want to choose that and many will work out how to leave

What other tools would you like to see used in deep cove to help manage available parking in the future?
their car at home. Frequency is freedom - a bus running every 5 minutes would be way more attractive than having to deal with parking. Both for residents and visitors.
I don't see why a shuttle shouldn't be considered for this shuttle. Surely a car park could be built further along the Dollarton and a shuttle could bring visitors from there? It would ensure the beauty and calm of the area remains.
See previous comment
electronic signing yes, shuttle no
separated bike lane along Mt. Seymour parkway
No-parking zones: remove parking along deep cove road and create a physically separated bike lane.
The tools mentioned above would help, or perhaps a website to reserve your spot for a nominal fee may be helpful during July and August. This could provide some useful information eg how many people in your party, 1 car, 2 cars, etc. Some families are coming from Maple Ridge, or Surrey, or cities in the fraser valley, so this would avoid them from driving all the way to the Cove only to be turned away.
None that I can think of other than defining the parking spaces with lines on the road per car space.
Less permit parking in the main center is Gallant More paid parking
Indian River Drive could be used for parking to reduce congestion for visitors to Quarry Rock. There is a small gravel lot next to the Baden Powell trail which could be easily enlarged. However, it appears that Indian River Drive has now been permanently signed as local traffic only. This seems like an inconsistent decision as residents along the streets close to Deep Cove see no traffic restrictions and no parking time limits either. (eg Cliffwood Rd)
I notice that panorama drive is village core. Why are we not residential as well?
Make more parking (enlarge lots, more street parking, etc).
Employees directing traffic. Signs reminding people to stay to the side of the road and allow cars to use the road properly and respect the neighbours. Restrict parking to some extent up Lockehaven Road. Visible ticketing officers. Traffic light at Deep Cove Road and Caledonia.
People who live in Deep Cove have parking in their buildings instead of thinking everyone bicycles
Shuttle buses from existing large parking lots, such as Parkgate Shopping mall area. Consider building paid underground parking garage for visitors at Parkgate with free parking for residents, shoppers etc for 1 hour max.
Local only parking on street More overflow parking

What other tools would you like to see used in deep cove to help manage available parking in the future?

A website! Something like what we use for camping spots, once visitors know which day they're visiting the Cove, book the amount of parking you need for the activity you are doing that day at a designated parking lot.

A flex resident parking permit for people who live outside of the Cove core where those permits are granted but who still need to access schools, childcare, medical services and family in the area . We live 5 minutes away and are often unable to access the Cove at peak times. The area residents are doing all the compromising and getting very little in return.

Better transit infrastructure. Safer bike routes.

I hate to see parking made to expensive. The outdoors is one place for families to go for not a lot of money.
If we keep our community with access to nature they learn to love amd care for it. Tgen are not interested in having it all chopped down for housing

No parking zones

Park and Ride (see comment above). There seems to be several disused industrial sites around North Vancouver that could be repurposed for this.

Enforcement of parking bylaws in spill over areas

Designated parking for doctors offices

Better transit options
Bike racks

A shuttle that connects to an alternate parking lot if space not available within deep cove

Remove parking to create more park space, especially along rock cliff. Park is now overloaded. Need more garbage cans and signs everywhere saying pack in/pack out. Electronic signs saying at the parkway and dollarton before deep cove road saying parking space numbers like in downtown parking lots : deep cove, covecliff, Myrtle, seycove, once full, bus in! No street parking for anyone but residents.

More parking for business owners

Limit the number of recreational visitors to the community.

Shuttle bus for sure, esp for the theatre. My in-laws are seniors with mobility issues and love the theatre, but if they have to park far away and walk they won't be able to come.

More monitoring and enforcement of parking regulations. Too commonly, vehicles park for days at a time on Panorama, and sometimes vehicles park on the west side of the street (where parking is not allowed). When this occurs, one-lane traffic on Panorama results making it impossible for residents to pass through to their homes. Further, emergency vehicles cannot pass through, thereby creating a safety risk.

Please do not allow parking in the traffic lane on Lockhaven!!!

What other tools would you like to see used in deep cove to help manage available parking in the future?
Park and Ride
Careful management of parking on streets in entire area to address safety issues
The shuttle bus option needs to be addressed in conjunction with the parking issue.
Utilize the empty parking lots electric signage saying there is no more parking a shuttle bus service, as we have seen in small towns in England
Residential parking permits
Oh, I answered this above, sorry!
utilize school parking: covecliff and Seycove. Utilize Bridge Church parking at low need time (church) in exchange for permissive tax exemption.
Carpool parking? A shuttle bus if people park at Seycove or even near Dorothy Lynus. You could walk down the path to a shuttle bus, especially if you are hiking.
Parking close to the kayak centre and boat club that is reserved for boaters. Maybe carpool passes for people needing boat/kayak access.
Safe bike storage or rental bike access similar to what you might find in Amsterdam.
look at other nations with no parking problems (see san francisco) and how it's being addressed
Shuttle bus from other nearby school parking lots (ex Dorothy Lynas, Seycove, etc) would be useful to ferry Quarry Rock hikers to/from the trailhead and decrease traffic directly in Deep Cove, freeing up space for those accessing businesses and water sports.
A shuttle service maybe from Seycove lot to give people incentive to go that far out.
See above
Consider both of the above mentioned items - shuttle and electronic signage immediately. Delaying these will cost the residents of DNV considerably more if not included now. A patch job is temporary and is not actually a real solution
See previous responses
Use the Naughton ave detour as a parking lot after it is closed permanently. That is a very low cost improvement. It is already public land and paved
A kayak/sup/boat valet could be useful for security when dropping off equipment so you are able to find parking farther away. A shuttle would work well with this
<p>Bus shuttle (like the one used for skiers/snowboarders going up to Mt. Seymour in the winter). Leaving from the Dollarton or Parkgate Plazas or both.</p> <p>Use of bicycles that could be rented at one of the plazas, either the Dollarton Plaza or Parkgate Plaza so that people could leave their car at the plaza, rent a bike and bike to the Cove.</p> <p>Development of a boat service that could leave from a Vancouver or North Vancouver location</p>

What other tools would you like to see used in Deep Cove to help manage available parking in the future?

where people could leave their car and travel to Deep Cove by boat. This would be an inviting way of travelling to the Cove in the summer (similar idea to the Carol Ships that travel to the Cove during the Christmas Holiday.)

With Vancouver or North Vancouver Tourism, develop a program of "Walking Tours" to Deep Cove. Patrons could leave their car at Parkgate Plaza or the Dollarton Plaza and take a walking tour from there and back.

Perhaps the First Nations could develop a program of paddling visitors in their large canoes from their community to Deep Cove and back.

A reasonably priced and seasonal Non-resident parking pass to acknowledge the committed and ongoing use and financial contribution made to Deep Cove businesses.

Park and Ride program:

Utilize the District/Provincial office and parking location at the Bottom of Mount Seymour (located near the Park slightly higher up the mtn and across from the entrance to Anne McDonald way .

Summer use : Shuttle to Deep Cove

Winter use : Shuttle to Mt Seymour

Enforcement. Violation fines will encourage turnover, or parking in further way, longer-term parking. They should also easily fund the cost of enforcement officers.

The saw horses have made a significant difference for the better.

A free shuttle bus from Parkgate area.

More frequent busses and bike lanes from the sea bus.

Bylaw officers, some forms of control - better access for emergency vehicles - weekends are absolutely terrible. / and summer of course.

I am dissatisfied because of the lack of initiative on other tools/options and believe it is a short-sighted plan that will waste resources. Like spending too much money on an unsustainable car, knowing you will need to buy a more sustainable car anyways. Projects like a shuttle bus or Skyride/gondola expansion should be prioritized. And yes, buses can tow trailers that can hold recreational equipment. Such projects in my mind should be prioritized as a PRIMARY option. Options such as better transit require INFRASTRUCTURE and other options such as 'parking management' should be viewed as a secondary option that ought to be built around transit, accommodating transit. Otherwise, you end up managing parking now and building transit in a way that accommodates parking (meaning transit will unfortunately remain an inconvenient option). Some foresight now could allow for options like transit that can tow recreational equipment for the public, creating a MORE CONVENIENT option. Convenience is the only way to actually encourage its' usage. Such foresight in my mind will offer sustainability to the region. In summary, the approach being taken is short-sighted, unsustainable, and less cost-effective! Parking ought to then be prioritized for those who cannot use transit options as conveniently, such as people with disabilities that struggle to use the bus or families with young children that need to bring lots of equipment like strollers. After transit is prioritized, leftover parking ought to be given the wheelchair/stroller signs.

What other tools would you like to see used in deep cove to help manage available parking in the future?
Resident permits
Better signage and shuttle services. Use of existing publicly subsidized/ owned lots when not needed. (eg schools (public and private) etc)
Parking specified for Doctors office
Please extend the spirit trail so that cyclists can get here safely. Please get the cyclists off dollarton/deep cove/parkway because the roads aren't wide enough in many areas and the cyclists weave in an out, I'm surprised somebody has not been killed.
Shuttle bus, and safe biking options!!!!
Expand resident and visitor parking permits to all side streets around the cove or the problem will simply spread further afield.
<p>I believe the problem is driven by two main factors. 1. Overpopulation of the region, especially with densified housing leading to a need for those people to escape their confines, and ; 2. Social media bragging about how wonderful things are.</p> <p>I suggest we develop a platform to provide real time help to people choosing their recreational destinations. This can be accomplished with Social media, website and Apps. We can require on line and advance purchases of a limited number of parking permits tied to licence plate numbers as is done all over town. This is huge - it allows people to foresee the parking problem rather than discovering it upon arrival. Enhance this idea by installing webcams of parking lots and intersections so that people can get real time updates of the mess they are contemplating entering. Punish scofflaws and provide strict policing of the rules via electronically assisted meter maids. All paid for by parking fees, tickets and towing. Soon, social media will spread the news (that we already know) that cars are not welcome and parking is a nightmare. Buses need access and more capacity (I see some of this is already happening, but we need to ask for more, to facilitate and accommodate the above restrictions. Currently the buses are getting a bad rap when they can't arrive) Vendors must not allow patrons to block sidewalks and streets outside their patio area. Drop off areas for bringing canoes etc on your car can be an extra charge, just like at Cates park. Uber should be limited to the satellite overflow areas because they contribute to circulation. Private "tour" shuttles, with some District help, could accommodate handicaps and equipment PUDO and allow deeper access. To start the ball rolling, lets set up a "gate" and use our park rangers as we had done at Quarry Rock. Education first. "we are changing our parking restrictions, use transit next time" moving to "Sorry, go home, buy parking permits on line in the future". Social media and vendor website advice will change the dynamic over time. Of course this is for visitors not for residents. Paraphrasing, "Some see things as they are and ask why...why not visualize things as they could be and ask Why Not." Let's get moving. The status quo is unacceptable.</p>
I don't mind paying for parking as long as it gets cars moving and also it needs to be enforced .
<p>make the other tools IN this scope. You should be exhausting all options.</p> <p>electronic signage that tells visitors about available parking</p> <p>towing signage - and actually towing vehicles</p>
<p>Social media parking availability</p> <p>If the district takes a struck line on the parking limitations in deep cove and follow thru with ticketing</p>

What other tools would you like to see used in deep cove to help manage available parking in the future?

and towing, that will get out to the social media world

And why are we not exploring ALL options? Why does it have to be out of the scope of this project? Why do we need to be reactive and not proactive?

Restricted parking in parking bays on Cliffmont Road

Improve cycling infrastructure

Parking garages

If the tourism continues to increase as it has a shuttle bus will be very necessary.

Shuttle buses for example like the ones that take people up My Seymour

A couple of live webcams showing how full the two main parking lots (Panorama , Rockcliffe) are would be helpful. Kind of like how the ferry webcams are helpful -- if you are setting out and you can see on your mobile device it looks slammed already, you might decide to make another plan.

Build the spirit trail to connect additional parking with park/walk or park/ride to the cove.

Even a website link or brochure on the parking areas available there, or a sign when you enter deep cove, like when you get to a ski hill or university campus.

Build a parking lot with multiple storeys or with underground parking.

There should be machines where pay parking would refund or not charge the space used if the parking has been used in a specific amount of time. Ex: the driver would register their car on that space for 4 hours. If the driver leaves the space within 4 hours then the driver should not pay anything, but anything more that that should be paid in full including the first 4 hours in. Different from a ticket that overcharges drivers. It's a bit similar to what YVR airport uses.

Parking options away from the core of Deep Cove - shuttle buses; parking in lower use areas such as Lynmour, Blueridge or Maplewood business/light industrial area - develop shuttle bus system to the parks enroute - Cates Park from Maplewood and Deep Cove from Blueridge area or a circular route for bus to go using both Dollarton Highway and Mt Seymour Parkway.

Run a shuttle!!! Use the Cap U parking lot and link with a bus from Lonsdale Quay, to Phibbs to CapU to the Cove. This would also benefit local residents as many find it too time consuming to transfer at Phibbs in order to travel by seabus to downtown. The heavily used Seymour Demonstration Forest area would also benefit from this.

more signage to advise visitors there is no turn around on Panorama. Implement 4hr parking restriction bylaw when parking in front of a private residence (refer to CO Vancouver bylaw).

Create parking for marina so it can service it's customers/residents. DNV should incentivize Parking at the Marina and discourage pushing vehicles onto Panorama. (ie. taxes, zoning, business permit etc.)

What other tools would you like to see used in deep cove to help manage available parking in the future?

Zonal RE and/or RPO should be considered given some streets have more parking space than others. This would allow greatest flexibility for residents while having little to no effect on non-residents.

1) Increase in public transport, particularly on weekends, to reduce the need to drive into the Cove. Park-and-Bus program at Capilano U where parking lots are empty during the Summer???

2) Parking Voucher/Pass for users of Yacht club, Deep Cove Kayak or other businesses that large equipment has to be brought in for. They use drop-off, upload areas and then receive a Voucher for parking in the Cove.

Shuttle buses for certain events if the park concerts are resurrected as an example.

why is electronic signage out of scope? better signage as folks travel along the parkway or Dollarton to direct them to Myrtle Park or Seycove School or Cove Cliff School seems like a no brainer !!!!!

More parking nearer the Indian River section of Baden Powell Trail and the appropriate marketing of this option!

Why is the shuttle bus for visitors out of the scope for this project? Yet may be a focus for future work.

As mentioned - Shuttle service is the only option that will reduce volume and allow me to enjoy my back yard patio on sunny days without the unbearable vehicle noise and pollution on all sunny days. I live in the [redacted] block of [redacted]

Main problems occur on the weekend. Utilize school parking lots for pay parking on weekends and donate profits to the school or to pay for a shuttle from Parkgate or other designated areas.

I think the hour limitation should be 4 hours.

Signage further back on Deep Cove Rd indicating current parking capacity. This could encourage people to park further out and walk in rather than drive in circles

Appendix 8

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why (How satisfied are you with recommendations prosed for the Village Core area?)
seems fair
Again: Pay parking is ineffective .. it just pushes more cars into Residential areas to find FREE parking. Timed parking is the only way to go and have it monitored .. ticket when time is violated and 3 offence is a tow. (We have a 3 strikes you're towed policy at work) DNV: to extend Parking Bylaws office for residents to access reporting of parking infractions
Do not want paid parking
Residential parking passes work well (from personal experience). Paid parking for visitors should be in place to ensure people who use the amenities are helping to pay for them. Yes, hiking should be free. But hiking somewhere that requires expensive maintenance and frequent first responder service for people that injure themselves and need help, those things aren't free. We pay high taxes to help maintain the parks, and then people outside of North Vancouver use the things we pay for, without contributing. And it's so busy, the locals that pay the taxes actually avoid using the amenities at the most opportune times because no one wants to go hiking in a single file lineup.
Need loading zones for SUPs and Kayaks that allow 10-15min so that you can transfer the equipment from the water to vehicle.
You are trying to accommodate too many people, and you can't, this is not a new problem. Limit the number of people accessing the area.
No clear communication or timelines
Will all DNV residents be entitled to a resident parking pass? Or just core Deep Cove residents? I live close but not inside the cove.
Note my answers to the previous question about how often I park in these locations is driven by the fact I avoid Deep Cove currently due to the lack of parking. The proposal above still penalizes me as a local resident to have to pay to visit somewhere in my neighbourhood.
I feel paid parking would really detract from the calm feel of the village core.
It should be free parking!
we quit going to The Village Core a few years ago so I no longer have an opinion.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
How do you know the time limited paid parking will increase parking availability? What is the consequence for going over the time limit? Towing or a fine?
Is that strictly for "Village Core" what if a Rockcliff resident wanted to visit Arms Reach - not mobile to walk.. would they have a permit issued?
Again, residents should be encouraged to park on their private property - streets are an asset owned by the entire district and should benefit everyone.
-like stated previously, drivers will still search for free parking -permits for residents should be extended to all those who live within, say, a 5km radius, as many locals need to use the Cove for medical, dental, childcare reasons, as well as patronizing local businesses or visiting friends or parks.
It covers my personal situation while considering the needs of none residents
No resident exemptions, that simply perpetuates car culture and the myth that parking is or an entitlement
Visitor parking should be in paid parking lots only
I will have to see how it plays out.
the traffic flow is not being addressed, the big picture needs to be address....parking is only a problem during nice summer day.....most times of the year it is not an issue. no pay parking, just limit time on the main main lower Gallant and Banbury
It encompasses the needs of everyone
I don't agree with paid parking in the Cove
I think local staff should be better considered in this
Not sure it will make a difference
Time limited and residential only would be good
I can't see what you are recommending for my area. This could work if we get resident only. Currently the move to pay is making my situation worse
I don't think there should be paid parking
You can put a time limit on parking without adding the pay component .
This will make tourists come further away from the core and into our residential area
We will have to see how things are after construction finishes
Maybe only 2 parking permits per house hold as many residents have renters
While I agree in concept, I can see a situation where people would just drive around to repark in another available spot vs leaving the area OR drive around to look for a free spot, likely in a more residential area.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
I am happy that there is no plan to increase parking spaces. People need to leave there cars at home.
I don't park there
I ama kayaker, we need at least 4 hrs parking near the kayak center, in order to paddle for 3 hrs, then go to local restaurants for lunch. If parking was under 4 hrs, local businesses would likely lose our business.
Shouldn't have to pay to go to se my doctor when I live just out of the Core
I really want resident parking by permit
Recommendations 2 & 3 are good but I think having paid parking can pose a hardship on families who are users of the parks and other amenities. I think patrolling the existing lot, putting up signage when they are full and redirecting cars to other parking lots during peak seasons would be better. It will cost more but it accommodates all users not just those who can afford the cost.
It's not clear why you would introduce time-limited parking in resident areas which I believe should be kept for the residents or those with a guest pass . Unless I misunderstand what is being said . What you need to know is that TOURISTS ABSOLUTELY CHOOSE TO IGNORE THE RESIDENT RULES !! Current deterrents are not working . Especially on weekends but now with quarry reopened it's a zoo again ! They all think they can drive up Panorama and get a spot -while we appreciate the no public parking beyond this point sign -they ignore it ! We have had people try to park across our driveway saying they're only going for coffee!!! Like we should be ok with it .
Of course, paid parking, monetize citizens and tourists, instead of making a place livable.
I am a resident. I have one visitor pass. If I want to invite more than one guest for the day or evening, there is nowhere for them to park. I should be able to have more than one visitor pass and it should be a very reasonable price , say \$10 per year and allow me to have at least 3 visitor passes. I am not going to use them that often but it make sense that I should be able to have a few guests over at a time and give them a parking pass.
Because it's not stupid.
not a fan of paid parking for this area.
As a local resident, I do not want to have to pay for parking in the cove when I drive to the village core on weeknights or off season.
Why are you grouping proposals together, but only allowing one answer. Again, this is a very VERY poorly designed survey! My answer would be no to #1, and yes to#2 and #3.
I am satisfied if all holders of permits within deep cove (despite living in a different zone) will be exempt from restrictions. As a resident I don't want reduced access for kayaking or other water activities
No paid parking please

Why (How satisfied are you with recommendations proposed for the Village Core area?)
Need temporary parking for residents using pharmacy and doctors office
I'm not clear if the resident parking can be 24/7 - if so, fine if enough spaces.
Not a fan of time limited paid parking give people alternatives before you implement this.
It only makes sense to make this paid parking, if the other areas are more restricted, otherwise everybody will drive outside the zone to find free/unrestricted parking.
Would Hope for non paid, time limited, as I paddle for 2 ish hours usually, and then set up and take down may push me to 3 hours - but very deterred by pay parking
Between paid parking and drop off zones, real progress might be made!
Because we need all these proposals to be enacted to make a dent in the problem.
You need turnover for parking spots.
I like the 15 minute zone when I need to get something from the pharmacy. I would like to have free parking in the off season when parking is abundant.
Depends on the cost of paid parking. If nominal then makes no difference to parking habits. If the intent is to make it high and reduce the demand for parking, then you need viable alternatives (transit, shuttle bus) to support this.
All parking should be paid, with resident exempt only. Time limited option without pay is limited in utility
No free parking. Watch donald shoup, the high cost of free parking Stop wasting my tax money subsidizing people from surrey coming to deep cove for free
<p>I would really like to see where you identify 80-90 on street parking spaces? Ever since Lower Gallant has either been turned into a Covid friendly space or dug up for construction, parking is pretty much non existent there.</p> <p>I do not support time restricted, paid parking. It benefits only the businesses who desire turnover. Residents suffer because cars will venture further into the community and visitors suffer because they have to pay and move on sooner than they would like to</p> <p>Certainly benefits businesses such as Deep Cove Kayak who want quick turnover.</p>
Paid parking will reduce the number of visitors entering the area to look for parking.
No changes just more surveys !!! Tired frustrated with removal of plaza parking
Resident exemptions should be resisted.
I think non DNV residents should have to pay for parking in Deep Cove. It is so busy and there is so much more demand on the services here through the peak seasons we should be having the people accessing our community to help pay for the added services required.
Time limit pay parking is number one on your list. This makes it impossible for people of lower income to enjoy our area. We/you/planners of this project should be more inclusive!

Why (How satisfied are you with recommendations proposed for the Village Core area?)
It is important that residents don't pay for parking as they pay taxes to live in the area... therefore I STRONGLY support resident-exempt decals for our vehicles.
As long as residents don't have to pay for their permit I'll be satisfied, I think it's fair if you live here and can show proof of residence you should not have to pay for a parking permit for the neighbourhood at least for one household member.
Try online parking booking
Include Deep Cove Park
It is the number of arriving vehicles into the core that is the problem. The non-resident vehicles should be diverted away from the Deep Cove core during summer weekends.
We used to enjoy Deep Cove and now we no longer visit unless absolutely necessary. As seniors we can't find parking any longer, so we simply don't go, unless it's off-peak time on a sunny day.
Who is going to monitor these areas. They are not properly monitored now and never have been.
I would also add ability to buy extended parking if needed for kayak, hike etc
Merchants also need permits. Deep Cove is challenging to find good employees and most need to drive.
These recommendations will only be effective if supported with consistent enforcement and education (signage?)
opposed to paid parking, only those who can afford it will pay, those that can't or don't want to will continue to drive around. it will not deter the number of visitors, just change the dynamics. I was once offered \$100 by someone who wanted to park in my driveway. I declined, Deep Cove should be free to visit.
Drop off in the village is ok however if people do drop off at the trailhead up panorama. Dr, it is unbearably congested and dangerous. The street is narrow and a dead end. When traffic funnels up the street, it is not safe or pleasant.
Again focus on the residents and not the visitors
What is meant by "parking with a permit"? Is this for people with a handy cap permit decal or just for local residents for their convenience? I.e: those driving there to do their yoga?
I do not agree with pay parking in the District . It just forces visitors to go into the residential areas further to get free parking
Residential permits should be valid for all areas of Deep Cove, since it is often necessary to park in different areas due to lack of available parking.
Parking permits are not available to all residents.
Handled right it should serve everyone. Hope that it is reviewed monthly for a while to help iron out flaws.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
Residents should park in their own designated parking -leaving minimal parking for visitors /park users and retail/restaurant patrons .
Please take time of day into consideration. There is very little demand from 5-7 in the morning, and also less after 7PM. Also see my previous note. The Deep Cove Park parking lot could be considered to be in the Village Core area. So I'm answering as if that parking lot is in Village Core. It's unclear on your map. Plus we have members parking on Banbury and Naughton for a couple hours in off busy times, and it looks like those areas are also in Village Core.
I don't like that you aren't considering frequent visitors like employees, volunteers, or regular visitor to the Rowing Club. We often have heavy equipment we are shuttling back and forth. Those folks need close parking. There is no transit available to get you to Deep Cove for early mornings, we have to use cars, though we carpool when possible.
I'm totally fine with the concept for Panorama, Gallant and upper Naughton. Lower Naughton by the park, not so much.
Add in overflow lots to the strategy as a primary tool.
I believe this would address local requirements
I am interested to see specific information on the expected application of the recommendations.
I would need to know who is considered a resident. If I can get a resident permit then I would be ok with the option. We have a house near Mahon park.
Workers who work in the businesses should also get permits for parking if you will be enforcing paid parking.
Paid parking should be used & enforced
I would like free parking to visit my doctors office.
Allowing residents parking and increasing turnover of parking solves one part of the problem. Perhaps this would encourage transit use. I enjoy watching the walkers pass my house, I just don't like their cars
The fees proposed will increase parking turnover allowing more people to access the area.
not enough is being done
Needs to be resident only. People are not obeying parking restrictions there already. Also need to have a parking bylaws officer on premises in the summer.
I don't think pay parking is required all year around. And it should be minimal if it is implemented.
I don't like adding paid parking. Families with children should be able to use the park without having to pay. If it's raining too hard to walk into town to go out for dinner at my local restaurants I don't want to have to pay for parking. Would pay parking only be required during the peak times? Like from 10 AM to 5 PM during spring to fall?

Why (How satisfied are you with recommendations proposed for the Village Core area?)
Dollarton area residents should not have to pay or be limited when parking in Deep Cove! This is our neighbourhood too! Those restrictions should apply to people coming from West Van, Burnaby, Coquitlam, Surrey etc.
You're not solving anything.
The question doesn't let people give different opinions on different recommendations. I would have given Paid Parking a very dissatisfied but pick up and drop off spaces a Very satisfied.
In my experience as a frequent visitor, people parking in this area already turn over at a frequency that is efficient relative to the purpose of their visit. Time limited paid parking will only move vehicles to another area if the purpose of the visit requires more time. The only effect of the time limited paid parking will be to discriminate against those visitors that have a legitimate need for longer parking.
This area does not experience a large amount of resident parking currently due to existing time limits and low capacity. All resident exemptions will do is decrease parking capacity.
I don't agree with paid parking its not going to create a higher turnover people will just keep paying. I don't want to have my visitors to my home to have to pay to visit
Everything mentioned here limits my access to the few option I have available. I can sometimes find overnight parking in the parking lots at the park when I get home from work. (4 hour limit, 8am to 8pm) and if you make it paid, I lose that. If you time limit street parking with residential exemptions, I lose access to the small amount of non-time-limited street parking I can still access as I am not officially living on those roads but am instead around the corner and don't qualify as a resident. (Unless I was misinformed about this?)
Residents should not have to pay to park in their neighborhood
Not sure time limited, resident exempt will work as all spaces could be taken up by residents parking long duration or residents will need to wait for short term parkers to leave.
Sounds reasonable.
As before, the only option is to look at REDUCING the volume of traffic coming into the Cove, while parking is an option, no matter how little or how costly, all visitors will continue to drive into the Cove in the hope of finding a parking spot, they will continue to drive around looking for parking, not looking for kids on bikes, other drivers etc and creating a lot of stress for residents. I am not opposed to visitors to the Cove, it is essential for the Cove that it is a popular destination, however, they have to be arriving into the central area on bike or foot, unless they have a disability, a watercraft or are seniors.
What defines a resident?
To fix congestion the flow of traffic needs to change so roads can't be blocked by non residents waiting for spots to open especially on a street that is one lane in areas due to parking.
None of that help some of us. We enjoy unlimited time as well as our resident visitors, now you are either limiting my friends visits or charging parking which contradicts the spirit of what Deep Cove is about.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
<p>Then after a couple of years NVD will get lazy about managing the paid parking lots and will surrender them to imperial parking, right? no thank you. Then comes the winter and the only ones affected are us residents and our friends who will find themselves paying for parking when Deep Cove is empty. No thought at all on this just the typical money thinking</p>
<p>Residents should have a free parking pass. Older adults and seniors are not always able to walk to visit family or friends.</p>
<p>Free 1 or 2 hour parkings</p>
<p>Need specific area for residential parking and it needs to be strictly enforced</p>
<p>I have previously given my reasons. In short, there were no parking problems before the District made changes to the parking that existed pre covid.</p>
<p>It doesn't seem to address the need to also add public transportation or protected bike lanes. We need to encourage less cars to come in. Also, what about people who need to park all day for their activities? How is that included in the plan when everything is time limited?</p>
<p>NO PAID PARKING!!! I should not have to pay for parking when visiting the doctors office.</p>
<p>It includes forms of pay parking .</p>
<p>I don't agree with the Paid Parking component.</p>
<p>I don't want to pay for a residential permit to access my community. I go to the cove often. By car. Even though I live in the area.</p>
<p>I do not want to pay for parking in my work zone</p>
<p>Please include the [redacted] block of Deep Cove Road in your parking considerations. Users of Myrtle Park sports facilities block our driveways and impact those residents who need on street parking, during the summer</p>
<p>I just feel like without addressing better ways to get to Deep Cove (transit) people will still come here by car and cars will always wait for parking. No one from downtown that used gas and time to get to Deep Cove is going to turn around- they are just going to wait around and cause congestion.</p>
<p>No provision for Medical or Dental clinic users with disability or emergency health issues. Medical visits may take much longer than anticipated for many reasons. Priority for emergency and disabled visits is essential.</p>
<p>10lbs of [redacted] 5lbs bag</p>
<p>Undecided about having pay parking as I don't know how well the current time limited parking is enforced</p>
<p>Depends if Deep Cove is wanting to continue to be a tourist or recreationalist go to area or the desire is to create a sleepy little town!??</p>

Why (How satisfied are you with recommendations proposed for the Village Core area?)
Paid Parking should include Deep Cove park.
No paid parking
I believe we also need to increase shuttle bus and public transit in addition to above measures.
As previously stated I am against paid parking for people who need to be there for a medical, dental appointment or for work or volunteering.
These suggestions help manage the existing spaces, however, they do not address the problem of volume of cars entering the area.
Where can I park if I'm going on a 3 day kayak trip?
Permits cost money, it is rude and out of touch to make people who live here pay for permits
Some trips will take longer than the three hour time limit. For example, to launch a canoe, paddle over to Jug Island for a picnic and back again, will take more than three hours.
Worry about resident parking without time limit taking up spots for visitors/customers. Buildings should be providing off street parking for residents.
Seems fair.
Will there be provisions for people with mobility issues?
I disagree with paid parking in Deep Cove, I do appreciate the residential permits may make it easier for me to access the "park parking" when I want to access the beaches.
Many of the visitors to Deep Cove especially in the summer come to the Cove for day long family picnics. We need to make sufficient provision for those that come for the day.
Residents should not have to pay extra for a permit. They already pay taxes.
I don't see clear improvements resulting.
Paid parking does not benefit anyone except the towing companies and their kickback beneficiaries
I'm okay with time limited. The drop off is a great concept but I don't think it is helping the parking situation a good deal and adds to the traffic tie-ups. Of course I totally support the residential permit process.
What is the option for those who want/need to stay longer than the time limited space provides...ie restaurants, kayak outings, park events etc.
Resident permit boundaries need to be extended beyond a few blocks.
Again need visitor parking for condo that have no guest parking
I like the idea of paid parking and pick up and drop off spaces. I do not like expanding resident parking, which seems sufficient and is limiting the other parking available.
Should not be paid or reserved.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
Residents must be given at least one permit so friends and family can come to visit without the need to park 15-20 minutes away or search for 30 minutes for parking. This is essential. All residents should be granted one visitor pass.
I do not agree with pay parking on the street. I like the drop off option at a few point along Gallant. Again, I can't stress enough the importance of having handicapped parking increased.
Drop off zones is the only good suggestion. As stated above these are bandaid solutions, when you had the funding to make deep cove better it should have been used for parking issues not digging up a street to put in pavers.
It is moving toward paid parking for visitors and recognizes residents needs
These recommendations are not useful for volunteers in the area. We don't get paid, but have to pay for parking??? Volunteers should be exempt, as residents are.
Turn over of spaces is good.
Protecting the access for residential street parking.
Because it makes sense.
Can we have a no fee period of say 30 mins and then charge after that
For reasons above
Pick up and drop off spaces may be abused and lead to more chaos. Also it's too dangerous to have large tourist coach buses trying to navigate the roads of Deep Cove
Not clear what is being recommended
Requiring car drivers to pay for the privilege of coming into the village helps to monetize the problems (and pay for solutions) developed by higher volume traffic to this area. Good call.
Don't know what is meant by resident permit. I live on [REDACTED] and not sure that this will be covered, although we will be affested as visitors try to avoid paying parking fees.
I don't agree with paid parking and Definitely do not feel that it's appropriate that Residents would have to Pay
This requires serious levels of enforcement. You will also need to limit the number of resident passes that need to be non-transferable and linked to licence plate.
need more parking stalls
Protects residents through permits. Doesn't prioritize Indian Arm residents (some of whom are inhospitable to having cars park in their neighbourhoods to access the waterfront or trails). I don't see any information about whether the current number of accessible spaces is adequate or more/less than adequate, and if they are in the right locations.
People are parking in Resident only spaces on Naughton across from Lions Manor and there is no ticketing. I don't see how residents with parking passes will ever find their spot close to their house

Why (How satisfied are you with recommendations proposed for the Village Core area?)
<p>if Bylaws are not ticketing/towing. I want a Resident Parking place on Naughton. Resident passes should be free and paid for by meter parking in main car parks.</p> <p>The chaos that existed this Saturday 29th April 2023 with traffic jams backing up to My Little School on Deep Cove Road will not improve because of paid parking. It's a cheap day out with a full car and a parking fine. Parking passes should be large enough to be easily seen by Bylaws. Why can't residents with company vehicles park in main car parks overnight?</p>
<p>Your recommendations are too vague for comment or to satisfy me.</p>
<p>This isn't enough - we need more parking</p>
<p>Given the volume of turnover in this area, residence do not stand a chance during the busy summer months to get a parking spot close to their homes.</p> <p>Given the 1 parking stall for underground or in the parking lot behind Honeys, most residence with a second vehicle are left parking at Cove Cliff.</p> <p>If parking permits for Deep Cove residence who live in the Village Core were permitted to park in the Residential Central, that would help a lot.</p> <p>Problem for those of us in the Core, is we are restricted by street parking for other residence and have to contest with the heavy turnover of tourist traffic daily.</p>
<p>It will push more people to park in the Strathcona Park area and there is no capacity. I would support it if the measures were extended</p>
<p>Again, residents should not be required to pay.</p>
<p>Residents should not be expected to pay for their parking as they already pay property taxes in the hood</p>
<p>As a long time resident of Deep Cove I'm hesitant to endorse paid parking but reluctantly accept it's needed to manage things</p>
<p>As mentioned, I think it would also be useful to modify some of the business stall parking to flexible parking (drop-off, or time limited), when that business is outside of operating hours.</p>
<p>These seem to be logical solutions under the circumstances</p>
<p>Why time limits for guest parking? They will put resident parking vehicles on the street and visitors in driveways.</p>
<p>All Deep Cove residents should be provided with a pass for parking overnight</p>
<p>No paid parking in deep cove. 2 and 3 are good.</p>
<p>My concern is that Deep Cove Park and Rockcliff Road should be considered to be a part of the Village Core. I suspect the vast majority of people going into this area would think that Panorama and Deep Cove Parks are effectively one park. The location of the Kayak Shop on the park boundaries, the number of persons in that area on weekends and through the summer months (and especially on Tuesday Night Races), as well as the challenges with drop off / pick up of water craft</p>

Why (How satisfied are you with recommendations proposed for the Village Core area?)
and the parking lot challenges make this almost an activity whose transportation pressures on the community could be greatly reduced if the users arrived by transit and just rented Kayak shop equipment. There does seem to be more residents that walk there equipment there to launch. We used to take our equipment there by car, but now only infrequently rent when visitors come.
You don't mention whether the restrictions would apply 24/7, or instead during the busiest times. I would not be in favor of time-limited or paid parking restrictions in effect 24/7. I would be in favor of those restrictions applying 9 a.m. - 6 p.m., though. That allows Indian Arm or other residents to have those spaces for overnight use, but frees them up for visitors during peak periods.
Maybe pay parking will encourage fewer people to drive and take the bus instead.
Make RE means tested. Don't exempt residents from pay parking.
When Poole park in my street they park illegally and make it so we can't get out of our driveway easily.
See previous comment
No paid parking
Real solve would be building an underground parking structure with sufficient capacity, along with better trails to deep cove to provide access by bike.
I still think paid parking will be a challenge resulting in more of our village streets becoming congested with cars looking for other options.
I live in Upper Lynn Valley where there are limits on visitor parking. This has had the perverse effect of making it difficult to have visitors.
I have not seen any stats to indicated that most residents do not have adequate private parking. I feel they are tired of visitors looking for parking on their streets. How many spaces per resident is reasonable, if I have 4 spaces on my property, do I really need 2 more 24 hr permits? This is a 9 am to 8 pm May to Sept parking issue, and the restrictions need to reflect that. Parking should be open to all for the rest of the year.
Keeps the core from becoming crowded however more information to visitors ahead of time on the state of parking would be recommended to stop traffic congestion, and reduce the risk of accident.
Currently the time limited parking isn't being monitored so if the paid parking won't be monitored then it is useless.
It seems that everywhere you go you are charges for parking and limited to your time. This is a deterrent for visitors.
no paid parking!!! parking should be free in deep cove!!!
There needs to be further restrictions to parking on panorama drive. Resident only parking should stick with the by law regulations and apply to ONLY residents in the immediate vicinity. Indian arm members should be required to park elsewhere in the cove or at a different marina as they do not

Why (How satisfied are you with recommendations proposed for the Village Core area?)
meet by law requirements. They also monopolize the on street resident only parking and cause massive stress and safety concerns to all residents in the area.
sad to have paid parking but might be the best bet at times.
No not want paid parking in Deep Cove
I would be concerned about the number of on street passes issued to residents. This should be based on the number of parking resources available to them from their property or provided by apartment complex. At some point if residents have an excess number of vehicles the number of passes should be restricted.
See earlier comments re: paid parking. Consult local businesses re impacts of paid parking. What percentage of people are involved in drop/off pick up in this area (unless you mean picking up food from local restaurants). Why are residents parking on the streets? Most of the area is single family homes (two parking spots) or apartments that provide parking. If additional parking spots are required for residents perhaps an annual fee for additional residential parking could be considered.
Everyone shared the land and DNV residents should be prioritized
I've already expressed displeasure with paid parking.
Pay parking is not a solution. We need more options of places to park for free (time limited)
Drop off spaces are great but when you need to park for 15 minutes there is little access and people abuse these
<p>I strongly disagree with paid parking.</p> <p>I am a resident of deep Cove since [REDACTED] and although I walk to the Cove a lot from near Wickenden Park I cannot always. Drop off hours limited.</p> <p>As mentioned previously RE should be limited.</p>
No paid parking. It's just another tax. If you insist on paid parking limit it to \$0.05/hour only my to keep track of the time a vehicle has been at that location
Would like more specifics on drop-off and pick up spaces. Where can we park our car to do a day long paddle? Three hours to unload, launch, paddle, put our canoe back on our car is not enough time to do any meaningful paddling.
<p>Tourism is the issue. Local or outside tourism. Also the pretense of privilege or entitlement that many people draw on to just do what they want to do despite laws outlawing it. If 95% of drivers are going to break the law by speeding in metro Vancouver why would you imagine they would obey parking laws? I would say work on de-industrializing the majority of Burrard Inlet otherwise planners will just be playing musical chairs with other districts that are over-run by majoritarian 'needs'. Like the rest of BC Deep Cove is colonized so in terms of justice and jurisprudence that is a much bigger issue than parking. If this issue is not worked on then Canada will continue to be seen as an apartheid nation where European (invader/Empire) laws and practices created entitlement and transferred the ownership of the Western Hemisphere into European (mostly) hands. If you want justice then you need to open the book the whole way.</p>

Why (How satisfied are you with recommendations proposed for the Village Core area?)
What will the time limits be?
The residents living in the Village Core should be exempt from the time restriction parking. I am not sure I agree that we should have to pay for that exemption, but perhaps if it is an annual small fee that would be acceptable.
We live up the hill in the Indian River neighbourhood and generally walk down the trails and roads to the Cove. Occasionally, we drive down to wow visitors with the beautiful Cove views or to visit Honeys or the theatre. Hoping that residential parking passes will be available to all residents (\$10 per day?)
Visitors may have need for varying parking times, so time limits need to be extendable. eg. A visitor may come for a theatre performance and wish to visit a restaurant also. A performer may come for a rehearsal and not know how long this will take. A North Vancouver resident may bring an out of town visitor to Deep Cove and take up more time than expected.
As long as residents are not ticketed and enforcement is a must
Somehow, I think more parking needs to be opened up to facilitate future density
Nope. No Paid Parking please. It's not worth the trouble. Those devices irritate every single client, all day every day. They not worth it.
<p>Option 2 Pick up and drop off spaces and Option 3 Time limited, resident exempt (by permit)</p> <p>Also, it's important to re-direct the main entrance to Quarry Rock hike from Indian River Drive so as to reduce parking pressure out of the Village Core.</p>
Disabled Parking is missing
I don't think there should be paid parking.
Lift all restrictions and stop denying access to the public
I do not think paid parking should be applied, but support all other measures.
I'm not sure that pay parking will result in higher turnover. I think people will pay without reducing the usual amount of time they spend in the cove.
I am not sure when the time limited parking would start but when I enter the village at 5 am it's empty, so I don't hope that this time limited paid parking will be 24/7 but rather 9 am - 6 pm so that busy hours are covered but residents can still use the parking spots for free when they come home from work
As an example, I come into the cove to row. My row takes a couple of hours and then I'd love to grab some food in the cove with friends. Time limited parking which I assume is 2 hours makes it impossible meaning that I am then leaving the cove to eat. Paid also feels ridiculous as I row at 5:30am when there is no demand whatsoever.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
Time limited to what amount of time?
These are good solutions that would be enhanced by a shuttle service from a parking lot further out for visitors from outside of the Cove during peak times particularly the summer.
The "Livable Deep Cove" proposal should not have included a drive through street as its primary use. It provides few parking spots, and disrupts what could be a useful village core.
Delivery/Corporate parking could have been provided at both ends. Keeping the naughton detour but restricting it to busses and moving the "bus idling area" to just before the naughton detour would have freed up multiple spots where the current bus parking is.
Additionally, the parking lot on Panorama Dr. should be made a one way route, with one entrance at the beginning, and one at the end. This allows 4 more street parking, and several more in the lot itself.
Pay parking is a fine concept, but judging by how many parking tickets are given out in Deep Cove restrictions don't seem to be a deterrent.
I don't want to pay for parking during off-peak times. I never go to the cove during busy times.
While there can be some resident permits, deep cove has lots of visitors. If there are too many resident permits, they will squeeze out visitors and negatively impact on the businesses in the Cove. Resident permits should be there but they must have a high fee to discourage free riders.
I live near Deep Cove and hike Quarry Rock 4-5 times per week. I don't want to pay for parking every time I come there.
It looks some improvement.
dont agree with paid parking
It will move people out of this area to other parking
I already spend a great deal of money in The Cove. If I then have to add a parking fee on top of this, it would start to become a financial hardship. Basically it would mean affluent people and those with higher income would be able to afford to park and use The Cove, and those of us on low income or pensions and fixed budgets would be penalized and The Cove would become off limits for us. I already have to walk quite a way most times and at almost [redacted] years of age, if I had to walk even further because of pay parking it would mean I'd have to take business elsewhere. Pay parking is just a tax, it will not solve the issue, that there is not enough parking. It would be a shame if that changed to , "There is not enough parking for people with little money but plenty for rich people who can afford to pay for it!"
like the idea of pay parking
residents should not get time limitation exemption for the village core, I dont see the justification for that

Why (How satisfied are you with recommendations proposed for the Village Core area?)
I do not want to see paid parking in Deep Cove. It will effect business and recreational activities.
Close Quarry Rock trail
Well thought out and covers the main key options
Paid parking makes the area inaccessible to people without money so creates inequality
I dont think there should be paid parking in deep cove. How will that solve any of the volume problems? It will just force people to pay instead of parking for free
I wonder if simply converting a fairly large number of spots to Pick up/Drop off could make a big difference?
As noted above, I think the current situation (with limited amount of parking, time-limited but unpaid street and lot parking) is effective. I would oppose the implementation of paid parking. We currently, occasionally, park briefly (20 minutes) in this area, mainly in summer, mainly early mornings, to purchase a muffin/scone and/or to swim, and implementation of paid parking would mean added costs.
Presently I am not facing the parking problems as much as others. I have my own driveway and garage. The problem that I faceis in the summer months, non-resident visitors would park their cars on the street outside my house for hours sometimes from morning to evening
Pay parking will push people to park outta use if these zones
Still doesn't reduce extra cars. Get Evo, secure bike valet, fast shuttle bus and pre-booked visitor passes likely Butzen Lake.
Time limits don't work for employees that are expected to be at work all day. It's difficult finding employees willing to commute/ work in Deep Cove. Now limiting parking will make it worse
I think there should be a permit available for people who live within a 2 mile radius to the village core. This would give us the opportunity to access the businesses and schools, etc on a regular basis and have an easier time finding short term parking.
Parking should be residential exempt but many people coming to area have large kayaks etc so can't park far away, and when paddling, it can be quite a few hours, so would be very expensive Should just be 1st come 1st served in parking lots, with parking on village Main road
I so like the permit for residents for longer parking. I don't like the idea of having to pay for it. It is already extremely expensive to live here and I don't want to have to pay for a parking permit to ensure a spot and then have visitors come park there anyway and no one to enforce it.
What defines "resident"? I live near Parkgate and come for 1/2 hour visits to deep cove primarily, and it would be nice to benefit from this. Understandably, I may not qualify
When are too many visitors too many?
As a resident with only one onsite parking spot and three adults at home, I have not been offered a resident only permit. A permit would help my specific situation.

Why (How satisfied are you with recommendations prosed for the Village Core area?)
I agree with the above but don't think it should be paid parking. It should be like Edgemont or the Lonsdale area where it is time limited and not metered
Time limited is good. Pay parking is not.
Encourage turn over on busy days for visitors ,and I can still stop to collect stuff at drug store and food at corner store.
Would it be possible to still have unpaid parking during quieter periods for locals who can't walk a distance. We live nearby and often drive to Panorama Park in the early morning for a short walk or sit on the bench at a time when there is typically quite a bit of parking available and it would be nice to be able to do this with ease and without paying a cumulatively huge amount in parking fees.
don't park in that area
I don't think you have to institute paid parking in this zone but could consider time limited restrictions to ensure traffic flow in and out.
Why give residents use of public land to store their private vehicle? Ensure you charge an appropriate amount for the priviledge - the cost of paving and maintenance of the road for their use is likely \$50,000 to \$100,000 per year. Don't subsidize their car use by giving them a subsidy.
Still going to be tricky for residents in summer.
support #2 + 3, but not #1. On #1 I'd support ON-street parking restrictions - when I'm in that part of Deep Cove it's usually for the restaurant
in summer months (even spring and fall) I see families having a picnic. These parking recommendations don't allow for them to keep their vehicle near by - I guess you expect them to park elsewhere - wherever that is.....It doesn't affect me personally as I come for the hike to Quarry rock with a treat afterwards, or occasional dinner and theatre
The time limits need to be short: 45 minutes is plenty for a Honey's visit.
On street parking - will it be paid parking 24 hours or just during peak hours? If I am going for dinner or visiting a friend in the Cove, I should not need to pay for parking as a resident of Deep Cove. I am sure as a resident of Deep Cove, they would not want their friends to have to pay for parking either. Would like to know how you are planning on options in this type of situation.
Seems to cover most uses fairly.
the proposals are great but stronger more frequent bylaws officers are needed. they do a good job but often are not here when needed. people parked illegally are prepared to take a chance knowing the probability of being fined is low and the fine is acceptable to many.
You just need to make more parking spots. Enlarge the current parking lots or make more street parking on Dollarton.
Time-limited is good, but I feel that while most people can afford to pay for parking, many people cannot, and so it becomes discriminatory between those who have money and those who do not. Outdoor space should be enjoyed by all without having to pay for it. I see a lot of families enjoying

Why (How satisfied are you with recommendations proposed for the Village Core area?)
the park who don't have their own yards and have very limited income. Times are hard for many. Yes, they could choose another park, but why should they have to?
Need parking for a short time. Used to be able to use parking lot but invisible now always full.
No paid parking
Why limited parking for residents ! Remove any visitor parking completely except for paid parking in designated parking lots and very limited drop off zones.
Not enough planning for the foreseeable future no consideration to eliminate outside traffic areas
It will take a whole lot of enforcement to encourage visitors to respect time limits.
It's hard to have the parking hours shortened when you go for a kayak, hike etc
It will drive more traffic to outlying areas.
doesn't address patient parking for doctors offices
We use the deep cove area for water access - better enforcement of drop off zones required.
Has there been any consideration given to providing more space. For example diagonal parking stalls fit far more vehicles than parallel parking stalls and the east side of Lower Gallant would be a perfect candidate for it. Please also consider parking for Visitors of local Residents. A few stalls dedicated for short term 2-4 hr visitors of residents would be beneficial (on a pass based system). This is particularly relevant to the apartment and condos that line Gallant
Paid parking only makes tourists look into other neighbourhoods to park for free. Not a solution. Especially not a solution if you allow some third party to profit!!! Paid parking across metro van needs to change to only go to the cities, schools, hospitals, parks. Get rid of impark. Such a mess.
If I need to park for a longer period of time it is problematic
I believe that the number of visitors to Deep Cove needs to be limited. This small community is unable to manage the numbers of visitors interested in accessing the area for recreational activities.
see previous comments - some paid parking, but not the majority, perhaps in a few key spaces only
The resident exempt parking is a fantastic idea – I just hope there will be a larger ratio! Day visitors really should be encouraged to use public transit. Our small village does not have the infrastructure for so much traffic!
Paid parking in main lots should be incorporated into plan. (ie. A fee to charge for parking in areas of highest demand). Pay parking would serve to encourage vehicle turn-over AND provide funds to help cover costs of park maintenance, which has increased greatly with use of Deep Cove over last several years.
Even with paid parking and time limits, you are still not addressing the drivers who circle the streets looking for a spot.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
This does not address issues outside of the village core - and actually will encourage people to park outside of the core making safety problems worse in these areas.
This does not resolve the issue of vehicles circling repeatedly looking for spots.
As before paid parking will not stop visitors from driving around looking
These solutions are, at best, partially effective.
Mentioned before that cost limits those who can't afford it. I like pickup and drop off zones.
it doesn't solve anything, this is just the government doing nothing as usual except setting up new ways to tax it's hard working citizens using pay machines. i wish you guys were this creative when it actually came to solving the deep cove parking crisis, instead of finding new ways to line your pockets with more of our hard earned money. shame on you!
I agree with time limited but not pay parking because not everyone can afford it.
There's no good answer. Blame Kate Winslet, Air France magazine, Instagram
The paid parking will have an negative impact on local businesses and theatre.
Again, residents within walking distance won't need permits but residents of the greater Seymour community do.
It is a fine balance. Parking is one problem and summer traffic is another. Will short time limits increase traffic. Pre covid it was difficult to access deep cove on summer weekends due to traffic jams
I've never been able to find parking in this area on a weekend. There are so few parking spots available that I don't think much of anything will help. And by adding paid spots just favours those who can afford to pay
Large commercial delivery truck drivers, courier vans, Canada Post vans, and garbage recycling trucks all need to temporarily park for various lengths of time along Deep Cove narrow roads.
It does not solve the issue of People driving around in circles looking for parking that isn't available as there area has reached capacity
Disruption and more digging in the cove on top of years of this for drainage. Paid parking feels like a money grab and not a solution.
<p>Paying for parking does not encourage parking for shorter periods, as the cost of parking is not large. Visitors will always buy the maximum available parking.</p> <p>I've seen visitors deliberately park in marked no parking zones because the cost of an infraction, multiplied by the low probably of being ticketed, is tolerable.</p> <p>Without enforcement of expired parking, charging for parking is revenue but does not help the parking situation.</p> <p>Visitors also leave flashers on in PIDO spots and leave their vehicle. Again, enforcement is essential.</p>
I'm having trouble getting my head around paid parking. For me it takes away the sense of community - it makes the community feel more like Granville Island. I love Granville Island, but

Why (How satisfied are you with recommendations prosed for the Village Core area?)

Granville Island feels like commercial space and not a community. Enforcement of parking may be able to respond to this issue. As you mention there are 135-145 spaces in Village Core. If some spaces are time limited but not paid, enforcement will be required for those spaces. It would seem a small step to enforce time limiting of spaces without requiring paid parking.

A shuttle bus from Parkgate or another area further out of central Deep Cove would help to spread out traffic and parking

Not thrilled about having to pay to park when I pop down to the beach.

Regulations are good, although the block between Naughton and Gallant on Banbury should stay residence only; Very dissatisfied to no real enforcement which needs to be ongoing everyday particularly spring /summer weekends. The revenue would more than pay for a full time enforcement officer - the time limits are abused - lots of parking in areas with no parking on Naughton even and never ticketed.

I am dissatisfied because of the lack of initiative on other tools/options and believe it is a short-sighted plan that will waste resources. Like spending too much money on an unsustainable car, knowing you will need to buy a more sustainable car anyways. Projects like a shuttle bus or Skyride/gondola expansion should be prioritized. And yes, buses can tow trailers that can hold recreational equipment. Such projects in my mind should be prioritized as a PRIMARY option. Options such as better transit require INFRASTRUCTURE and other options such as 'parking management' should be viewed as a secondary option that ought to be built around transit, accommodating transit. Otherwise, you end up managing parking now and building transit in a way that accommodates parking (meaning transit will unfortunately remain an inconvenient option). Some foresight now could allow for options like transit that can tow recreational equipment for the public, creating a MORE CONVENIENT option. Convenience is the only way to actually encourage its' usage. Such foresight in my mind will offer sustainability to the region. In summary, the approach being taken is short-sighted, unsustainable, and less cost-effective! Parking ought to then be prioritized for those who cannot use transit options as conveniently, such as people with disabilities that struggle to use the bus or families with young children that need to bring lots of equipment like strollers. After transit is prioritized, leftover parking ought to be given the wheelchair/stroller signs.

It should work but would require considerable enforcement.

Remove all on street for all vehicles including residents. On street storage of personal vehicle unacceptable and should not be subsidized by other NVD residents

As a renter, I would need to park far from my residence if there is no overnight and non-paid parking. I have asked the city and have been told that I cannot purchase an addition permit. What can I do as a renter if I have two vehicles and our landlord keeps one of the two passes? The closest parking is currently in the lot at the end of Banbury near the paddle shop. What can I do if the overnight in this spot is removed? We already can't move our car on weekends as there are no spots when we return.

Yes, this could be good but yesterday was the nicest day of the year and all of the residential streets were full of cars. Even with pay parking or time limit. I really don't know how you're going to manage the extreme load of vehicles on sunny weekends. Good luck!! Extend the spirit trail please.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
Risk of users parking in further residential areas (eg. all along Deep Cove Road)
The Main Street should be one way only with expanded pedestrian and eatery zone.
Uber should not be allowed in PUDO. It creates circulation problems. Buses need access but these low capacity vehicles add to the problem. WE have seen "defined operational locations" for Uber PUDO elsewhere to stop this. Uber drivers will get it very quickly. Use the satellite lots. This is a key location for paid parking by advance on line parking permit purchase, webcam, and enforcement via licence recognition.
No mention of the maxed out overflow every sunny weekend? I'll reason that's top off the list for most of us! Come on what's up?
I feel for residents that can't park in front of their house . Good to have permits and room for them to park
Sounds great. Just implement modern app-based payment methods (no need for pay stations).
I don't understand why we have dug up lower Gallant AGAIN to add more patio seating and remove parking when we need more parking dont need more patio space - have a park, beach, parks, and more parks down there.
Strange that there is even more of a parking issue after digging up that main street in the over.
My belief is that this should extend outside the village core
I don't understand why we have dug up lower Gallant again to add more patio seating and remove more parking in this premium location where we need more parking while answering a parking solution survey. We do not need more patio space. We have a parks and beaches right there for visitors to enjoy. We won't get less visitors because someone can't sit in front of those cafes. The natural beauty is the draw. No offence to any businesses in the cove
Short time limits needed for drug store, medical visits etc.
Need to provide parking for residents. This is a very congested area
would not come
not clear
I am able to walk into the Cove
If pay parking, I will likely visit Deep Cove businesses less in favour of others in North Vancouver with free parking.
It is unclear if this means the Panorama Park lot will be pay parking only. I assume it will be, in which case, I would really like to see it pay parking in-season only, and back to free October to March, to keep in line with what is done elsewhere in the District.
What about the surrounding areas? You may solve issues for the people in the village core, but then just create the in the surrounding areas.

Why (How satisfied are you with recommendations proposed for the Village Core area?)
<p>Why is "increasing the availability of parking for resident permit holders" in the VILLAGE CORE a priority?? Wouldn't the top priority be to increase availability of parking for patrons of the village core?? You guys have this backwards! your background info said residents own too many cars. You should be reducing residential parking, at least in this zone, through the residential pass system. Limit numbers (per household) or have it pay (\$20 or something nominal a month).</p>
<p>One of the challenges with short term parking is that the line ups to restaurants are unpredictable. So if you can only park for an hour, for example, then you likely can't go for lunch within that timeframe.</p>
<p>Paid parking should not b an option.</p>
<p>When I need to access with someone with mobility issues it is frustrating not to be able to park in your own neighbourhood to access your neighbourhood theatre, restaurants, etc. So it makes it that we shy away from it during May to September, which is often when you want to dine outdoors to take advantage of your neighbourhood.</p>
<p>This will not address the huge gap between vehicles/vehicles coming to Deep cove and number of parking spaces available</p>
<p>There should only be resident permit parking along the full length of Panorama Dr.</p>
<p>I think the current drop off spot for kayaks is working but I worry that more "drop off" spaces will take away more parking. Time limits for visitors and resident exemptions is a good suggestion.</p>
<p>There needs to be a location a tour/school bus PUDO space - either in this zone or in Parks and Residential East zone. Consideration should to be given to the needs of customers of the dentist, doctor and pharmacy.</p>
<p>As before</p>
<p>still concerned that residents will take most of the spots if resident parking permits are issued without some control</p>
<p>This does not address my concerns.</p>
<p>Addresses the Panorama Park concerns, but not Deep Cove Road concerns.</p>
<p>I don't think parking spaces are the answer.</p>
<p>Not really addressing the problem</p>
<p>We won't know the outcome until it's put in place.</p>
<p>I don't agree with paid parking</p>
<p>The permit system should include persons using the area I specific lots as well as residents.</p>
<p>You have not identified the duration limits.</p>
<p>When some areas are paid, visitors who stay for 2-3 hours will search for unpaid areas (even if it is limited). Then residents, if the are lucky to find a spot, will be left with only paid areas.</p>

Why (How satisfied are you with recommendations proposed for the Village Core area?)

don't like paid parking - unfair.

Appendix 9

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
No allowance for visitors of residents.
Most residences in the area have driveways where they can park their vehicles.
This needs to be extent to all DEEP Cove area as pictured in the Map . Tourists go to any extent to find parking ... they don't care where as long as it's free and untimed. We've had people double parked on Cliffwood Lane and no recourse as it's after hours! We pay high taxes to live in the area and should be protected!
We are in Cove Gardens and have issues accommodating trades working on our site. Ie, we have two trucks here next week to do our windows and pressure washing over 2 days. It is onerous and expensive to get the spots permitted/reserved so we have to shuffle personal vehicles to save the spots in front of our building. Also an issue for our gardener who visits regularly in the summer months.
The "residential north" map is a bit deceiving, does it include every resident of the Indian Arm as a resident of Panorama? I love the parking passes, but we still frequently have more cars than spaces on the street.
Some options for public should exist. It's unfair to completely close this entire area off to non-residents.
It's already RPO??
No clear communication of intentions or timelines. Requests for improvements have been ignored for years. Visitors are prioritized over residents.
Does the Marina have parking of its own? I am not one, but am sure Marina clients host visitors.
I believe this is resident only already?
we couldn't access our home on sunny days - our street is now RPO and I appreciate this change.
Why should I have to pay for a parking permit when I own the house and pay taxes!!!! Permits should be free to all home owners period!!!
I think residents should have access to these parking spots.
Recommending????? Isn't this already in place?
Residents should park on their own property.
just pushes traffic to other neighbourhoods so not a solution.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
It gives consideration to those living next to a popular tourist attraction
Do not support resident parking - it is inequitable and will do nothing to change car dependency.
As previously mentioned, there are times when we need a second visitor pass.
Those living on Panorama are getting what the rest of Deep Cove would likely prefer. The reason why other areas want restrictive parking is just as legitimate. We have people driving around looking for parking on our streets as well. District signs to parking actually lead then to our street with no parking restrictions.
bad planning in affect here, the roads have no room. Permit parking is ok but have some kind of online registry of license plates instead of stickers\cards
If the demand is larger than the supply, how will district decide on supplying permits to residents?
It would make walking safer
Its just moving the parking issue, if no visitors can park on those streets.
I don't live there
They need to be enforced we've had people park across the bottom of our driveway
Residents of this area should be able to park on their street - parking is limited enough without adding area visitors.
Cars/truck of both visitors and residents currently park on sidewalks and block active transportation routes in this area. Additional enforcement should ensure other modes of transportation are protected and not given to parking.
Agree in concept, but where do visiting friends and family park if they are not "residents"?
I believe this is happening now and it has helped with the traffic on Panorama
I don't park there
Panorama is so small so only residents should be able to park
As a resident of [REDACTED]. I am very satisfied with the resident-only policy. We had major problems in the past when neither ambulances nor fire trucks were not able to reach the trailhead to rescue people who were injured on the trail to Corry Rock or reach houses that had a fire.
As long as there is a mechanism to prevent people going up the street .
Not an actual plan
not sure what you mean by "reserve a minimum supply"
I don't live there, it's alright though
This is an exceedingly narrow street and is frequently difficult to move up and down to residence so parking permit seems to help the situation.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
This aligns with resident needs.
Should not have to pay. Two car section for residents without driveways
No paid parking
Depends if this will include residents of other streets too, like Gallant given short supply.
What about Residential South? Residential North has many homes that have suites and Airbnb. They are a massive draw on parking already. South is truly a residential neighbourhood that is being hugely impacted by the removal of parking to accommodate Lower Gallant patios and increased tourist demand
heard horror stories of people not being able to partner their houses
Surely this area can take on some of the burden of day visitor parking. From this page it seems the recommendation is for all of the parking to go to residents? I don't agree if that is the case.
Panorama Drive is a dead end street; with no circulation available, it's important for this section to be exclusive to residents and guests of residents.
The road is too narrow and there's very little off street parking for residents.
There are a high number of airbnb and vacation rentals who are impacting the Cove parking situation in general. I am aware of home owners, who when they have rental visitors, will park in neighbourhood streets in order to free up parking for their paying clients.
More visible signage and bylaw supervision
With the marina at the north end this street has a lot of traffic and is limited in it's capacity to handle additional traffic beyond the existing pedestrian, residential and emergency vehicle traffic it already experiences.
I disagree with resident only parking, though time restrictions could make me reconsider.
The area of permit only needs to be expanded to include more area of Deep Cove. Just Panorama is not enough. All the residential streets in the core area of Deep Cove become over run with cars and with the housing crisis being what it is and multiple units within homes to allow people to afford to live in our community the streets are already in use for resident parking. With the lay of the land in Deep Cove many homes do not have an area to park in a driveway and therefore must use the street to park.
This seems to be what is already in place and I don't hear residents complaining. Also there are very few visitors who venture beyond panorama park parking lot.
Not sure what this means? Everyone who is a resident can only park in the Residential North Area? I think permit-exempt decals should be allowed within a variety of areas in Deep Cove.
As long as we get our permit FREE with no charge if you show proof you live in the Cove, I'm satisfied.
Please review your permits for residents to ensure no improper use.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
That's the best way to control traffic and ensure easy and safe traffic flow.
Reserve a maximum supply not minimum
Rip out that street dock stuff that impedes vehicle circulation and access (including to pedestrian drop off circle). Where will cars cruise and idle waiting for a parking spot? Now pushed into dead ends, turns against the traffic and conflict.
As a resident that already uses a permit, can truthfully say there are many that cheat this system and pretend they live on the street to get the permits. This is done by pretending to be a tenant by making arrangements with the owners etc. So this system while it works for some is always being misused and will probably only get worse.
Resident only parking is the only thing that has had a positive affect on the traffic problems in the deep cove area. However People still continue to drop off at the trailhead which is a problem during busy times and too many people trying to access the trail is also a big problem.
Resident only parking in all residential areas not just that one area
Need to bring in a time when the Quarry Rock is closed at night. As more and more vehicles park and people head lamp the trail t night.
We need to send the message that if one owns a personal vehicle, that vehicle should be parked on one's own property. If that is not acceptable, then the user should pay a significant fee to do so. It should not be free! We should phase out free street parking. It's the reason we have too many cars "stored" on our streets.
Earlier unsaid I was very satisfied we have problems with too many AirBnb guests and residents that have too many vehicles. Many vehicles are stored for too long on the street, camper vans for example should be stored elsewhere. Also some vehicles don't move much.
Residents must have access to extra permits for their friends or family to be able to park in front of their resident when they are visiting
To reduce excess traffic especially weekends and summer, there needs to be MUCH clearer signage prior to the Baden Powell trailhead that there is no public parking and also no turn-around beyond a certain point. And no trail access either. And that marina access is private.
I am unclear on whether there are going to be changes regarding the number of permits per home/property in the north zone.
They live there and don't really have options. Plus they pay high taxes.
Further, there is a need to manage and limit the number of resident parking permits per property in order to ensure equitable access for all.
Residents should park in their own designated parking :driveways/ garages etc.
This will push more overnight demand (folks up Indian Arm) to the south sides. Also, what about people visiting folks who live on Panorama? They need lots of visitor permits, or those folks too will also be pushed south.

Why (How satisfied are you with recommendations proposed for the Residential North area?)

Panorama should be a no go for all tourist traffic, but it needs a hard stop to prevent lost a d misdirected drivers from clogging it.

Reserving street parking for residents must include better signage to advise visitors. The area of Panorama Drive where I live is currently marked as resident parking only but does not stop the traffic down the street by uncertain drivers attempting to find parking or find a place to turn around. Current information signs are not effective in stopping this stream of traffic. It is not hard to identify non-resident vehicles when they must find somewhere to turn around to exit the street. This creates frustration for both residents and visitors. I frequently have to wait for several vehicles to use my driveway as a turn around option before I can access my off street parking. Many residents use other means to block their driveways to prevent this. Also on street resident parking narrows the ability to pass other drivers and turns the street into a single lane road. This further frustrates visitors trying to find parking or turn around to exit the street.

Panorama Dr is extremely overly congested due to tourists walking and driving up and down the street to use the Quarry Rock Trail. The street is already hugely inadequate even at baseline to support local foot, bike, and car traffic. It is so densely packed with houses and most of them do not even have parking spots so must park on the street year round, impeding the amount of road that can be used for parking. You cannot even accommodate two way traffic on this road and it is difficult for us at baseline to walk our dogs and use our stroller without a proper sidewalk. Add in tourist foot traffic and reckless driving, and it becomes completely unusable in the weekends. We need to make Panorama Dr for local traffic ONLY. We needs huge signs and possible road barrier to indicate for tourists to turn away from this residential street. We cannot accommodate all the tourists looking to park as close to the trail head as possible. Life has become unbearable in the summers so much so that we try to get away every chance we get, which is ironic considering we are a world class tourist destination. Tourists speed up and down the street, not watching for pets and children and bicycles at the side. They have trouble turning around when they realize the road leads nowhere and often damage local driveways/trash bins. They need to be redirected! Rockcliff and Raeburn have ample parking with proper adequate roads to support the traffic. They need to be redirected SOUTH of gallant dr!

Those roads are so narrow and should be resident only for safety

I believe the parking on Panorama Drive the is parallel to the Panorama Park parking lot should remain free to the public and not regulated by residential permit.

The District needs to further restrict the permits per address. Many owners on the street are running Airbnbs and/or have multiple families living in their homes and therefore have many vehicles associated with their homes. This makes it impossible for others who have only one or two vehicles to find any street parking. For example, our [REDACTED] neighbour who only has parking room for one vehicle on their property has 5 vehicles belonging to people who live at that home, [REDACTED]

The district has to restrict people parking large recreational vehicles eg. live-in vans on the street (similar to how you aren't allowed to park boats on the street).

Also, the district should not allow people to put orange cones in areas where district parking is permitted. Several of our neighbours use orange cones in district parking zones to block parking in front of their home thus preventing others who have permits from using that parking space.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
not enough
This is the only solution I can see.
That's fine, but many residents park in the public spaces as they expanded their homes and the city didn't require them to align parking.
I have been very happy since the residential permit only parking was implemented on Panorama Drive. And I appreciate that the district workers are on top of those violating this requirement.
I don't typically use this parking area.
Now your surgery has just made me angry and I don't want to fill it out anymore
That street is very very short on parking and thus permit parking makes sense. I'm a big believer that everyone should have access and not just locals but that street is extra extra short on parking.
No direct experience with this area.
Most residents have parking at their houses
Residents need free parking
Didn't think anyone other than residents can park here
Mostly works now but some added (better placed) signage could reduce transient traffic flow.
I am a relatively recent property owner in this district (Panorama). I have heard of people who sold and moved out because the lack of parking for residents was a huge problem before the resident permits were introduced. This needs to stay in place - in fact there are some parking spots that are a bit hard to figure out...do they belong to the house or are they available to all permit holders? This could be clarified.
This is a very narrow residential street which is problematic when visitors are looking for parking
This is already in place
Well, we frequent the marina, it would be nice to have additional parking there for guests
Limited On street parking spots by marina are taken entirely by residents up the arm that want every spot close to the marina, including parking in residents driveways. And paying to park on your own street is frustrating.
Some of the wealthiest residents live here who together with some of the old timers have a lot of parking in their drive ways and garage, but I guess you do not want to disturb them by putting paid parking or other options that may bother them. So they get the special treatment of Residents Parking Only when everyone else gets the most inconvenient options, pretty bias NVD
I don't reside in that exact zone but traffic and parking are always terrible in the zone that I reside which is East Residential. In my opinion residents of the areas from Myrtle Park to Gallant Avenue should have resident parking passes free of charge.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
It still doesn't allow people literally a block away to qualify for a residential park g pass
This is not a proposal. It's already like this.
It is a dead end street.
It's the only solution I can envision.
That part of the road probably should be for residents quiet narrow and crowded already and lots of people walk in the road since the sidewalk situation isn't great. It's dangerous to have cars looking for spots because people want to be close to trailheads, residents parking and people walking around the road. It'd be good if signage was clear about no parking for visitors.
Decreases circulation of non-resident vehicles on such a narrow street
We visit friends that live in that area - they do not have space on their driveway so we would have to park far away to visit them. When it's dark and rainy at night and in the winter this is not safe.
They need it. BTW consider increasing Northshore trails in general so that any one trail is not so crowded.
A minimum supply of parking for residents does and will not provide the on street parking needed during adverse (snow/ice) weather conditions when it is not safe or possible to park on residents' properties with steep driveway access only
Residential permit parking already exists, however visitors still drive along these streets looking for spaces, they ignore the signs saying permit only and we have a constant stream of cars driving up and down and turning around in our driveways. Larger more prominent signage is required.
Does not address exceptions
I'm not a resident so I can't park here
It would be helpful to allow residents to obtain more than one visitor pass. Two as a minimum.
This area is highly used by visitors given it's closeness to Quarry Rock but there is very little places for residences to park.
People park on these streets illegally anyway and are not ticketed as they go on their hikes. Permits cost money that some residents aren't willing to pay
Households should provide their own parking.
If they have a driveway they should have to use it
Seems fair.
That zone is narrow with limited parking. Emergency access must be guaranteed.
Residents need to park in their own driveways. Street parking should be freely available to visitors, either household visitors or tourists, all should be allowed to park freely within safe guidelines.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
<p>1. The resident only pass needs some provision for visitors. 2. There are far too many B & B's on Caledonia. There are frequently 'guests' with out of province and out of country licence plates using on street parking and/or increasing traffic flow significantly on the residential street.</p>
Not aware of all related issues
Why are we storing someones private property on our public roadways? Will it make traffic safer for our residents and their children and elders? (I hardly think so)
The residential parking permit helps a lot. It would be great to have a place for the marina people to park at the marina. They often park for days tying up parking. Sometimes I worry if they are okay wherever they are, they are parked so long.
Very satisfied as long as consideration is given for those visiting a resident on Panorama. That may require flexibility if a house in that area is hosting an event or doing construction work etc. More than one visitor pass would be necessary.
None at the moment for west panorama resident parking
It already is almost completely restricted.
Residents need the spot.
There should be parking set up for hikers away from the water at the end of the two residential streets: Badger & Caldonia. This is a no-brainer - it would be easy to create 100 parking spots at the end of the street for the trail users.
because you are not providing the tourists with any where to go so they just keep driving around .
Do not understand why we have to pay a separate fee over and above our taxes for the right to park and to have our visitors park . Also the process for renewal is cumbersome and it is a constant irritation that other high traffic areas like upper Lynn Valley get multiple guest passes free of charge
I have a boat access only property and need at least one 24/7 parking area. It is is essential to get from my boat to my car to go to work
<p>This will just push more people to other residential streets. The few spaces that are available should be used.</p> <p>Make it residential or 2 hour paid parking for everyone else.</p>
Where do people park to access trails? Will you have shuttle buses?
Need more spaces for residents and residents visitorsbabd make it safer for children crossing the street to their house.
Looks like a good plan b
This can be a congestion nightmare for residents -- as well as a safety issue. Permit-only (and CLEARLY marked) would help to eliminate most traffic and reduce the safety concerns.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
hopefully will reduce non-north shore residents from going to Quarry Rock - it has become way too busy for locals to hike
Priority to residential.
The houses on Panorama are all multi million dollar homes. All have their own driveways and parking spaces
I realize these are dead-ends and subject to high levels of traffic. However, residents here get a free-pass and this puts further burden on residents of surrounding areas.
<p>item 1: while I acknowledge that the scope of this study is limited and so is the authority of the district. none of this addresses the elephant in the room which is the continual eviction of vehicles from seycove marina. any change to parking on panorama will only be exploited further by the marina. I am aware of at least 6 additional vehicles in the last 24 months parking on paronama due to not being allowed to park in the marina anymore.</p> <p>item 2: this also doesnt address the behavior of some residents. I have had people running out of their house to tell me I "cant park there" and have also had a mother make her kids stand in an empty spot so I couldnt park there becasue her "husband was just coming"</p>
limiting street parking for trail visitor will create more parking challenges
Narrow roads with lots of resident-only on-street parking (and only one section with sidewalks) do not need more traffic. There is significant pedestrian danger in directing tourism and recreation-visiting vehicles to park in these areas.
Tourists do not read the No Exit signs or Resident only signs or Local Traffic Only - they just want to drive around the neighbourhood looking for parking or just looking. The Local Traffic Only sign on little Panorama (Naughton-Raeburn) has made very little difference.
There isn't enough parking
People on panorama have a hard enough time with tourists clogging up their street. To have designated parking would be good for them, but will push the problem elsewhere
Resident parking only has been used on my street [REDACTED] for 2+ years with great success so far.
Would this be restricted to residents of Residential North only, or residents of Deep Cove? It might be beneficial to the community for Deep Cove residents to have parking access to some of these areas.
These seem to be logical solutions under the circumstances
Hopefully, over time, visitors will learn not to try to park in resident only places and Indian Arm guests will find other areas to park for long term visits. They have to be repeatedly reminded.
Would defer to those residents but hope there is sufficient parking for all residents of Caledonia, Panorama, residents up Indian Arm with only Boat access up and marina users.
I don't think this area should get to be entirely resident-only parking, while the rest of Deep Cove residents have to deal with the pain of our street parking getting taken away by visitors. The parking headache should have to be equally shared by all residents. No one group should enjoy exclusive

Why (How satisfied are you with recommendations proposed for the Residential North area?)
street parking, as this only pushes more visitors onto the streets without RO restrictions, increasing the stress of residents there. That's just not equitable.
Residents should not have to worry about where to park.
Make max. 50% RPO, and make RPO means tested. Use remaining space as RE, and also means test RE exemptions.
See previous comment. Should be used in vert limited situations where residents cannot accommodate their vehicles and a visitor on their property.
Residents on these streets have driveways. There is no reason parking here should be resident only. Caledonia for example is almost empty most of the time, yet would provide perfect parking for quarry rock and other trails. This should not be resident only.
Residents need access to their streets and homes at all times and should have priority over visitors. Hopefully the 'permit' system is easy and can be shared with guests visiting the residence.
I live in Upper Lynn Valley where there are limits on visitor parking. This has had the perverse effect of making it difficult to have visitors.
Again, most residents have private parking on their property. Residents should have to justify the need for 12 month, 24 hour on street parking. As a taxpayer & hiker I would like the privilege of parking on a public road in my community. We seem to be turning public roads into private roads.
I do not live in this area, this would be a resident specific question. I would like to see this be a time limited parking with residents exempt.
The history of the parking nightmare for Panorama Dr residents prior to the introduction of permits should explain this. Before permits, it was extremely difficult to get down the road due to parking on both sides of the street. There was no space on the street for residents to park if they had no off street parking. There was no space for visitors or contractors for residents homes. On weekends and holidays there was a constant stream of cars up and down the road looking for parking and turning around in driveways.
Aren't roads for all to use & park on at least some of the time?
We are dissatisfied because we as well as our personal visitors have to pay to park in front of our own property.
Places or permit for visitors to residents to park for residential support.
This will only be a satisfactory response if Indian arm residents are moved to another location. We currently have resident only parking on this street and it is not at all effective due to the lenience given to Indian arm residents. They are not residents of this street and should need to park elsewhere.
deliveries? contractors? visitors? would residents have permits to give their visitors?

Why (How satisfied are you with recommendations proposed for the Residential North area?)
If residents have ample parking on their property they should not be entitled to on-street parking. They should be required to use their on property parking for that purpose. On street should be public.
More information is required on how many of the homes have their own personal parking spots . .
Too far to walk to businesses and parks
Makes sense as a resident zone
There should also be public parking there.
As long as not abused by residents. If you have parking on site for 4 vehicles, do you still need a permit?
What about guests of residents? I have friends who live on Panorama. I don't want to walk to their place in the rain
the residents are those who need informed prior consent in terms of data collected on them and the process/research needs to be transparent and noncoercive. Why would Deep Cove allow homes to be built where the parking is not going to be in the residents' own property? For whom is the curb parking meant? What do municipal property taxes cover?
Given this parking area is relevant for the marina and Panorama Park, I wonder if having a few spaces designated for time limited(?) accessible parking would be justifiable? If residents don't use 100% of the spaces, then this might be a good place to set aside 2-3 spaces to ensure those with mobility issues can access these areas.
I don't think visitors should be driving up and down Caledonia or Panorama due to the fact that there is no turn around and the roads are narrow
Should. E helpful for residents and overnight parking my question is: How different is this from existing parking permits along Panorama Drive? More?
Hikers using the trails will want to use parking in the village area
Stop the circulation of vehicle. These are all dead end streets
Despite the three spaces in front of the townhouse on Caledonia at Deep Cove Gardens being for residents only other visitors use them without being ticketed. Parking enforcement has told me that the District staff has told them not to ticket people there without parking permits. There was a sign post there next to [REDACTED] Caledonia saying residents only a few years ago. It was inexplicably removed.
Having lived on Panorama, I have seen how difficult parking was when there were no parking passes. This is a narrow street, and many times there has been need of an emergency vehicle. The parking passes have really limited traffic in the street making it more assessable to emergency vehicles.
Most places don't even have off street parking available to them. Given the high taxes paid in the neighborhood, street parking should be allowed for permit holders

Why (How satisfied are you with recommendations proposed for the Residential North area?)
There is still parking available on Caledonia.
Lift all restrictions
Higher accountability and way to identify cars that are not following resident only parking signs.
It's not an area I frequent
It's unclear if you are also referring to the businesses along upper Gallant and on the corner of Gallant and Panorama (I assume that was not the intention). The parking needs of those businesses need to be taken into consideration
There should be some changes to how many cars can be registered to a house, and how the guest passes work. Additionally, there should be some consistency in whether or not drive ways are included, as many houses seem to have exceptions on the parking restrictions.
There are a quite few places where on street parking could be improved by city maintenance of shrubs/hedges/overgrown weeds.
Not where I park
I have already stated my opinion in the previous boxes.
It would be nice if owners were given a visitor parking pass so a limited number of guests could find street parking in that neighborhood. Just the same as residents of a condo. I have a visitor parking pass that I can give to my friend so they can park near my building.
Public roads are for public use, why do people feel like that have a god-given right to park on PUBLIC roads in front of their house? I don't own or maintain the street in front of my house; anyone is eligible to park there, whether they are from my neighbourhood, Burnaby, Ontario or Mexico If someone has a legitimate reason, I'm happy to hear it.
It means that I cannot visit a friend as there will be no parking for me. Getting public transport to the Cove is not an option, especially at night. These poor residents won't be able to have any gathering at their properties for their friends.
Close Quarry Rock trail
Because I live in this area, I have friends in this area that you propose permit only parking, and it will make it difficult to attend anything anyone is holding in that area.
Limits on permit per house
What about visitors to residential homes?
Why do you charge a (high) yearly fee for residence to park on their own street? At least the first pass should be free!!! 2nd passes can be more.
I don't live in the Residential North area

Why (How satisfied are you with recommendations proposed for the Residential North area?)

Resident parking is helpful, but apparently there are only two residences in this area that can not have driveway access. Because all residences do get passes it means that we still have to hold our breath hoping we will have a place to park when returning home. If another resident has used their pass in our spot we are out of luck until that car is moved. In our personal situation being by the trailhead of Quarry Rock trail, sometimes it is not a resident. We have had a couple of times where people have asked how much the fine would be if they were caught and decide it is worth the chance. I will add that when we explain our situation they have moved. It used to be worse years ago when we couldn't leave on weekends. But still, given we have [REDACTED] it would be nice to not have to worry. We cannot invite guests over, most neighbours will put their own car on the road and have guests park in their driveways. We cannot do that, given we and our friends are seniors, we can not invite like we would like to. We have call DNV for assistance but never heard back. Thanks for reading this.

We live at a property where there is no possibility for on-property parking. We have requested signage to reserve the space in front of our property but have yet to hear back.

Families who live on Panarama don't have enough passes for their households.

Where should their visitors park?

I also believe this should have a broader permit for deep cove residents.

These residents need their privacy and personal use of their street

The richest people in the DNV don't deserve free public land to park their gas guzzling monster suvs. They can pay the market rate for parking, or they can sell their cars, or park in their own driveways.

don't park in that area

It makes sense given the background you've provided.

Should not have to pay for permits for guests or residents. Pay enough in taxes!

Why give residents use of public land to store their private vehicle? Ensure you charge an appropriate amount for the priviledge - the cost of paving and maintenance of the road for their use is likely \$50,000 to \$100,000 per year. Don't subsidize their car use by giving them a subsidy.

depends on what you mean by "minimum supply" - I live in an RPO zone outside Deep Cove and no question it makes the neighborhood more liveable PARTICULARLY on weekends. People SHOULDN'T have to park more than one house away from their homes

Need a huge parking lot for quarry rock

Need to have parking for some visitors

not all problems will be solved this way and is dependent on the time line

Give them a few park by permit spaces but don't give in to their NIMBY-ism. They knew what they were getting into when they bought these multi-million dollar properties. It's only an issue for a few months in the summer, it's not an issue the other 9 months of the year.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
Residents who live here have a right to park here and also have room for guests. Taxes are high. So is rent. Also, this will help with traffic circulation and the volume of cars wandering around looking for parking. People have a right to enjoy their own neighbourhood.
Residents should have more than adequate parking within their buildings.
No parking there either
Because visitors often ignore resident parking permit requirements and park in those areas anyway.
I can't imagine how frustrating it is for residents directly affected by Quarry Rock hikers
Residents have driveways and garages. They should learn to use them
That would help personally with where I live and allow us to have visitors who could park here.
I feel that we need to look at the flow of cars in the marina. A lot of boat owners who pay for parking do not use it regularly. Once spots are taken then park outside. This will reduce numbers on the street.
doesn't address patient parking for doctors offices
This street should be only residents. District needs to find a way to make tourists respectful of two residents at trail head, really brutal these days. Hanging out in their driveways, garbage, loud, not respectful of residents or street or driving to marina.
Trying to figure out where my clients park
Sounds good to me - residents should have free and easy access to parking by their homes. I just wonder if marina users should have some short term parking in there too ...
There are some areas that have been rendered unsafe by day visitor traffic. To reiterate, Summerside Lane should be marked as local traffic only it is narrow and unsafe with overflow parking and traffic from Myrtle. The [REDACTED] and possibly [REDACTED] blocks of Cove Cliff Road should be residential parking only. Our neighbours without driveways have been boxed in and forced to park many blocks from their homes due to Myrtle and Deep cove visitors!
More monitoring and enforcement of parking regulations is required. Regs are only effective if they are enforced.
See previous answer. While I understand challenges in this area, I am concerned that changes in core areas will encourage more people to park outside of the core area which doesn't even have basic parking regulations - creating major safety issues. Many streets are narrow, winding, and have no sidewalks and no parking regulations. Parking on both sides of street creates major safety issues for both pedestrians and drivers.
Does not really affect me
Because it is not a solution
Hard to get in and out of that area for residents.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
need WAY more to solve this problem, i'm sorry but this just won't work!!!
Makes sense. People looking for spot cause havoc
With so few spots it seems fair that residents should be able to park near their homes
Does one have to pay for residential parking permit? If so, how much? How many per household?
people may continue driving down looking for parking that isn't there
The case I have been making throughout this survey is that optimal parking for residents should be the highest priority. In this case, I would change the statement under number 1 to read "to reserve an OPTIMAL supply of on-street parking for resident vehicles and reduce vehicle circulation in areas with limited parking." This requires defining optimal, but that should not be an issue as you will be required to define the term "minimal".
no enforcement again
I am dissatisfied because of the lack of initiative on other tools/options and believe it is a short-sighted plan that will waste resources. Like spending too much money on an unsustainable car, knowing you will need to buy a more sustainable car anyways. Projects like a shuttle bus or Skyride/gondola expansion should be prioritized. And yes, buses can tow trailers that can hold recreational equipment. Such projects in my mind should be prioritized as a PRIMARY option. Options such as better transit require INFRASTRUCTURE and other options such as 'parking management' should be viewed as a secondary option that ought to be built around transit, accommodating transit. Otherwise, you end up managing parking now and building transit in a way that accommodates parking (meaning transit will unfortunately remain an inconvenient option). Some foresight now could allow for options like transit that can tow recreational equipment for the public, creating a MORE CONVENIENT option. Convenience is the only way to actually encourage its' usage. Such foresight in my mind will offer sustainability to the region. In summary, the approach being taken is short-sighted, unsustainable, and less cost-effective! Parking ought to then be prioritized for those who cannot use transit options as conveniently, such as people with disabilities that struggle to use the bus or families with young children that need to bring lots of equipment like strollers. After transit is prioritized, leftover parking ought to be given the wheelchair/stroller signs.
Should reduce congestion.
Remove and prohibit all on street private vehicle storage. Limit parking to car shares only
I believe there is more space in the green space. It was cleared in panorama park when we removed the old cabins that were there about a decade ago. These were removed with the understanding that there would be provision for parking and drop off for recreational. Use such as boat launching.
Residents should not pay they should be able to register their licence plates to park for free in this are an have passes to give out to visitors or be able to register visitors plates for a specific time period
As a renter we can't get a second permit for our vehicle. Our landlord keeps one and we are hooped.

Why (How satisfied are you with recommendations proposed for the Residential North area?)
How are residents going to get the parking permits or can you scan the vehicle plate and see that we live here? The other day I had to clean my driveway, so I parked on the road which I don't usually do. I don't know why I'd get a permit just a Park on the road maybe once or twice.
Fundamentally, owners of single family homes should be parking on their property as a normal process, not using public lands for personal gain
Reducing vehicle circulation good idea
essentially shuts out use of trails
Tourists should be encouraged to enter Baden Powell from the upper streets like Northlands and Caledonia.
I think RPO makes sense for these two streets. They are narrow, cramped, and I assume the people who live here feel under siege summer weekends.
We need better signage that the area is resident parking only. Too often cars venture up the street blocking traffic as they look for parking and needing to do a U-turn when they realize there is no public parking.
Most People who live in this zone have off street parking options. But most people use their garage for storage, not parking. So you should increase parking availability by limiting residential permits and getting folks to actually use their garages and on-site parking, instead of the free street parking that is being subsidized by all DNV residents
They have huge garages in this area. Why would they need street parking space?
Walking on these roads is dangerous, narrowness of the road does not accommodate cars, bikes and parking easily.
This is still not addressing the parking conflict the District has created between residents and Indian Arm residents. The district needs to work with the marina as previously studies have recommended. Even when Panorama Dr. is filled with vehicles (many which are Indian arm residents at the east end) the parking stalls behind the marina's gate are empty. DNV needs to force the marina to use it's parking stalls and help create more if needed. Indian Arm residents should not be parking on Panorama due to mitigating circumstances such as cost or Marina owner issues.
I agree with RPO however recommend Caledonia be incorporated into a zonal RPO so that residents on Gallant with no available on-street parking have more options.
No room for anyone else
Widen the street to take up road allowance
I don't agree with paid parking
This is good, but still not enough supply for residents.
Should allow parking there for hiking access during the day
Don't think residents need parking spots when we can walk to places.

Appendix 10

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
logical for the area
Again, residences have driveways where they can park. Streets shouldn't be reserved for residents.
Again, Residential West requires Permit only parking rules! Only residents of street who have a permit can park on the street.
We have very limited parking on Cliffwood Lane (one side of street parking only) !! We have no room for visitors!!
We have high parking for trail users for Cove Runner / Quarry Rock since COVID and again drivers are dangerous on our roads .. drive too fast and use personal property for turning around!!!
RPO
See previous
We live on [REDACTED], right across from [REDACTED] and we don't seem to fall into a zone. In the summer, though, parking backs up to the Bridge Church so this area should be taken into account.
Again, residents should park on their property - encourage them thru a user fee for the permit.
This balances the needs of residents and visitors
I will have to see how this plays out.
don't need limit time or permit here.
It is a good start to managing this area
I live in this area - currently at peak visitor times the streets get quite full of extra vehicles. Will only work if effectively enforced.
This zone should be residential ONLY
This does nothing to encourage lower vehicle ownership.
Don't use
Potentially won't increase availability for residents because as soon as a tourist leaves another will arrive.
Great idea
Turnover doesn't allow for people to get spaces as needed

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
I think the only way to maintain traffic in all areas is to limit the number of cars allowed into all areas
Seems logical.
Agree in concept but, same question - what is the allowance for visiting family parking?
How will the time-limited parking be enforced?
If I understand it -might be ok but again shuttles would be more useful
Not a real plan
The hill up Cliffmont Rd is an unsafe space for non resident parking, and visitors consistently speed around the blind corner searching for parking on summer weekends. Makes it unsafe to leave driveways or. Cross the street.
We have high parking needs and many children and pets on this street. I have personally observed incredibly unsafe parking and driving manoeuvres from non residents. It ruins the peace and safety of our neighbourhood. We should be treated equally to the residential north neighbourhood and places like upper Lynn valley.
I dont think residents should have to pay for parking or visitors to there homes
Again, would be satisfied if violators are towed!
Because time limited still means there will be little to no parking for residents - it would be better that it be designated as resident only until a time in the evening such as after 7:00pm when others can park on these streets
Depends if this will include residents of other streets too, like Gallant given short supply. And if 24/7 allowed.
Just where are people going to park?
don't want permits. if someone comes to my house for dinner then they have to go and move their cars after three hours. not good.
Feels appropriate for the area.
Time limited parking needs to be enforced. If you can enforce, then it's great. Most often that's not the case.. especially weekends
I don't know the area well enough to have a perception of the parking issues.
This will make parking for residents a challenge during peak visiting hours. Should be combined with paying for parking
No free parking
what is the increase in availability for resident permit holders? does that mean less time restricted parking for visitors? Where are all of these visitors going to park?

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
I do not agree with resident exempt parking.
I have friends in the area who we like to visit.
I would like to see this area as residents only
There are very few visitors who would consider parking in this area.
This area should be, and eventually will need to be resident only. Traffic for the nearby trailheads will only increase until it becomes an issue for residents similar to the Hyannis area. The intersection of Cliffwood and Deep Cove road is also potentially dangerous and will benefit from reduced traffic.
Not sure what this means? Everyone who is a resident can only park in the Residential North Area? I think permit-exempt decals should be allowed within a variety of areas in Deep Cove.
Difficult to turn around. May affect resident driveway access and result in users using residential driveways for turning around. Add roundabouts?
Having previously lived in this area, people park wherever they want and with no regard to the people they live in this area. Can't stress enough that putting up signs or issuing decals is not part of the solution unless it is enforced consistently and with no mercy. Just tow !
This area is off the beaten path, only those in the know are aware of the parking, let's keep it that way and allow those that know and frequent the cove to still have their secret spot...
Residential parking permits are a must in these areas. Roads are narrow and steep and many people don't have driveways.
I'm so upset my [redacted] neighbour doesn't leave [redacted] house with [redacted] car on weekends because [redacted] can't park close enough to the house when [redacted] returns . Not to mention the amount of car alarms in the peak of summer !
Again, here we are favouring car ownership with cars stored on the street overnight etc rather than on the property of home owners.
Not my neighbourhood.
I imagine these residents will resent the increased traffic in their neighbourhoods. I don't think it affects me personally. It forces people leaving their cars in a quiet area which may attract more break-ins and forces pedestrians to cross a busy street to get to where they're going.
A lot of residents don't have enough parking. I know that most parking is taken up by residents.
If this area includes the church parking lot, it seems reasonable to consider the ability for public to park in that (large) parking lot when the church is not in session.
Badger Ave and Deep Cove Rd one of the few places that has parking available during the day if the rest of the cove is full. My satisfaction with this plan depends on how long the time limit is.

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
I am not familiar with parking on these streets but I would be concerned about how time restrictions would be enforced.
not enough
Will there be a bylaws officer keeping track of time limits?
I don't typically use this parking area.
We don't need any restrictions there
While this recommendation appears appealing in theory, it will <u>only</u> make the cove parking situation worse. This area is used on high parking demand days by visitors when there is no parking elsewhere in the cove. The parking situation will not change for short term visitors. Long term visitors will be pushed into other areas of the cove making the parking situation worse in those areas. The spaces freed by the long term visitors will simply be filled by more short term visitors. This type of recommendation is a perfect example of the district's 90,000 foot view not understanding the details of the parking situation.
We always have multiple cars parked in front of our home and all the way up the street coming and going all day and overnight stays as well. We need resident only parking and it has to be enforced
Residents have access to resident only parking already and have their driveway for the most part giving them increased parking is not required
Residents need free parking
Not familiar with their concerns
This should be resident ONLY parking. This is an already busy street where visitors constantly block driveways and inhibit elderly residents from accessing their properties. There are no sidewalks here and it's extremely dangerous for pedestrians particularly children. This has become one of the main access points to the trail system which means it's constantly busy
Wider streets provide more spaces
Cars will only park here after they have driving around the Cove looking for something closer to the water. Please see previous concerns.
No input for this area!
Moves traffic from busy panorama
Another area that gets the "privileges" of just the time limits. Come on NVD at least hide your bias.
Resident parking pass for this zone.
There isn't as much commercial traffic so parking isn't as demanding
This puts a parking problem into some other neighbourhood .

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
It is a residential area.
I see no other option.
Please do this for Deep Cove Road up to and including the 1600 block
I also walk along that road sometimes when coming to Deep Cove and it seems like there's not that many cars. If people could park there to visit for a bit that doesn't seem that disruptive.
Again shuttle bus and more public transit also needed.
Same comment as per residential North
This is a potential option for kayak trips lasting for a few days
I would agree with this IF and only IF you put the same restrictions in place for Residential SE. The demand for parking by visitors in Residential West in the summer may even be less than it is for Residential SE (where we have visitors to Deep Cove and Myrtle Park parking on our streets). If you put in time limit resident exempt in Residential West but not in Residential SE you will drive parkers to Residential SE and create a worse problem for those residents if we don't have similar restrictions.
Why should people have to pay to park where they live? Why does this make sense to you?
Is time limiting necessary here?
How will the time limit be enforced?
Seems fair.
I am not sure how many visitors choose to park in this zone. Some people along Deep Cove Road do not have access to off-street parking. (In some places there is no lane access).
Why restrict parking in this location? Residents need to park on their own property, not on public roadways.
Don't need parking permits in this area
Why should we pay huge taxes so we are unable to safely use our roadways to store someones private property ?
I don't park there.
depends on how long that limited time parking is. It needs to be long enough to go for a hike or to visit a friend. Two to four hours?
As long as permits are available to residents that are somewhat flexible. I often have family visit for more than 4 hours.
Same as previous comments

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
There should be parking set up for hikers away from the water at the end of the two residential streets: Badger & Caledonia. This is a no-brainer - it would be easy to create 100 parking spots at the end of the street for the trail users.
Should be resident parking only.
This is where we park our 2nd vehicle. If we aren't allowed a resident permit then where are we supposed to park?
Dont live there so no opinion
<p>There needs to be an element to encourage my neighbours to use those private spaces in their drives!</p> <p>They choose to park on the street when they have ample space for 1,2 or even 3 cars on their private property.</p>
Residential permit would be ideal.
<p>This is the area with the most potential for safety issues. Traffic pulls out into the oncoming lane as they steer around cars trying to turn into driveways or parallel park on the street. In addition, legal parking is limited and restricted. Most of us residents are actually illegally parked (if you consider the 6m distance from a driveway rule), but out of courtesy to all those trying to park, we encroach on driveways and let other neighbours do the same in an effort to create more parking. If we attempt to increase on-property parking, we are thwarted...and told that 2 is sufficient (if already allocated). This goes back to the outdated notion that 2 vehicles is more than sufficient for a nuclear-family --> A very outdated and archaic assumption about how homes in this area are used and occupied. (Forgot to mention, that many now work out of their homes and may have colleagues visit to complete work. Where should those 'visitors' park...given the max 2 car rule and insufficient parking situation?)</p>
Priority to residentials.
<p>Again, this is putting extra burden on other surrounding areas with no restrictions. What happens to the area around Seycove where people are encouraged to go? This are is already high-traffic and overly-burdened by beach-goers.</p>
It need to be permit only, otherwise cars will just park here instead.
<p>Badger seems to have a lot of on-street parking by residents (and no sidewalks). Re-directing tourist vehicles onto this narrow street could put pedestrians at risk.</p>
Don't know enough about their situation.
<p>My house fronts on Deep Cove Rd and backs onto Caledonia. I rarely can find parking on Deep Cove Road in the summer days and evenings or most weekend days. The volume of parking on Deep Cove Road nearest the village centre exceed your estimate of 85%</p>

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
As noted previously I do not support residential permit holder parking as it limits parking for Deep Cove visitors for activities and access to businesses.
Residents should not have to pay
I would prefer Resident Only parking - pushing tourist parking out of Central area will cause even higher concentration of tourists on our street. This is not a good idea.
We should get the same restrictions as Residential North. Because those restrictions move the parking issues to residential west as we are also minutes away from the village.
These streets are difficult to turn around in without utilizing someone's driveway or circling all the way to the end and back. Allowing visitors to peruse these streets for parking would be a huge nuisance to the residents of this zone, and would cause issues such as vehicles partially blocking steep driveways.
These seem to be logical solutions under the circumstances
As I said, residents will switch cars with guests if they have off street parking and parking issues will remain.
I would actually describe myself as "concerned". I believe the statement "Low overnight on-street parking demand" to be erroneous. What % constitutes "low"? Given the statement "Parking supply: 160 - 170 on-street spaces" - I would greatly appreciate seeing a to-scale map of this street laying out those parking spaces, what length is designated for a space, and seeing that these spaces include adequate clearance from driveways. I have a hard time imagining this number as accurate.
I do note that the "Residential West" zone is the only one characterized as "Parking demand rarely exceeds 85% of supply in most locations", while all others state demand frequently exceeds 85% of supply. My concern is that as more restrictions are imposed in the other zones, then more pressure will naturally flow to this Residential West zone. Even during COVID and the Quarry Rock closure, many people parked on Cliffwood Road at the top of Cliffmont to access trails. Some residents faced abuse from some visitors, and when they were informed the trail was closed, some responded they were going anyway.
There are additional considerations here: During periods of significant snowfall, it can be impossible to successfully drive up Cliffmont Road to get onto Cliffwood Road. Consequently, we will proactively park on the east side of Deep Cove Road, or on the west side of Badger Road within about 50m - 75m of the stop sign and then use the stairs from Deep Cove Road bus stop to gain access to Cliffwood Road. Secondly, I would encourage the District to consider restricted parking on Cliffmont Road between Deep Cove Road and Cliffwood Road during winter / snowfall periods for safety reasons. Navigating down a poorly ploughed Cliffmont with vehicles parked on one or both sides can be treacherous. During descent, we have experienced an inability to stop at the stop sign at the intersection with Deep Cove Road.
Make RE exemptions means tested and tied to significant fees. Allow exemptions during snow fall or less busy periods for all users.

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)

Concerned that we would no longer have access to street parking out front or nearby to our home.

See previous comments

My dissatisfaction stems from being told that living on [REDACTED] disqualifies my [REDACTED] and I from obtaining any Residential Parking Permits. This is the only location my [REDACTED] is able to park [REDACTED] work vehicle - it does not fit in the underground of our building due to height (it is not an excessively large vehicle) even if we had a parking spot, and we have inquired prior about obtaining parking permits. If this remains the case, [REDACTED] parking options effectively reduced to none, as a resident.

I live in Upper Lynn Valley where there are limits on visitor parking. This has had the perverse effect of making it difficult to have visitors.

3-4 hour public parking on streets at trailheads is reasonable.

This would work for all residential areas if the patrol's are frequent enough however residents must receive support from the district if visitors don't respect the rules/ignore the tickets. There's a lot of people in the lower mainland that a parking ticket is small change.

If I lived there I wouldn't be too happy as there would be no parking on weekends and holidays. It may be better to identify a section of the road as parking available to visitors, and have a section of the road reserved only for residents

Will the time limit be monitored? Will people be directed to park in this area? If yes, then I am very dissatisfied. We do not want that area to be overrun by visitors. Sure not all the on-street parking is used which is wonderful for our street, but once you start directing people there it will be out of control.

If there is to be permit parking in this area, there should be a separate permit for [REDACTED] as it is considered [REDACTED] which is its own street. I say this because lots of residents whom live on badger road park outside of my home and leave their cars here for extended periods of time (leaving their cars for over 72 hours and people have frequently left their cars parked for 3 weeks). My biggest concern is if we were to transition to permit parking it would allow the people that live on my street to park their extra cars near mine and my neighbours home for extended periods of time. As mentioned early my address is technically considered [REDACTED] so there needs to be another permit for my address and the neighbouring address [REDACTED] as it is considered its own entity. I verbally discussed this at this forum yesterday with one of your colleagues.

Again, we feel we should be exempt from paying to park on our own residential street.

Places / limited permits for visitors support residences to park

few competing needs

Don't push the people up to our streets from the lower sections you will just make our already narrow streets even more difficult to maneuver. If you're going to make the lower residential areas resident only parking then ours should be resident only parking as well.

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
Same comments as prior slide
Too far away
I live in this zone and don't feel parking is ever a problem. I'd prefer to keep this zone as it is without require residence to pay for an on street parking permit. Plus I feel it is far enough away from the crowds and the steady flow of traffic that it's expectable for any tourist wanting to park here to have that option.
again for those who live in community and want to park on non-peal days there is no parking options available summer is different than winter and now to access trails there is no place to park.
Regulations for RE, how many on site parking do they have?
No regulations required. It's not a serious problem and we are already overregulated
I do not sufficient information to make another choice.
Some areas should probably be retained for residents; some for time limited parking. Otherwise this road will become very full with visitors
What will the time limits be? Will they be long enough to allow someone to walk to/from their activity and do the activity without running out of time? E.g., For a standard 3-hour kayak booking in summer, there's the walking time, the wait-in-line-and-check-in-time, time to get equipment sorted, the activity itself, getting changed into dry clothes afterwards, and walking back to the car (even if not stopping at Honey's!). I don't think 4 hours would be long enough for this.
On roads where there is no turn around, visitors are using resident driveways. Not cool. None of these are through roads!
I am thinking that most of the time, these roads are very quiet could this be too restrictive?
These really should be resident only street. There is no where to turn around.
Try and keep the time allotted for parking to a low number like 60-90 minutes
It is far enough away that there is the possibility of having more long term parking if needed.
Or resident permit only
I am not a resident. I should not have an opinion on residential parking
Lift all restrictions
No less than 2 hour parking - a shorter time limit is unrealistic for users and will discourage people from parking along deep cove road and walking into the village, contributing to more cars driving and circling the village core.
it's not an area I frequent
Those streets, excluding Deep Cove Rd, are residential, not parking for visitors.

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
too many trail users in this area
How long would the time limit be? If one is kayaking to the end of the arm and back one cannot move one's car half way through the kayak trip.
See previous responses
It would be nice if owners were given a visitor parking pass so a limited number of guests could find street parking in that neighborhood. Just the same as residents of a condo. I have a visitor parking pass that I can give to my friend so they can park near my building. My guests can stay as long as they wish.
see previous answer
Someone visiting a resident overnight would need to be able to park. So if there is time limited parking, it should not be applied overnight.
Close Quarry Rock trail
I don't live in this area
Doesn't address limitations for residents to store vehicles on the street.
I think the people living in that area can best reply to this.
Residents don't have enough parking passes for their households.
Less safe for residents if cars are driving up and down the streets looking for parking. These drivers aren't typically paying attention. Would not allow children to play on these streets. Noiser and more pollution for residents. If this was a through street I'd be more inclined to support the proposal.
If I'm leaving my house, I'd like to know I am going to be able to park in front of it when I get back rather than having to park over half a kilometre away. Time limited parking won't make a difference in the summer; Deep Cove Road should be resident only parking seasonally from May-October, with residents able to provide guests/visitors with a temporary pass.
I think parking on this street should be residential only. many properties on deep cove road in particular do not have driveways and with small children and groceries, leaving the house on the weekend is a burden because coming home you do not know if you will be able to park anywhere near your home. day visitors frequently park in front of driveways and the Church on Sunday mornings means that church goers and hikers are competing for spots.
I note that while there are many parking spaces in the overall area (I agree with your idea), the cars from suites or multiple car families etc. are not necessarily as evenly spread in the area. So time limited parking with residents exempt should work. Charge extra for house holds with more than, say two cars.
grateful for parking near the Cove
don't park in that area

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
Why give residents use of public land to store their private vehicle? Ensure you charge an appropriate amount for the privilege - the cost of paving and maintenance of the road for their use is likely \$50,000 to \$100,000 per year. Don't subsidize their car use by giving them a subsidy.
You have already mentioned this is a residential area, therefore visitors should not be allowed to park in any space, even for a limited time. Create clear concise rules, a few time limited visitor spots with most becoming residential only.
I don't think residents should have to buy parking permits to use their own street
I don't think parking is a serious problem in this area
I don't park there
Remove all restrictions on these less desirable spots
Parking should not just be for residents all residents of NVD pay their taxes
I've never parked there.
A resident that lives in that neighbourhood should have some allowance for overnight guests.
Should have options for overnight kayakers / canoes
Resident parking only with permit !
Poor options
This parking survey should also include Deep Cove Road and Strathcona Road. The overflow seems to end up here and parking can be very difficult. Every Sunday the area is flooded with those heading to the church and they park illegally all over the place.
Would like to see no parking on Cliffmont Road, west of Deep Cove Rd as its dangerous to have single lane only traffic there.
Don't want to comment because I don't live there and rarely use that zone for parking
Resident only parking that is enforced; no parking on both sides of Cliffmont, ever.
Badger needs to be resident only, the tourists there often park on the blind corner, too close to stop signs, not a good parking street.
time limited is fine, but for how long? I sometimes park on DC road when the village is full and I have a dragon boat practice, so I need more than 2 hrs.
Love the idea to increase resident permits. Our poor little community has dealt with exponential increase in day and evening visitors and it's put a strain on our ability to park and access our local services.
This is a residential street and should be residents only

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)
See previous answer. Concern is this will force more people to park on streets outside of village core area where there are not even basic parking regulations (parking on both sides of street on narrow street with no sidewalks) creating safety concern.
This is a step in the right direction but there should not be any parking allowed for non-residents on the Cliffmont Road hill leading up to Cliffwood Road. Normal resident parking does not cause a problem - it is not congested in the winter at all. As soon as weather gets nice in the spring it is difficult to even drive up the hill - it gets narrowed to a single lane by non-resident parking on both sides. It is just a matter of time before there is a serious accident on that hill. As well, in the winter there should not be any parking on the hill - it is poorly maintained in terms of addressing snow and ice, and becomes dangerous - even more so with cars parked on the hill.
Again, not a solution
this doesn't even matter it's too far from the village core, no one cares to park here, they might as well park at scratch kitchen and walk to the water from there
As long as the time limits are reasonable for someone to park for a hike or watersports.
It should help with parking availability.
Makes sense
We also need to address overnight parking of those who don't live in the street and the increase in overnight campers.
Seems fair. This is too far to walk to the water with a paddleboard. Recommend this area for visitors that are hikers / going into town
should also be resident only
Visitors will continue to drive through looking for parking unless signage at egress is clear
Should be residents only.
I understand from neighbours in Residential West that people driving up and down the streets is increasing and visitors parking on the streets is becoming a more serious problem and significant annoyance. Providing permits for me as a resident of the Village Core has made a significant difference as numbers of visitors has increased. I suspect this will be the same for them
I think that your ideas are good, I think without enforcement they will not make a difference.
I am dissatisfied because of the lack of initiative on other tools/options and believe it is a short-sighted plan that will waste resources. Like spending too much money on an unsustainable car, knowing you will need to buy a more sustainable car anyways. Projects like a shuttle bus or Skyride/gondola expansion should be prioritized. And yes, buses can tow trailers that can hold recreational equipment. Such projects in my mind should be prioritized as a PRIMARY option. Options such as better transit require INFRASTRUCTURE and other options such as 'parking management' should be viewed as a secondary option that ought to be built around transit, accommodating transit. Otherwise, you end up managing parking now and building transit in a way

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)

that accommodates parking (meaning transit will unfortunately remain an inconvenient option). Some foresight now could allow for options like transit that can tow recreational equipment for the public, creating a MORE CONVENIENT option. Convenience is the only way to actually encourage its' usage. Such foresight in my mind will offer sustainability to the region. In summary, the approach being taken is short-sighted, unsustainable, and less cost-effective! Parking ought to then be prioritized for those who cannot use transit options as conveniently, such as people with disabilities that struggle to use the bus or families with young children that need to bring lots of equipment like strollers. After transit is prioritized, leftover parking ought to be given the wheelchair/stroller signs.

Should give residents less-crowded streets.

Prohibit all on street storage of private vehicles. Car share parking only.

I don't live there. I do have some family that lives up there and so this would work for me if I were going to go visit and needed to use street parking. As it is very steep so for infants and elderly, it is necessary to either be dropped off or park there when visiting. I am concerned that visitors parking up their drive too fast, and there is not enough signage to protect children and the elderly.

Residents do not pay for permits and have permits available for visitors

As a resident without a permit (as the city will not issue enough) this system does not help me.

Permit parking only on weekends.

Need to prevent shifting from the core. Use paid parking via on line advance parking permit purchase and licence recognition. End of Badger should be resident exempt only to avoid congestion.

Paid parking as this area is frequently used by tourists visiting

far

Permit for only two months of the year? What about visitors? It's not that bad here except weekends and everyone has a driveway. Give me a break.

I would like to use Badger Road for parking access for Quarry Rock and other Indian River Drive trails, and I don't want to be under time pressure to get back. I feel it is a safety issue, in not forcing people out in the woods to try to go faster than they are capable, or to "take shortcuts" and get themselves hurt or lost.

This is for the residents of that area to decide.

If parking is not an issue here, why do anything? Doing just this here might displace some parking demand to the other zones, exacerbating it. If parking isn't an issue here, then advertise it, so that it can actually be utilized, especially by other DNV residents who pay for it through their taxes. It's a public good, not for residents to use when they want to use their garage for storage or own too many cars!!

Why (How satisfied are you with the recommendations proposed for the Residential West zone?)

Steep access to Deep Cove from Cliffwood and Badger; must be healthy walkers to access the Cove. Users typically have dogs and this is not an easy access to Baden Powell Trail head. Overnight space may be more accessible but that is not when the high volume is required. We already have difficulty when having guests over for them to have access to parking on our street and they are not wanting to access Deep Cove; just our home. This has been increasing dramatically since the public starting high volume use of Baden Park trail.

Many residences have secondary suites - I would hope they would have access to additional permits so that suite residents have equal access to RE on-street parking.

There are residential streets with children playing. Why are we allowing unnecessary traffic on them. Deep Cove Road the exception

Should all be residential, by permit only.

Again permit, in our request we were only offered 1 pass!!!! Lynne valley gets 7

Residents should not be allowed to block off side streets to other vehicles

What is the time restriction for visitors - hour of day, duration?

I am wondering how would city distribute permits. For example, a core village resident will be able to get permit for all neighbourhood?

Don't think these should be time limited

Appendix 11

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
makes sense
Again, residences have driveways, streets shouldn't be reserved for residents. At minimum, consider time limited with resident exempt.
Same reason: Residential areas should all be Permit only!! This area at least to have peak time permits only Mar - Sept permit only.
Some options for public / visitor parking need to exist.
Should be on all residential streets, lots should be for visitors, problem solved
See previous
As long as the permit is free
Residents should not pay for permits!! We pay taxes so how is it correct that you charge me!!!
Again my question would be what if a RockCliff or Residential West with mobility issues wanted to park there to access restaurants/theatre..
While there is almost no parking on any of these streets, anything to discourage the rat runners is a good idea. However, again, residents should pay a fee for the permit.
Can we find something better than the ugly orange barricades?
It recognizes the challenges faced by the people who live in this area
This area desperately needs residential only parking. Thank you for this recommendation.
bad planing, roads are narrow, permit but use online plate registry
there is not much room for parking and there are kids and residents playing and walking. Visitors to the Cove can be very aggressive when looking for parking disrupting quality of life on these streets and making them dangerous
What is the planned system of allocating parking permits?
Don't use
How do we accommodate guests and workers?
Only if you are certain to also have time limits and resident permits in the residential west zone otherwise more cars will be heading that way with no unlimited parking in this zone.
How are you reducing vehicle circulation? Many people just move the orange plastic barriers , drive around them and then leaves them off to the side what is a more permanent solution ?

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
<p>Resident only would work for this area but only if it was for the COMPLETE areas access should be blocked off to tourists so there is no crazy speeding around looking for spots which is dangerous. My family has repeatedly been almost hit by speeding cars with road rage looking for parking. This is not okay, as it is not a pattern that is all year long, but just for parts of the year. Children get used to the quiet streets, and cannot be expected to know when they have to change their behaviour to be defensive and more careful during busy times.</p>
<p>This may reduce the constant circulation of vehicles looking for spaces.</p>
<p>I would like to see a stop to the general Deep Cove visitor parking in this area but I am concerned that this will negatively impact me and my family who visit here regularly. We put 3 of the cars in the driveway and one on either side of the driveway. How would this work if it was resident only parking?</p>
<p>It's a small area and should only be residents parking</p>
<p>Sounds reasonable</p>
<p>At least you are doing resident only there -why not same for [REDACTED] Panorama . We don't have that and people think permit is a joke or they think they can go buy a permit like it's a parking pass . If they have drivershare cars they say they have an automatic permit with them .</p>
<p>Not a real plan, like the last two, just a faux plan that is really just ancillary to the paid park of plan in other areas.</p>
<p>This pushes everyone to Deep Cove west.</p>
<p>I live here, I don't like tourists driving around my neighborhood</p>
<p>Very satisfied, but only depending on the plan for residents to pay for local parking, particularly if that requirement is he around.</p>
<p>This meets the needs of neighbourhood. It is incredibly unfair however to have rpo in the central and north residential areas but not west. Residential community needs align with rpo parking only.</p>
<p>Dont agree with residents having to pay to park</p>
<p>Depends if this will include residents of other streets too, like Gallant given short supply.</p>
<p>I live on [REDACTED] . You have not even named our street on this survey map despite the fact that we are one of the most impacted streets in the Cove. Only Half of our street looks like it is Central. Sloppy work</p>
<p>Please clarify how the private road of the townhouses is affected by this?</p>
<p>The majority of these residences are much closer to the Village Core than the "north" zone down Panorama, yet the North has had resident only parking for some time now. The residents of Central Residential deserve resident only parking because most of the Day Trippers drive around these streets, burning gas, and cluttering up the neighborhood. They also park in front of resident homes for extended periods.</p>

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
With 50-60 spaces in this area, does that allow for 2 per house in this area? That should be the goal and if there are less houses, then some could be labeled us for visitors during May through September.
I like the idea of limiting circulation where parking is unavailable.
I do not agree that this area has Moderate overnight on street parking demand. This area requires a MAXIMUM supply of on-street parking for RESIDENT vehicles, not a MINIMUM supply. This area is where the overflow of cars due to Lower Gallant changes and potential paid parking will have its' most impact.
Rockcliff Road is narrow and unable to accommodate two traffic lanes, and parking and pedestrian traffic. And is in need of speed bumps to slow the traffic. The street is already designated as a 30kph zone, and joins the school zone at the south end. Any reduction in quantity or speed would be beneficial. Enforcement of parking bylaws is essential.
I disagree with resident exempt parking.
These streets are very tight to begin with, most visitors to our community do not respect that our kids love to play and ride their bikes on the streets. People need to slow down and pay attention.
The streets are far too narrow for anyone there than residents to park in their allotted spaces
We have been waiting for our residents only status. With the naughton temporary detour open , we need to limit tourist parking on the street.
I think you could do both permit & limited time parking in this area
Reserve a maximum. .not minamun.Residents should have priority.
Will make it hard to turn around and give up on coming to cove or wait for a spot ensure street design improved to go with parking design.
Carve out spots for tourists and employees to area where ever you can. Residents live in the area knowing what that means. It all comes with territory. Everyone needs parking space and limiting majority of parking on streets to residential isn't going to solve the problem.
Parking restrictions need to be obvious, as one turns onto the street,, not 1/2 down the street, the streets are very narrow and difficult to turn around on.
Narrow roads
We should be the majority
If a resident has visitors coming in a car, there might be a concern for on street parking to accommodate them. If we already populate on-street parking with cars owned by the resident, simply by their applying for a permit, we will never address the problem of too many cars in our neighboruhoods.
Not my neighborhood.
Same as north area. Seems fair.

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
Residents of neighbouring residential areas of often required to park in this area so permit should be valid for multiple areas.
Most spaces take. By residents.
Make sure all residents have enough parking. We see them parking in other areas. Also, what about parking permits for visitors to this area?
This would meet our needs
I would be in favour of the recommendation but again, concerned about enforcement and sufficient signage.
Most properties here have adequate parking and can definitely accommodate local parking as needed.
Great idea, these streets are so difficult to walk on in the summer with cars looking for parking.
not enough
This is the only solution.
What about kids playing sports at the soccer and baseball fields. Maybe resident parking at night?
Resident Parking Only should extend to Dollarton area residents!
It can be get difficult to get parking in that area but everyone needs to share.
These areas already have barricades and resident permits that discourage most visitors. It is not clear if anything is actually changing in this area. If I were a resident of this area, I would approve. Overall however, the introduction of the barricades and resident permits a few years ago materially reduced parking capacity in the cove making the overall parking situation rather worse than previous.
I understand the motivation and reasoning, but the problem is that closing off parking to non-residents will displace parking pressure to other places.
Residents need free parking
Residents need to have the ability to have friends and family park here too
Same as previous Q
Let's make another residential only and concentrate de burden in the core.
Resident parking pass here too.
It will make it difficult for services and friends to visit, I would rather deal with some congestion from time to time than to have to give out visitor passes, etc.
Same as last answer
People need to park SOMEWHERE!!!!

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
Visitors looking for parking in this zone cause congestion for local traffic
It is a residential area with lots of children around.
Should have some 2hr parking.
Depends on how much space is allotted as resident only
still need DOPU parking in off hours.
They need it.
There is no public parking in these areas yet visitors still drive around looking for non existent spaces. Good signage is required to stop this futile traffic circulation.
Does not address exceptions
Not a resident so no options for parking
Again, if you have this high level of restrictions in this zone but none in Residential SE, you will drive even more visitors to park on the streets in Residential SE.
Making residents pay for parking is unkind.
We need some of the street parking for visitors.
I live in this zone. The issue with on-street parking is the number of vehicles attached to each home or the house has no off-street parking. The times Cove Cliff is busy is when there are tournaments in Myrtle Park or it is just a great day to come to the Cove. I know the western end gets busy at times but residents do not own the streets. If I know I am expecting company I will park on Cove Cliff so my visitors can park in the driveway. We do not own the road. We are so fortunate to live here.
There should be no on-street parking parking on these narrow streets.
Any on street parking around schools should be managed for the safety of the children using the schools. Where are the sidewalks?
I don't park there either, only in rare cases when I can't find anything closer.
Many of these cul de sacs and streets are wide and can accommodate resident guest parking. As long as temporary permits are available for one side of the street, we agree. When you live on a block and all residents are taking up the street parking, there is none left for multiple cars in one home or for visitors of residents. If not parking is available on adjacent blocks, it is hard to receive guests.
It is already totally restricted
Should be time limited resident exempt
depends how it is done think you underestimate number of apartment dwellers who have more than one car if you plan to charge for residential permits not sure it will reduce the problem

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
Suggest permit parking for busy periods, time limit for other
Your overview does not match the detail. Overview: no parking. Detail: 50-60 spots. They should be used. As much as possible. Utilise 2 hour paid parking.
Residential Parking only in the central residential zone is imperative to protect this family friendly neighbourhood it is known for.
Schools nearby and lots of kids in that area, visitors aren't always paying attention and are blindly looking for parking.
As a Residential West resident, we are often forced to park on these streets when we leave during the busy times and visitors come and take our 'typical' street parking spot. We park and walk, as this part of living in the Cove. Create a 'permit-only' area and you remove this option for Residential West residents and create a situation where more residents may be forced to ask parking officials to be more militant about enforcing actual parking rules (6 m away from driveway). It's short-sighted and only creates more problems for those living and working in the area. If the resident permit applied to more than one area (ie: Residential parking permits included Residential West + Central Residential + etc.) you could eliminate these pain-points.
This will force parkers into the Strathcona area
needs to have some availability of overflow parking for the shops area - time limited
Priority to residentials.
These houses all have driveways to park in !
Again, this is only serving these residents well while pushing the problem on to other residential areas just outside this scope.
Good recommendation. Takes into account the bike and pedestrian use on all four of these routes into the Cove.
The Local Traffic Only signs have made very little difference to these streets. Tourists just go round and round
My address is [REDACTED] but we can rarely ever get parking on [REDACTED] during peak periods (summer and weekends). Our house backs onto [REDACTED] and we often have our guests park there. If i have a [REDACTED] address, i want the ability to have residential permit for both [REDACTED] and [REDACTED]
This doesn't address the core issue - we need more parking and better transit
So long as residence permits do not simply restrict residence of a given block to park in these locations. These residence have driveways that generally accommodate 2 cars, having additional street parking reserved for only their permitted cars will make Village Core residence suffer.
The issue for Central Residence is if we cannot park on these streets during the summer months,

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
we are forced to park a frustrating distance to our residences. Those of us with young kids have to make two trips to drop off kids, and then park and walk home.
will push more cars to other areas as previously stated
Residents already pay. Should not have to pay again
As a resident of a strata that [REDACTED] with no guest parking, I would love to be able to have a guest parking pass (or whatever you would call it - resident only or resident exempt) so my family and friends can visit more easily.
Need more information about how parking circulation will be reduced before I can support. This is a huge issue currently, with many cars ignoring no thru road signs resident only signs at street entrances, and even parking across resident driveways. This leads to many residents resorting to self-made no parking signs and placing orange cones in front of their driveways. So more needs to be done besides just the status quo for parking signage
These seem to be logical solutions under the circumstances
Public will learn to respect parking restrictions with reminders and enforcement officer's providing information, if not fines.
I don't think there should be zero non-resident parking here, because that's not fair to residents of adjacent streets WITHOUT residents-only restrictions. You're just pushing visitors onto those nearby streets, and giving this particular group of residents a free pass. That's not equitable. There needs to be at least a few designated visitor spots in here.
Make max. 70% RPO, and make RPO means tested. Use remaining space as RE, and also means test RE exemptions
Many cars circulating searching for spaces creating unnecessary traffic.
See previous comments
This area is already de facto residential only as there is almost no street parking available right now.
I live in Upper Lynn Valley where there are limits on visitor parking. This has had the perverse effect of making it difficult to have visitors.
I think No overnight parking except with a permit is more that adequate. Or no parking May - Sept.
As previously stated it should be shared parking with good enforcement.
same as previous answers.
Same response as others.
Places / limited permits for visitors support residences to park
Parking should be the same for all the residential areas.

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
need to open up the School Parking lots on Weekends and have those area's monitored so Cars can be directed to those area's.
Residents need permits.
Residents should in general have sufficient parking for two or more cars on their property. Need for street parking likely limited to visitors (to those residents).
No one else gets to use it
Need public parking there as well
Visitors have a problem parking
i have room for 4 cars our 2 cars plus 2 visitors sowill not be affected & see resident parking permits as a cash grab by nvd
I only know a few variables related to this neighbourhood issue.
Clear signage will be important - preventing visitors from entering these streets looking for parking should help with traffic flow.
I know it is necessary for residents in that area to have parking close to their homes.
I would like to know how residents feel.
Great place for trick-or-treating on Halloween.
Like, but can there be a few temporary spots? Visiting friends is tight, even for short term pickups.
Or time allowance
not a resident
Lift all restrictions
Again permit makes those violating the signs more easily identified.
When the village core parking is exhausted this area is the next closest. Some mix allowing transient user parking would be more aligned with meeting everyone's needs.
There are a quite few places where on street parking could be improved by city maintenance of shrubs/hedges/overgrown weeds.
It appears to be an improvement.
It would stop my option of parking here but so be it if I have other free options
See previous responses
see previous

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
Same story - one cannot visit a friend as there will be nowhere to park unless one used public parking in the Deep Cove recreational area which then puts pressure on parking for those using the recreational facilities.
May be tough to circulate.
Need this space for Deep Cove visitors
Visitor parking needs to be taken into account
I don't live in this area
Again the residents living in the area can answer this best.
Residents don't have enough parking passes for their households and these restrictions don't reduce cars coming to Cove looking for alternative parking and heading further into other residential areas.
Provided houses can get extra permit for visitors
I would like to see limited availability for visitor parking here given its proximity to recreation
This would help to reduce the number of people circling to look for spots. It can be dangerous walking on these streets when parking is limited.
Permit parking is working
Why give residents use of public land to store their private vehicle? Ensure you charge an appropriate amount for the privilege - the cost of paving and maintenance of the road for their use is likely \$50,000 to \$100,000 per year. Don't subsidize their car use by giving them a subsidy. Better yet - don't offer parking - let them figure out their private needs on their own land. They likely have a garage and/or driveway space. Let them use their own land for their private vehicle storage.
But yet two of the residential areas get residential only parking whilst one does not.
Like Areas of Vancouver, at times there will be streets empty of cars but since it is exclusively for the use of residents who are at work all day and not using it, the space will remain empty and visitors will have no where to park. Basically will just mean that only people on foot will be able to visit the commercial area.
As stated above I live in a non-Deep Cove RPO zone and no question while it's not really an issue weekdays, in our area pre-RPO it was bedlam and the RPO has made it liveable. A reasonable compromise might be to limit RPO to weekends though an RPO is worthless if not ENFORCED and frankly DNV does NOT have a good record of responding to complaints - in our area (again non Cove) it is common for DNV to take 2+ hours to respond by which point the miscreant has moved on.
I don't park there
Residents should be encouraged to construct garages or go car-free

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
<p>Let them use their driveways. I am only in favour of they pay for street Parking permits</p>
<p>CONSIDERATION MUST BE GIVEN TO THE RIGHT HAND CORNER OF PANORAMA PARK ON PANORAMA DRIVE AS THIS IS THE MAIN TURNAROUND FOR VEHICLES WHEN PARKING IS UNAVAILABLE. THIS CORNER IS EXTREMELY DANGER OUS FOR RESIDENTS IN THIS AREA! SIGNS MUST BE LARGER AND DRIVERS ABLE TO READ THEM WITHOUT GETTING OUT OF VEHICLE</p>
<p>Sounds great- just add some signs ..and people to direct traffic at peak times.</p>
<p>Concern for visitor parking. Same number of vehicles will circle looking for non resident parking</p>
<p>Allows more congestion without much consideration of the residences</p>
<p>This is one of the main areas to park at when accessing Cove Cliff Elemntary, particularly the gravel spots at the top of Rockcliff Road as the school actively pushes parents to park on the street or Myrtle Park indicating that parking lots at the school are for staff only, so what about parents like myself who don't have access to a resident parking permit for that specific area but need to access the school on a daily basis and sometimes for extended periods (parent teacher conferences, school events like spring fair, or movie nights, graduations etc)?</p>
<p>Will drive more cars to Residential West.</p>
<p>That zone became quite dangerous when I lived there for kids playing in driveways. Visitors would make quick blind turns into driveways to try and snag open parking spots.</p>
<p>Permanent local travel only barriers required</p>
<p>This area has become overrun with visitors trying to find parking to the extent that it is becoming hazardous to the residents because of the traffic of visitors trying to find parking. On Saturday, April 29th, visitors were parking on both sides of the street to the extent that it was difficult for residents to drive through the community.</p>
<p>Resident parking only needs to be considered in other small residential lanes close to Myrtle like Summerside Lane, as well as in small residential streets around Strathcona beach.</p>
<p>Keep traffic away</p>
<p>See previous answer. This will encourage people to park outside of village core on streets without even basic parking regulations. Many of these streets are narrow, winding and have no sidewalks and parking on both sides of street can create a major safety issue.</p>
<p>It makes a lot of sense - should be extended to Cliffwood Road!</p>
<p>Not a solution</p>
<p>Imao... why the hell do the residents need to HOG those streets to themselves. their properties are worth millions, the least they can do is give all the citizens that have moved to north vancouver and increased the value of their properties some of their dumb street space... it's the LEAST they can do... what? do they have 5+ cars that they need to park in their garages and on the street? jesus...</p>

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
this is ridiculous. if you live close to village core, you will get parkd on, that should be the rule. be a team player for crying out loud. it's already "local traffic only" which is part of the problem.
Why not offer time-limited parking for non-residents as well. Surely the residents don't need every square inch of parking for themselves!
Should allow some visitors, but yes, time limited. Houses have their own driveways and shouldn't have to use street parking.
You are penalizing residents who want to have visitors especially when they could be elderly family members and others with disabilities.
Seems fair that residents can park. This is no change for visitors and I'm ok with that although it would have good water access for those paddling
I would change the statement under 1. to " to reserve an OPTIMAL supply of on-street parking for residents and reduce vehicle circulation in areas with limited parking supply". With respect to Banbury Road in Central Residential this is a major walkway for visitors parking at Cove Cliff and Myrtle Park and walking to the Village Core. When Banbury Road is full of vehicles on both sides of the road, safety concerns increase significantly. Visitors (and students from Cove Cliff and Seycove) walk in groups or alone in the middle of the road. Elderly people use Banbury as part of their exercise path - it's a flat surface for those who have challenges walking on the trails - vehicle traffic is generally manageable. I love it, it feels warm and friendly and safe. When there are no spaces between the parked vehicles, there is no space for pedestrians to step out of the way to the side of the road to let vehicles pass safely. And often visitors coming up the road drive too fast. As a result, with respect to Banbury Road, I would define OPTIMAL to include the high volumes of pedestrian traffic and recognize that spaces between parked vehicles is a safety issue. And in fact, the current situation of 2 parking permits per residence seems to be optimal. For the most part, Banbury Road is not packed with vehicles on both sides. When this does occur, I don't consider it safe, particularly because there are a lot of young children on this road. In addition, most houses have off-street parking (including those with tenants).
As long as I can be issued several residential permits as I have a full household that requires street parking!
These streets have obtrusive orange horses saying local traffic only - for some reason they seem to be the only residents (who have there own driveways and garages that are kept for residence parking and no cars turn down there - not sure why this section is privileged and the other surrounding areas are not restricted there are some through streets yet they are blocked off to any visitors. These residents should not have restrictions unless others are afforded the same privilege.
I am dissatisfied because of the lack of initiative on other tools/options and believe it is a short-sighted plan that will waste resources. Like spending too much money on an unsustainable car, knowing you will need to buy a more sustainable car anyways. Projects like a shuttle bus or Skyrise/gondola expansion should be prioritized. And yes, buses can tow trailers that can hold recreational equipment. Such projects in my mind should be prioritized as a PRIMARY option. Options such as better transit require INFRASTRUCTURE and other options such as 'parking management' should be viewed as a secondary option that ought to be built around transit,

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
<p>accommodating transit. Otherwise, you end up managing parking now and building transit in a way that accommodates parking (meaning transit will unfortunately remain an inconvenient option). Some foresight now could allow for options like transit that can tow recreational equipment for the public, creating a MORE CONVENIENT option. Convenience is the only way to actually encourage its' usage. Such foresight in my mind will offer sustainability to the region. In summary, the approach being taken is short-sighted, unsustainable, and less cost-effective! Parking ought to then be prioritized for those who cannot use transit options as conveniently, such as people with disabilities that struggle to use the bus or families with young children that need to bring lots of equipment like strollers. After transit is prioritized, leftover parking ought to be given the wheelchair/stroller signs.</p>
<p>Area has narrow streets and lanes; this should reduce parking demand.</p>
<p>Prohibit all on street storage of private vehicles on public property</p>
<p>Some of these newer homes have suites, but they have not made accommodation for the extra parking demands and so the tenants are parking on the street. All landowners should make an effort to increase parking for their dwelling and tenants. We park on the street only when we have family or other guests or if we are having workers or others helping us, as we are getting older. We generally have all guests park in our driveway. (We are concerned that someone might forget to return our parking pass).</p>
<p>Resident only parking Make it clear there is no visitor parking to get keep the circulating cars away walking here and crossing streets feels is safe now because to cars roaming around and not paying attention because they are looking for parking</p>
<p>Same comment, residents should be parking on their personal property</p>
<p>NEED MORE SIGNAGE</p>
<p>You need to paint yellow on the curb beyond where the parking indents are. And much better signage</p>
<p>This is the zone in which we live in. We would like to see less parking by non-residents as long as parking for non-residents is accommodated some other way</p>
<p>insufficient parking</p>
<p>I have family friends to visit in this zone, and it's unclear to me, but it sounds like being RPO means that I can't park near their home when I visit them -- is that the case? Would it change if I'm visiting in the winter?</p>
<p>This is for the residents of that area to decide.</p>
<p>See my last comment. DNV taxpayers will subsidize resident parking here - outrageous!</p>
<p>Not sure why the public can't park here if there's space</p>
<p>If they have a garage, they dont need a street parking space</p>

Why (How satisfied are you with recommendations proposed for the Central Residential area?)
Streets not built for parking; no sidewalks, narrow, etc. Deep Cove is a village; not a high end residential area with lots of parking options.
RPO discourages residents from parking on their property (either on their driveway or in their garage(s)). Some of the streets (Little Panorama, Eastleigh Lane and Caledonia) are very narrow with almost no on-street parking - I agree they should be RPO. However, Banbury has several on-street parking options that could be RE (though I recognize there is not a proper turnaround at the end of the dead end street).
No room for anyone else
I don't think these streets can sustain more volume than the residents use as the streets are already very narrow.
It would minimize traffic. More signage to indicate there is no public parking BEFORE vehicles enter the area.
Residents should not be allowed to block of side roads for personal use.
These are good, but not helping core village residents (which is the busiest).
How do you visit friends there?

Appendix 12

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
makes sense for the area
Agree with paid parking and PUDO zones, residences have driveways. Consider time-limited resident exempt instead of resident permit only for those spaces.
How do you spatially decide where paid parking is going to be versus resident only parking. So a home owner now has to park away from their house or their visitors and walk down the street if paid parking is in front of their house??
No pay
Our biggest issue in this zone is that on some days, you can't find any parking around the school for school pick up on sunny days. It's only a 15 minute problem, but when you have little kids at Cove Cliff, it's a big problem.
Utilize all space for parking. Included public and visitor parking.
I don't like paid parking. It creates barriers to park use and accessibility.
See previous
Same comment as for village core. Feel as a local resident I shouldn't have to pay.
Need at least 4 to 5 hours for this area gir water sports.
These spots are needed for visitors and anyone trying to access the water. I don't think these spots should be taken up by residents for this particular zone.
Residents should pay a fee to encourage them to park on their own property.
It is the best balance of the use of this space
No resident only parking, all parking should be pay parking
I will have to see how this plays out.
keep how it is except for a better pickup\drop off zone. need a traffic circle where Naughton turns into Rockcliff (behind Kayak shop). The circle can move cars into a new pickup\drop off zone and then move the cars back up Rockcliff to parking lots, can also turn around drivers not interested in parking there and prevent them from driving around small roads in residential area. This would add to "liveable deep cove"
I don't think paid parking will make a difference
Not sure it will work.
Again, just moving the problem

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
This should be residential only
Please add shuttles for additional parking/new parking. Perhaps the high school parking lot can be utilized at Seacove. For a shuttle service to Panorama.
Seems logical.
Agree in concept - same question re: parking for visiting family members.
Need at least 4 hrs of parking for kayaking and dining
This all makes sense but build a parking garage
Paid parking is income limiting some people.
Again, recommendation 2 & 3 seem reasonable but disagree with paid parking
<p>I live in this area, nothing is done about the horrendous parking and fast driving tourists.</p> <p>This area, with the rest of Deep Cove is not meant to be for tourists. I am not NIMBY, everyone has a right to enjoy what the cove has to offer, but it was never set up for this.</p> <p>Needs a complete overhaul if you insist on making it a tourist destination. Which you do. But you know people would not stand for it if you made that plan clear, so you slowly push it on people in a thousand little cuts and then it is too late to push back.</p> <p>Like all local government does.</p>
I can't afford to pay at least twice weekly when I go to dragonboat practice.
Again, why is deep cove west becoming the only free parking close to downtown?
not a fan of paid parking.
As a local resident, I frequently drive to Strathcona beach for kayaking and paddle boarding. I do not want to have to start paying for parking when I visit that location to launch water activities.
Drop off locations are needed here.
<p>Dont agree with paid parking</p> <p>Keep it out of Deep Cove please</p>
Depends if this will include residents of other streets too, like Gallant given short supply. And if 24/7. Need school drop off also up on Rockcliff - change current time frame of resident only parking to July and August.
Not a fan of time limited paid parking
<p>I park here all the time and if I get there early enough can get a spot that's easy to</p> <p>Unload my paddle board from - it's heavy so I don't want to walk far, but would be very disappointed if it becomes pay parking versus just 2-4 hr limited</p>

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
Paid parking in high season only - May through September.
I live here and I'm completely satisfied with the free for all parking. It's the true spirit of Deep Cove alive and well.
No free parking
This area offers some of the closest parking to the Cove. Deep Cove Kayak will benefit from this Limited Paid Parking initiative. Visitors who either can not afford parking or would like to spend a full afternoon in the Cove will suffer. There is already turn over once the donut is purchased, most people are then on their way. The opening of Quarry Rock has certainly increased the time some people will now spend in the Cove.
Watch your time limits. If people want to go kayaking, they don't want to be worrying about parking time limits. If you are kayaking you want to enjoy the paddle, and things out of your control (wind, tide) may prevent you from getting back on time.
Enforcement of regulations is essential, especially camping and long term street parking.
You need BIGGER SIGNS TO STOP PEOPLE FROM DRIVING DOWN PANORAMA and other areas to find parking in Permitted areas they do not see what you have
I disagree with resident exempt parking.
There needs to be designated zones for residents
Again, paid parking is not inclusive. There are exactly 2 PUDO spaces in this area. Please add more PUDO spaces!
Not sure what this means? Everyone who is a resident can only park in their Residential Area? I think permit-exempt decals should be allowed within a variety of areas in Deep Cove... not section specific. Example, if I live on Cove Cliff Road or Strathcona Road, my permit should be ok in other areas or zones of Deep Cove
As long as Deep Cove residents get a parking permit FREE if they show proof they live in the Cove, for at least one household member I'll be satisfied.
Meter the two lots on Rockcliff Road, east and west
There should be parking attendants and a parking police presence. It gets pretty aggressive when everyone feels the pinch and people get greedy.
again why paid parking, its not going to fix the issue, only change the dynamics. Most of those spots will be empty on no busy days or weekend mornings as people drive around looking for free parking.
Considering the small size of a deep cove we have enough car parks.
Same answer
Not sure if guests would have to pay to visit me?

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
I think you got my message.
Not my neighborhood
Don't have knowledge of this area
Limit residential parking options and keep this area for park users etc.
<p>Yet again, this plan does not support employees or volunteers at the Rowing Club (or Deep Cove Kayak), or people coming to the club for their regular rowing sessions. There is very little demand in off hours, why should I be paying at 5:00AM? Also, need a staff/volunteer/frequent user plan that will not discourage people and impact our revenue. Plus employee and volunteers should not be time limited. They need to be there sometimes extended times.</p> <p>The pick up/drop off current spaces are heavily abused now.</p>
Needs some nuancing for regular users who are not in the DNV postal code.
<p>For the Rowing Club, the parking costs relative to our fees, will be material enough to discourage our members from Rowing. For the Kayak shop, their fees per session are much higher and so the parking cost will be seen as inconsequential. The Club has members of limited financial resources and there is material concern this will act as a deterrent to get exercise which is good for their overall mental health and well-being.</p>
Same concerns about enforcement and signage.
Would need to know more about redeemer parking but don't like paid parking.
They can accommodate more parking spots in this area. They have nicely paved roads and a nice parking lot that can accommodate more parking.
Time limits yes, pay parking no. I like to enjoy the beach and go for a kayak in the neighbourhood I grew up in and I don't feel I should have to pay to park where it has always been free.
<p>This area is not big enough. Our street is just east of this area and we are already overloaded with people parking. This area HAS to extend all the way to Wickenden Park.</p> <p>This is WAY closer to Deep Cove Village than Parks and Residential West.</p>
not enough
Needs to be resident only on streets that residents live.
Resident Permit Parking should extend to Dollarton area residents.
I like drop off spaces but hate the other two.. It is not possible to answer with one answer.
<p>1) The majority of visitors will fit into the time limits, so the time limited parking will not change the situation. Theoretically, a naive person will think that time limits and payment will reduce demand by forcing traffic to move or extracting a payment. It actually won't help. Deep Cove is already so over-subscribed on busy days that for every vehicle that is forced to move or won't pay for parking, there are multiple vehicles loitering, cruising or double parked waiting to take those spots. Instead</p>

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)

it just penalizes visitors on quiet days when parking is not a problem. The time limits will penalize people who legitimately need longer term parking (e.g. employees, volunteers, campers). These recommendations do nothing for this latter group.

2) The existing loading and unloading zones are frequently abused by scofflaws who use them as reserved parking. Unless you are prepared to position full time rangers or bylaw officers in the cove to enforce the current time limits, more such zones won't help.

3) The only residents in this area are at the top of Rockcliff on the west side. They don't appear to use much on street parking at the moment. Instead they either park on their own property or in the district permitted lot at the top of Rockcliff. These residents would not be helped by more on street parking anyways, because the top end of Rockcliff is too narrow for street parking on the west side for residents (who already discourage illegal parking anyways). The only way to add more resident parking would be on the east side of Rockcliff, which is one of the few non-time limited areas that can be used by longer term visitors that don't fit within a time limit.

I wonder what the district will charge us for permits to park in our own neighbourhoods.

The off-street parking is my back-up end of day parking when I get home in the evening. With the current time limit in place, it usually works out for me, as I get home at a time that allows me to access the 4-hour until 8pm time, then can leave my car there overnight. If it is made paid, that takes that option away from me.

Residents need free parking

Only folks who are a resident living in a residence that has streets in this zone should have access to park in this zone. No other deep cove residents should get priority in other zones as deep cove is walkable

Please see previous responses.

I often have to park there for local services, as a nearby resident, but don't think I will be included in the resident parking~ would line an option where that is considered, such as a permit for going to the dentist or pharmacy~ these could be verified by the business operators

Another paid parking, let's make Deep Cove like the Vancouver core. Lack of creativity to really solve problems

Resident parking in this zone. This is the zone where I reside. Parking is dangerous on Raeburn from Eastridge to Banbury Road. It's scary.

NOT paid parking!

Pay parking will be effective .

I agree with everything except the Paid parking.

Allow residents from a wider area to park there for free.

Agree with points 2 & 3, undecided about time limited vs time limer, pay parking

This area should be paid parking too.

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
Lot of spaces for residents leave no room for visitors
Paid parking may encourage visitors to park at off-site locations
Should be free.
Easiest spot for kayakers to park
Parks are to be enjoyed by everyone, to get outside time in a hard to live in area. Fresh air is great for health and putting a time limit and price tag on health is unreasonable.
Pick-up / drop-off spaces are necessary. / Where will the time-limited parking be? From what I observe most of the vehicles seem to belong to residents or people who live up Indian Arm. It seems many vehicles in this Zone seem to be here for long periods of time. It could be some of the residents do not parking space in the back of their houses.
Should not charge for parking. These residents need to park in their own driveways.
Paid parking needs to allow for day long stays for those intending to spend the day in the park. There are many in the summer.
No paid parking money grubbers ! Please
Time limited is okay, but not paid, and not drop off. Not sure how the folks across the street are doing without residential permits. This is a park with a gorgeous view and should not be denied to people due to parking. We need you to find a way to make this area more accessible. This will be difficult, will take research and brilliant minds.
time limited...what does that mean. It's hard to comment unless that time limit is specified. During the summer months many park users use these space and at least 4hr would be needed if someone was kayaking, hiking, having a day at the park etc.
I don't like the paid parking idea. I don't think it alleviates traffic.
The recommendations are minimal changes from the existing circumstances and this area already has all of the above.
Although I live in Deep Cove and right in the core (so it's easy for me to access the Cove and shoreline for recreational use), I don't believe it's the right approach to apply low time limits to the parking areas by Deep Cove Kayak. Most of the users want to head out on the water, and will just be anxious and insecure if the limits are too strict. If you want to apply a four-hour limit, then fine, but I just don't think the parking lots near Deep Cove Kayak should have low limits.
Should include handicapped parking as well.
My understanding is that the businesses do not support paid parking and they have suffered enough through covid and then the unnecessary construction .
not our area
This is how all areas should be managed.

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
Reasons stated above
Not enough parking for visitors
Super busy area. Paid parking should be expanded, if possible, and regularly patrolled. Drop off should also be patrolled.
Need to include Strathcona area
Works need to park close to the business, and can't support high park fees.
The rock cliff houses not only have driveways, but they also have a back They do not need street parking or the residents only lot !
having more drop off spaces for kayaks or paddle boards is only effective if there is somewhere else nearby to park vehicle. as a single person, if I have to drop of a kayak and then leave to park it often means leaving a very expensive kayak and other equipment unsupervised.
need more parking stalls
Where will Deep Cove Kayak Centre store their vehicles (Suburban, trailers, etc)? I notice them in the parking lot at the top of Rockcliff, as well as the lot at the bottom of Rockcliff, and these vehicles are often there overnight or longer than what the time limits would be. The perception is that these vehicles are exempt from current regulations.
Paid parking will make little difference as people parking here are here for the day with paddle boards, kayaks, picnics etc with little notice to parking time available. Bylaws need to ticket not educate.
Not enough detail on where these management tools will be applied
same as above
As noted previously I do not support residential permit holder parking as it limits parking for Deep Cove visitors for activities and access to businesses. What does shorter periods mean? 4 hours would be the minimum in order to access the activities I like to do in the cove - kayaking and then dinner in the Cove at a restaurant
Residents should not have to pay
These seem to be logical solutions under the circumstances
No paid parking.
No paid parking in the Cove
No paid parking 2 and 3 are good
This zone appears to include only Deep Cove Park and the residences on Rockcliff Rd. I have made most of my comments for this area in the section for the Deep Cove Core as regards the synergies between Deep Cove Park and Panorama Park and the activities and impacted areas related to the Deep Cove Kayak shop.

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
<p>However, "Parkside Beach" is becoming known as a sought out attraction, and this is increasing parking pressure on Raeburn and onto Lockehaven Rd and onto Eastridge Rd. Walking the northern-most trail ("unofficial"?) through Deep Cove Park to the beach will reveal indiscriminate use of this wooded area as a latrine.</p>
<p>It's a mix of visitor and residential spaces</p>
<p>Good mix of options. Make RPO means tested and/or have users prove unreasonable hardship (no driveway). Do not exempt residents from pay parking.</p>
<p>See comment about resident parking. For paid parking there should be annual pass that district residents can buy that would cover all district paid parking.</p>
<p>No pay oarking</p>
<p>Paid should only be for peak period, eg not evenings or other off peak times where often residents are unloading kayaks etc here</p>
<p>concerns with 'paid' parking as mentioned earlier.</p>
<p>I am assuming that the time limitations will be for duration and that payment requirements will start at a certain time in the morning and end at a certain time in the evening. These limits should be put in place for high demand periods</p>
<p>Again this is a May to Sept issue. The signage should reflect this. The resident spaces here are often empty, maybe they are only needed overnight.</p>
<p>This works for that part of deep cove. People dropping off hikers, paddle boards etc. need close access to the trails and the beach.</p>
<p>time limit is key here so that parking spaces are not kept all day</p>
<p>As long as the time and paid parking is monitored.</p>
<p>Same response as already mentioned.</p>
<p>No paid parking!! parking should be free in deep cove!!</p>
<p>Most of the residents on Rockcliff have on property parking. They should be limited to this space and not be given cheap on street parking to accommodate their extra vehicles. Time limits for on-street pay parking and parking lots should allow for payment of longer periods so visitors have time to participate in activities. Boating, swimming. 4- 6 hr time frames.</p>
<p>Slim chance of finding pkg</p>
<p>Paid parking dissatisfactions. I would say this area makes the most sense as a paid parking area, but as I strongly disagree with paid parking in the other areas, it seems foolish to have only a very small section of paid parking. The time limit on this street makes very good sense, however.</p>
<p>Not in favour of pay parking</p>

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
visitor parking to residences
Do not agree with Paid Parking. Drop off space limited and within day hours only
Paid parking is just another tax. \$0.05/ hour will indicate how long a vehicle has been parked just as well as \$5.00/hour
It seems okay but without visible enforcement of parking regulations the policy is itself meaningless and pays lip service to a problem What are the current rights of residents of Deep Cove with respect to the effects of tourism on their lives and how will these rights be enforced?
<p>What time limits? Will recreational visitors be able to park here and spend the day, or will it just be short term (4 hour)? Will there be any overnight/multi-day parking on street or in a parking lot?</p> <p>Consider having a few spots set-aside for Deep Cove Kayak overnight bookings. E.g., customers who book a kayak for overnight can also book a designated parking spot in this area for the duration of their booking (max. one per group, as that one person can serve as shuttle for everyone else in the group). I don't know how many overnight bookings there tend to be on any given night, but perhaps 2-3 spots can be designated for this purpose?</p> <p>Some people doing full day or overnight trips travel solo. This makes using PUDO to unload gear, then leaving that gear unattended for an extended period while they move or (later) retrieve their car problematic.</p>
I am not sure what the word minimum supply of parking for residents means, so I do not know if I would be satisfied or not? All residents living in the Village Core should be allowed to park on Rockcliff (East Zone) with out penalty. Where else would we park??
I am wondering what residents in the entire area can do if they have guests or a party? I guess their guests must pay?
All Village Core residents should be allow to park on Rockcliff
I would have to know how long the time limited parking was for. People come to the Cove usually come to the Cove for picnics, for the day , a few hours of walking and eating in the Cove Or hiking Quarry Rock. It would be hard to determine an amount of time that was satisfactory. It would seem pointless to me to have to keep moving my car.
There needs to be more parking in this area.
Makes day trips for family's difficult if most parking options in the vicinity are timed
No thank you. If it's full it's full. These will never convince me to take my bike down rather than my car. The climb back up to Indian River is far too strenuous and would ruin the entire point of going down to relax in the Cove. And I'm actually an avid cyclist!
Option 1 Time limited, paid parking (on- and off-street) and Option 2 Pick up and drop off spaces
It's important to also create the main entrance to Quarry Rock at Indian River Drive so as to reduce

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
parking pressure at Parks and Residential East. This will change the current status of Indian River access to Quarry Rock from "alternate" to "primary".
not a resident
I don't think there should be paid parking.
Lift all restrictions
I don't believe paid parking is AT ALL warranted in this zone especially since it is not in the village core, nor are permit only spaces. These are all large single family detached homes with driveways and garages. Permit only spaces are unnecessary. Encouraging parking in this zone also helps to reduce cars driving and circling the village core. Time limited resident exempt would be a better fit for this zone.
Depends on time limits, need to allow at least 4 hours for a decent kayaking excursion, lessons, etc with pre and post trip prep time.
Same comments as earlier, I hope the time limited paid parking is only from 9-9 and not 24/7
I park between 5 am to 7:30 am when there is ample supply. Restrictions are not necessary during that time and would unnecessary restrict access to rowers using the rowing club.
I absolutely support paid and time limited parking in those high demand areas so as to encourage turnover.
I support time limited parking periods but not paid parking during low demand off peak periods. Recreational activities should be encouraged as a healthy lifestyle. Almost all of the rowing programs occur early in the morning when there is little or no transit service ie 5am to 9am. There is no need to charge users in this low demand time period prior to 9am. Limited time and paid parking should only be applied during high demand times Eg between 9 am and 6pm.
Time limited to what amount of time? If paid parking goes into effect, will there be an annual pass for daily users? I have lived in Dollarton for █ years, and in the past 5 years it's become pointless to go to Deep Cove or Cates Park most days from May - Sept. Close Quarry Rock access from Deep Cove. Make hourly parking expensive (like Jericho East), and offer a paid annual parking pass for East of Seymour residents.
What would the paid parking revenue be used for? If it is funnelled into a shuttle service that would be a good use for the funds.
Parking lot logistics could also be improved, as users can be quite frustrated with each other, annoying residents/visitors.
off peak times (mid week) are not that bad. Paid parking should only be during weekends.
Resident parking should be relatively expensive to discourage free riding
Concerned that you will change the parking all to short stay or really expensive. We lug a lot of gear to go kayaking so anything less than 4 hours is useless. Our paddling pass gives us 3 hours of

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)

paddling and we need time on either end to unload and load our gear. In April Deep Cove Kayaking opens at 10 am and in May on weekends at 9 am. The current arrangement of 4 hrs in the close lot and all day in the lot up the hill works well for us in the Spring when the parking is not at a premium. Please don't change this. I understand that in the peak of summer we can expect to walk further but mostly we solve the problem by not going there on weekends or starting early. Using a drop off zone is risky as we would be leaving quite a bit of expensive gear at the side of the street. I had car trouble recently so can attest to the fact that getting to Deep Cove by bus would be a long and undependable trip. I realize that kayakers do not have priority but we do not want parking so difficult that it is not worth bothering or is too expensive. I do want the kayak business to stay healthy enough to still exist.

dont like paid parking

This would make my kayaking outings much more expensive. I view this as terrible. No free parking when I am already spending so much money in the Cove. Well over a \$1,000 per season. Would I have decide how long I will be there for before I go out? (No I don't have a cell phone.) This is awful, awful but I suppose if you don't want my business then I must go elsewhere. Sad, very sad as I was happy going to Deep Cove.

See previous responses

Diagram doesn't show where limits will be applied. I support pay parking. But I need parking that is at least 3 hours long close to the beach - to facilitate year round kayaking. If I'm going for longer trips I don't mind unloading and then parking further away like at the school but 90% of the time year round I use the lot closest to the beach.

Also I use the loading area regularly. These are not discussed but I urge you to keep them.

Paid parking for me would probably limit the number of times I would be coming to the Cove to enjoy kayaking and going out for lunch with friends afterwards. As things currently are, I'm already spending quite a bit of money down there.

support first two to manage demand but not third

This will limit people's ability to go kayaking and won't help with parking as people typically go out for at least 3 hours which means they need parking for 4 hours. Paying for parking will make it impossible for some people to access this sport. I can barely afford my season's pass at Deep Cove Kayak. If I have to pay for parking every time I go kayaking, I will not be able to go kayaking.

Close Quarry Rock trail

Its needed for sure if it doesnt effect the flow of traffic

There needs to be more options for visitors

Shouldn't be 24 hours. Rowing done by 7;15am and shouldn't have to pay when demand isn't high

Time limit was put in place last year

Would like to see how that changes the parking situation before implementing pay parking

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
Visitors pass must be given out
Opposed to the implementation of paid parking for the reasons stated above.
These tools still would not relief the increasing parking problems that we are facing year after year
This sounds good, but residents can best reply.
These practices don't reduce the amount of cars circling looking for parking in other neighborhoods that already don't have enough parking.
Why is it now paid parking?
Paid parking here will send the parking problem south, up towards Raeburn St.
This way the district makes money off everyone. I'm sure they will use it to employ extra people to enforce the rules. Making the parking lots paid is just going to encourage visitors to try more side streets. Again, shuttle buses are the answer. The district needs to limit the amount of vehicles coming into the Cove.
I would like to see more parking infrastructure added to this location to support the traffic
Again, enforcement would be key.
Good mix for area beside core village
I think you can have time limited public parking rather than having to charge.
Why give residents use of public land to store their private vehicle? Ensure you charge an appropriate amount for the priviledge - the cost of paving and maintenance of the road for their use is likely \$50,000 to \$100,000 per year. Don't subsidize their car use by giving them a subsidy. Better yet - don't offer parking - let them figure out their private needs on their own land. They likely have a garage and/or driveway space. Let them use their own land for their private vehicle storage.
Paid parking should only be implemented at peak times. It is simply not needed in winter.
See my previous comments - I don't think paid parking is necessary here BUT chalking and ticketing is. I'd support RPO in the non-park area of this zone if local residents feel it necessary. Overall in RPO zones they should only be established by local petition and DNV shouldn't hassle residents presenting petitions as the ones in our neighborhood were when we came forward for our area.
It works
We should just pave over the park to make a huge parking lot.
Just make more spots available in summer months.
same comments
No time limited parking. Only residential permit parking and short term drop off. Visitors to park longer time away from Deep Cove and use shuttle buses.

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)
No considerations for the residents in the area
This is one of the main areas to park at when accessing Cove Cliff Elementary, particularly the gravel spots at the top of Rockcliff Road and along Raeburn Street as the school actively pushes parents to park on the street or Myrtle Park indicating that parking lots at the school are for staff only, so what about parents like myself who don't have access to a resident parking permit for that specific area but need to access the school on a daily basis and sometimes for extended periods (parent teacher conferences, school events like spring fair, or movie nights, graduations etc)?
I agree owners should have a parking permit, but no to the rest
Limited handicap parking
Solutions suit the current use of the area
Enforcement required
No paid parking, it always makes the problem worse. See earlier statement. Remove rock cliff hill parking entirely. Leave parking lot at foot of rockcliff.
I think that we need to limit the number of vehicles coming into this area. It is becoming hazardous for residents and visitors with the volume of vehicles trying to move through this area to find parking (for visitors) or to just manage our daily lives (residents).
Paid parking spots - a few right next to the pick up /drop off zones, but more than that will provide a barrier to people, and I don't think it is fair to do that next to green space. It means the wealthy have the option of enjoying these spaces more than others, and that flies in the face of what parks are supposed to represent.
Not enough space
Should be resident and drop off only
It isn't clear on the diagram if the resident only restrictions would apply to the whole of the 4500 block of Raeburn up to Lockhaven . It it does then we are satisfied. If not then we are very dissatisfied.
See previous answer. This will encourage people to park outside of core area moving the problem elsewhere where there aren't even basic parking regulations for safety - parking on both sides of a narrow street with no sidewalk creates safety hazzard for both pedestrians and drivers
An improvement - but not enough deterrence to keep cars away.
Paid parking and resident only permits will not stop people from driving around Unfair to all of he merchants , especially after this debacle of an improvement project
I have heavy equipment/gear and can't afford to pay for parking on a weekly basis.
again, no difference, just the government BEING CREATIVE when it comes to taking more money for something they didn't even create (beautiful natural area that people want to visit). there is

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)

NOTHING creative ABOUT this solution and solves nothing and only takes MORE MONEY from the hard working people who simply want to enjoy the city they have to DIE WORKING to live in.

Some time limited spots and resident exempt spots are reasonable but I don't agree with paid parking because not everyone can afford it and therefore not everyone will have the privilege of accessing the parks.

I submitted a previous survey but forgot to make one additional comment that I feel is important. My [redacted] and I live at [redacted] Raeburn at and it would appear from the plan that we are not included in the option of resident only. Because most of the remainder of the Cove will have that option our street will have even more congestion because it will be the only street left without restrictions. By the way today (Saturday, April 29) a beautiful day, the traffic and congestion on our street was the worst I have ever seen. Also I want to mention that the pedestrian traffic in this block is heavy because it connects 2 parks with walking trails.

Make sure the PUDO is monitored.

i don't think i'm affected by this

Drop off isn't helpful for solo paddlers due to theft concerns. For people regularly accessing this area, paid parking is expensive and there are no other options for water access. I don't have an idea for a solution but this isn't helping

no mention of overnight

To use my kayaking pass I need to park for 4 hours. Having paid parking won't influence how long I need to park, it will just influence whether or not I buy a pass. That's probably not what you are hoping to achieve.

All these restrictions are just going to push more traffic into other areas. I am in the Wickenden park area and it is bad here as well. No suggestions for our area.

So tired of the same questions. Seems like boiler-plate. This is NOT and 15-minute survey if one considers the information and choices.

i would prefer to avoid paid parking in the Cove as it takes away the sense of community and makes the Cove feel more like a commercial space - to me. There are a limited number of spaces, some of which, even with paid parking, would require enforcement (such as permit parking and pick up and drop off). I would prefer time limited parking with varying times and on-going enforcement in preference to paid parking.

I think the recommendations are good again there is NO enforcement and never has been. Making changes effective takes enforcement repeat visitor and there are many know they won't get ticketed.

I am dissatisfied because of the lack of initiative on other tools/options and believe it is a short-sighted plan that will waste resources. Like spending too much money on an unsustainable car, knowing you will need to buy a more sustainable car anyways. Projects like a shuttle bus or Skyride/gondola expansion should be prioritized. And yes, buses can tow trailers that can hold recreational equipment. Such projects in my mind should be prioritized as a PRIMARY option. Options such as better transit require INFRASTRUCTURE and other options such as 'parking

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)

management' should be viewed as a secondary option that ought to be built around transit, accommodating transit. Otherwise, you end up managing parking now and building transit in a way that accommodates parking (meaning transit will unfortunately remain an inconvenient option). Some foresight now could allow for options like transit that can tow recreational equipment for the public, creating a MORE CONVENIENT option. Convenience is the only way to actually encourage its' usage. Such foresight in my mind will offer sustainability to the region. In summary, the approach being taken is short-sighted, unsustainable, and less cost-effective! Parking ought to then be prioritized for those who cannot use transit options as conveniently, such as people with disabilities that struggle to use the bus or families with young children that need to bring lots of equipment like strollers. After transit is prioritized, leftover parking ought to be given the wheelchair/stroller signs.

Suitable for the demands made on the area.

Eliminate all storage of private vehicles on public property regardless of duration

I am concerned that paid parking costs may be prohibitive for some visitors and families visiting relatives in Deep Cove.

Residents not to pay for parking permits

I like the PUDO zones, and resident permits, but not paid parking. Just make it time limited.

More pedestrian areas and expanded drop off zone for kayaks etc.

Again this might be too close for Uber PUDO. Use Advance on line parking permit purchase and licence recognition. May need a traffic signal or 4 way stop at Cliffmont to facilitate this outside-the-core circulation.

?..

Pudo good for parents .

need to take action when visitors are exceeding the time limit - TOW THEM

This is interesting. Paid street parking. I was thinking more of lots and both schools. What about annual visitors parking passes. Limited quantities

does not encourage people to frequent businesses and establishments

time limit parking would work without requirement to pay

This used to be a good option for other District residents, like me, to access all parks of Deep Cove -- shops, the water, the parks (Wickenden, Panorama), trails, neighbourhood walks. I won't be using it when it becomes pay parking. I would also expect, to stay consistent with what the District does elsewhere, that is won't be pay parking or time-limited in the "off season."

This is for the residents of that area to decide.

Quick pick up and drop off spaces won't necessarily work for parents with young kids that need to be walked to their class/camp.

Why (How satisfied are you with recommendations for the Parks and Residential East Zone?)

Paid parking spaces is not an option.

Ensure there are several PUDO spaces for kayak drop-off, summer kids camp drop-off. The paid lots should have options for overnight parking (with commensurate fee). I hope RPO would be very limited and only where/if needed. RE would provide more spaces for tourists.

i understand that currently the parking time periods are too generous and people are parking for multiple days. The time periods need to be shorter to create turnover.

I disagree with paid parking. I don't think it really reduces the time people park and is frankly a cash grab.
Again, unless you are allowing 4 hours for parking I disagree with anything less.

Appendix 13

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
Need to give some consideration for the MSLL baseball league which operates in Myrtle Park. If too much tourist parking is directed to Myrtle it will make it difficult for families to park for their children's baseball games.
makes sense
Using Myrtle park for Deep Cove overflow parking takes away parking from people using Myrtle Park. An empty park with a full parking lot. I was told that Mount Seymour Little League has to pay a portion of fees for use of the field and parking, but then we don't actually get to park there on sunny days. Again, residents paying for services that are overwhelmed by people who don't pay for it.
Little league should have priority in after school and weekend hours April to August
RPO, you need to make this restricted as well, otherwise people will continue to drive around and around.
See previous
In the spring and summer it is busy at the park for Mount Seymour Little League. It's already hard to find a spot.
Again why are we paying for permits !!
Fair and preserves unpaid parking
Residents should pay for a permit to encourage use of their private parking on their properties.
Unsure if unrestricted is the way to go
This is where I live and as explained we have no other place to park except the street. I know this is the case for a number of homes on Banbury and Cove Cliff Road. I would like to see resident only parking immediately outside of Myrtle Park parking lot on Banbury Road from May-September. I don't believe that as a resident we should have to pay for resident parking permit.
I will have to see how this plays out.
again bad street planning, the access to Myrtle parking is one of the worst in the area. this kind of traffic should going though a maze of side streets and lanes to access parking. Align it directly from Deep Cove road. flow is the key.....If can't then Myrtle parking should be used for Myrtle park users. Same with Cove Cliff.....
The Myrtle Park parking lot should be included in this project. We have a small dog and access this lot to use the dog park for exercise. It is often jam packed in the summer with people parking there

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
to walk to deep cove. This also affects users of the myrtle park fields as they are then fighting for parking with deep cove visitors.
This area should be residential ONLY except covecliff and myrtle parking lots
Don't use
Until you put a stop sign at the crosswalk at cliffmont and Caledonia this is a logistical disaster. Tourists do not navigate the strange corner well and we see near misses everyday! With a stop sign it may work. Many people on cliffmont have no off road parking
One of the main issues is not Myrtle park it is visitors to the village and waterfront parks. Some of the streets in this zone doesn't have curbs like most of the DNV , which adds to the problem because visitors don't know where the parking is causing them to park in a sort of free for all way. The district bylaw officers I'm sure can attest to the number of tickets written just at the NE corner of Raeburn and Banbury alone! The plan also DOES NOT address the issue of vehicle traffic in this area which IS THE SAME as THE central Zone. Constant line of vehicles during Peak weather and season. Excess speed is also an issue , mainly by visitors to the area. There are many young children in this area playing, biking.
I agree with the time limitation option. But no parking outside of Myrtle onto Raeburn aside from residents.
Seems logical.
Need to reconsider Mertle park parking as renters in the area park 24/7 and been seeing more Moble homes parking for long periods of time
Without any management of off street Myrtle Park and restrictions in place elsewhere, it will likely become too busy for park users to find a spot.
Agree in concept - same question re: parking for visiting family members
I use the myrtle park lot to access hiking trails
It can get hectic on Banbury and there's lots of activity at Myrtle Park on the weekends during the nice months
<ol style="list-style-type: none"> 1.-There are no sidewalks on either side so when cars park on both sides of the street there is not enough space for 2 way traffic. 2.- During peak season there is a lot of traffic already which is dangerous for children playing. 3.- When people park opposite the driveways especially when big Pick-ups are parked, is it almost impossible to get out or in to our driveway. 4.- THIS STREET HAS TO BE RESIDENTS PARKING ONLY PERMIT, DO NOT GIVE THE OPTION OF TIME LIMIT
Seems reasonable but again cars should be discouraged
Not a real plan

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)

I am concerned about whether there will be secured on street parking for residents. I own a house in this region and we have two cars at our house that require on street parking. Will there be sufficient residential parking to cover two cars per household?

I do not want to have to start paying for the on street parking that has been free for years and I am still concerned about non-residents occupying the street parking space. If a paid parking permit is planned for this region, I am also concerned about the requirement for having to pay for this year round when there is only increased demand during the summer months.

You are making residential west the new closest parking location for non residents. This is going to ruin the peace and safety of our neighbourhood.

Dont agree with paid parking in Deep Cove or for residents

Depends if this will include residents of other streets too, like Gallant given short supply.

Most visitors to the cove are using this space in a time limited way already and this approach will not functionally change how visitors use it. Adding a pay option or creating a two hour limit instead of the four hour would be more effective.

No free parking

need some unpaid and not limited parking options

Time limit at Myrtle

I disagree with resident exempt parking.

Myrtle park should not be an advertised option for people visiting the Cove. When we go to our baseball game and have all the gear because we coach the team, we should not be competing for parking with visitors wanting to go for a hike. If we didn't have to bring all the gear we would absolutely walk or ride our bikes but it's not possible with 3 massive bags of gear.

Myrtle park parking has space for many. As does seycove secondary. Visitors should be encouraged to park & walk.

This area needs to be resident only with clear signage. Visitor parking will only turn this into a choke point to access other residential areas of the Cove. Signage for visitor parking should be clear and direct visitors to Myrtle Park first and then Cove Cliff school as overflow.

Not sure what this means? Everyone who is a resident can only park in their Residential Area? I think permit-exempt decals should be allowed within a variety of areas in Deep Cove... not section specific. Example, if I live on Cove Cliff Road or Strathcona Road, my permit should be ok in other areas or zones of Deep Cove

As long as Deep Cove residents get a parking permit FREE if they show proof they live in the Cove, for at least one household member I'll be satisfied.

Myrtle Park parking lot is very small. Time limits should be imposed.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
You are going to push people to myrtle to park who are visiting deep cove! What about the sports events at myrtle where are those people supposed to park. Short sighted again DNV
Pay for parking. Enforce it. Be consistent. Bring back tour buses and other buses to allow people to enjoy the area without the parking headache. Mind blowing that buses were banned a few years ago. Buses are needed. The people are coming either way. Let's help them get here.
yes this is a busy street, resident only parking needs to be obviously marked.
Myrtle car park is a big car park. In my opinion there are plenty of car parks in and around deep cove. Cars should be deterred from parking on the streets. At busy times school parking lots can also be used.
Again .. listen
I keep seeing "exemption by permit". I'm sure you are not limiting this to handy cap parking?
Not my neighborhood
myrtle park is public parking and should be open to all
This should be permit parking only, not time limited. The street parking is very limited and there are public lots available in this area. It is unlikely time limits will be enforced and residents will need to call in constantly to report vehicles exceeding the time limit.
Some parts of Banbury, near Cove Cliff school, are sometimes the only spots available if parking near Deep Cove Park is too full. We've had employees/volunteers have to park there. Again, they work as long as they work, time limited is tough on them. You can't go move the car mid shift when you are on the water coaching.
Understandable that this is one of the available parking locations but this directs traffic into a quiet safe residential neighborhoods
Same concerns about enforcement and signage.
Raeburn street needs resident only parking, the same as the other areas are being offered. My father in-law lived on this street and if all the other areas have resident only parking, this street will become a nightmare.
not enough
Needs to be restricted to resident only on the streets. Most residents do not have off street parking and need to park on the street. It is almost impossible to park in the neighborhood in the summer forcing elderly residents to park far from their homes. It makes it hard for people to do their shopping etc. on weekends because there will be no where to park when they get home. PLEASE! Make this neighborhood residents only on the streets in the summer!
Time limited is fine but it should not be paid parking.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
Resident Exempt Parking should extend to Dollarton area residents. Do not advertise parking at Myrtle Park to people outside Deep Cove and Dollarton areas.
I like unrestricted but not time limited and this process doesn't give an option to answer differently for those two things.
<p>1) It is not clear what change would be represented by the time limited resident exempt parking recommendation. One street in this area is already barricaded to discourage visitor parking. Parking in the remainder of the area is only rarely fully subscribed and then only on busy days. This area provides overflow parking when the cove is fully subscribed. Limiting parking in this area will only make the overall cove parking situation worse. Again, this is a 90,000 foot view that fails to see the details.</p> <p>2) It is not clear why recommendation 2 is listed. It implies a change, but this appears to already be the current practice.</p>
There needs to be clear painting of curbs on the main streets (eg., Cliffmont) so that tourists don't park in locations that block traffic and cause safety concerns.
Residents need free parking
This is an option if access is only through Cliffmont Rd.
Not applicable to me
Good place for tourists parking
Finally one that was well thought and balanced properly.
Parking passes for residents here too.
The plan needs to include public transportation options and a protected bike lane to encourage people to visit without their cars
The present arrangement seems to work well.
See previous comment
This is a potential spot for several days of parking. None of the options posted so far address this need.
Again, why would you put restrictions in place here but not in Residential SE? This will make parking impossible in the summers weekends for residents of Residential SE.
There is a dog park and playgrounds in this area, as well as schools. Accessing education and the community should be free. This is not the livable deep cove marketed to us.
Parking is limited in this area due to the number of vehicles and the limited on-street parking available. Re Myrtle Park... Parks may be closed overnight... for a variety of reasons cars do park overnight in Myrtle... I don't see it as a problem... it is just a fact.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
<p>There are homes along Banbury without driveways. This greatly increases the need for resident only parking. With free available parking already available in the Myrtle Park parking lots and at Cove Cliff Elementary, the section of Banbury between Myrtle Park and Raeburn Road should be resident permit parking only. Also, there should be an all way stop at the intersection of Raeburn and Banbury. It's a dangerous spot for pedestrians.</p>
<p>Resident vehicles should be parked on their property. People will have visitors and deliveries, so street parking should be available here.</p>
<p>Seems. reasonable.</p>
<p>Street parking only next to sidewalks near schools if at all.</p>
<p>I don't park in this area.</p>
<p>Is there a need for residential permit parking on the street in this area? Most homes have carport, garage, driveway?</p>
<p>More parking in Myrtle park</p>
<p>Not much change suggested here. Improving availability of street parking (this area contains many inefficient carve outs on the roadside limiting parking) would be a better focus</p>
<p>I would encourage the District to set up a shuttle service to the schools in the summer in order for recreational users to not be forced to drag their equipment all the way to the ocean.</p>
<p>Peak summer days Myrtle park will become very busy might consider a pay parking option</p>
<p>4 hour limit in Myrtle park for sport event and day visitors Residents along Cove Cliff are using Myrtle lot</p>
<p>Please see notes about street parking and Residential West. By the way, the area on Deep Cove Road, before Myrtle Park is not exempt to the parking issues previously mentioned. However, the impact of parking changes and restrictions in the Deep Cove area have not been shown for this area. This is a big oversight, since the speed of cars, the lack of visuals (its hard to see people crossing the crosswalks) and the quantity of traffic on this road will only mean more problems (both for residents and visitors). Please remember, access to Myrtle Park, to the Bridge Church and to neighbourhood trails all exists in this "unmapped" area...and no plans for parking have been updated for this area. This will simply put strain on this area, and increase the chance of collisions and injuries.</p>
<p>Need to include Strathcona area</p>
<p>Parking at Myrtle is impossible at times with overflow from the Bridge Church and Deep Cove visitors. When there is a soccer or baseball game, the lot and everything around it is choked. So the problem simply moves here and expands out.</p>
<p>It need to be permit only, otherwise cars will just park here instead.</p>

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
April-June Myrtle park is often very busy on weekends, but often empty during July-September. Cliffmont Road doesn't have a lot of on-street parking, much seems to be used by residents and their visitors. Push visitors to park at Cove Cliff school when Myrtle Park is full.
Myrtle Park was full by 9am Saturday 23rd April as was Cove Cliff School's parking lot. The school lot must be available every weekend the school is not using it for their events. This is not just a one off - it happens most weekends when the sun shines.
As noted previously I do not support residential permit holder parking as it limits parking for Deep Cove visitors for activities and access to businesses.
Residents already pay. Should not be double dipped. Unethical
Definitely support keeping Myrtle park unrestricted.
These seem to be logical solutions under the circumstances
I am not familiar with any potential or existing issues.
Unclear what the commercial uses are in this area unless it might be dog-walkers using the off-leash trail and the penned area.
You say parks are closed overnight as though that implies there will be no overnight parking in the Myrtle lot. But this just isn't true. There's at least one or two nearby residents using this lot as their permanent parking spot for their vehicles at all times. Why? Because they can; the lot is never patrolled after the park closes, and these cars are never ticketed. There needs to be enforcement of whatever the rule is.
Myrtle park should remain free of charge to encourage people to park away from the centre of Deep Cove.
Make RE means tested.
Prior comments
Including resident parking in this plan for this area will help. However, without enforcement, parking becomes a nightmare. When Myrtle Park is being used for other events, parking in the area is unsafe and very congested.
When Myrtle Parking lot is busy, cars are parking everywhere and encroaching on access to Summerside Lane (this also causes issues with visibility turning on and off the lane where there are a lot of pedestrians). This last Saturday, a beautiful day in the Cove and the park was overflowing, cars were parking along the fences on Summerside Lane making accessing the lane for the residents of the street impassable. Hopefully this is a rare occurrence only and not a sign of things to come.
This area is in high demand for parking. Residents in the area would benefit from some blocks being resident-only parking, not simply time limited.
Again a May to Sept issue. 50% of spaces should remain open to visitors.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
Makes good use of the school parking in the summer.
Places / limited permits for visitors support residences to park
again this is just going to push all the park goers into the adjacent neighbourhoods.
Too far to be a viable option
SUMMER is the issue winter is not there needs to be a balance
Our [REDACTED] sometimes plays baseball there but I have not seen a lot of parking problems during those times as many people park on Dollarton and walk down if they are able. If Deep Cove does not want to be a tourist destination then there are any number of things it could do to make that happen. A neighbourhood needs to feel like a home for those who live in it.
Overflow from sports tournaments at Myrtle Park? This is too restrictive for this area.
This area could be a useful turnaround area for a regular summer's day continuous shuttle service for hikers and day visitors, Perhaps a municipal service ??
I would not like to see overnight parking at Cove Cliff School
This solution will need to be policed. Wondering about school staff.
Shouldn't be timed spots only
I sometimes park at Myrtle and do the walk to the Cove from there if I have to. Status quo seems fine for me there. Honestly, Status Quo seems fine with me for all the locations. It is what it is. I grew up in Quebec City, it's always crowded with tourists. I'm used to it.
Unrestricted... while the park is technically closed at night, there are regularly parked cars overnight in the park on a daily basis... we definitely don't want this to become an overnight parking area!
not a resident
Lift all restrictions
it's not an area I frequent
School dropoff can be quite busy at Cove Cliff. Having Banbury road as "unrestricted" (Or at least free for a short time) is actually quite helpful.
The Myrtle Park parking lot could be massively improved / increased in size/density to make further improvements to Deep Cove Parking.
Myrtle park users will be pushed out of using the park.
The myrtle parking lot sees a lot of use for baseball, soccer, etc. By not putting any time limits you encourage people to leave their cars there for extended periods of time, leaving less space for soccer and baseball visitors parking.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)

Is the only answer for me to have to walk too and from Myrtle Parking Lot each time I go kayaking and carrying all my heavy gear. Should I leave my expensive gear and then go park and hope no one takes it?

See previous responses

Where is Myrtle Park Lot?

Close Quarry Rock trail

I don't live in this area and I don't know what kinds of parking problem that the residents face

I fear time limits would make it difficult to have guests
If this was to be implemented then at the very least it should be only during peak months NOT throughout the year. Also only during peak times. No time restraint after 6pm

How about the church parking lot that sits empty the majority of the time?

I cannot comment.

Need resident parking only on the street.

These restrictions push cars further into other residential neighborhoods where locals already feel squeezed for parking. Non North Van residents should pre-book their visits like Buntzen Lake and Evo.

Again, time limited won't make a difference in the summer

off street myrtle park. unrestricted myrtle park lot will have village users parking all day, leaving park users attending kids soccer, baseball, etc games with no parking

grateful for parking here

My neighbours are in this zone and are in the same situation as we are in. We both front onto [REDACTED] (one on the west and us on the east and neither of us has a garage or driveway and are forced to park on the street. We would both appreciate resident only parking given the overflow issues at Myrtle Park parking lot. People wanting to go to the Cove also overflow onto our street. We are afraid to vacate our parking spot to go and do errands as we are not guaranteed a parking spot upon our return. If I understand "resident-exempt" from time limited parking correctly, this is not the same as resident only parking.

Why not charge for the parking in Myrtle Park - if you give free parking, people will think much less about whether to drive to deep cove - instead of choosing another mode such as a bus or bike.

Why give residents use of public land to store their private vehicle? Ensure you charge an appropriate amount for the privilege - the cost of paving and maintenance of the road for their use is likely \$50,000 to \$100,000 per year. Don't subsidize their car use by giving them a subsidy. Better yet - don't offer parking - let them figure out their private needs on their own land. They likely have a garage and/or driveway space. Let them use their own land for their private vehicle storage.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
I don't think parking is such an issue in this area compared to others in this survey
This parking lot always has space available
I've never parked there.
It's nice that there is an area for those families and individuals to park at Myrtle Park without time restraints so that they can enjoy a full day of picnicking and kayaking etc. while still giving residents their share of parking. The only concern would be if there were a sporting event at the park. Where would the participants park?
Only residents permit parking, except for short term (max 2 hour) paid recreational and visitor parking and free with resident permit parking at Myrtle Park. NO time limited parking on any streets. Very difficult as resident on Deep Cove Road to find parking ANY time as it is now, especially during school drop off times and all weekends irregardless of season.
No consideration for residents
Myrtle Park is high use for residents who have kids who participate in Base Ball and other sports leagues. Any unrestricted parking in that area will significantly impact those who actually live in and around the area who need to access Myrtle Park for extended periods of time (long baseball games and tournaments) and who need to bring equipment and other large items to participate in those activities. Coaching, concession volunteers, summer camp leaders and attendees to name a few.
As these cars are forced further and further up, it becomes very difficult to the residents on Strathcona.
Solution suits the current land use
As long as there is enforcement to back up this plan. Currently spill over traffic from the cove and park users (baseball) park illegally during busy periods blocking driveways and laneways as well as fire hydrants and stop signs. It is frustrating and frequent park users like baseball parents know that there is not a high likelihood of being ticketed so will take risks with their parking.
There is not enough parking in this area to accommodate Myrtle park uses (sports - or baseball) and overflow from deep cove
Cliffmont Road Should be residential parking ONLY. There should be no discrimination between Cliffmont and other residential zones. Myrtle Park should be paid parking lot at weekends.
This region is overrun with visitors trying to find parking on the weekend. Unlimited parking in Myrtle park is unacceptable to local residents who need access to these lots to attend sporting events of their children, bring their dogs to the dog park, etc.
Again, depends on the time you are considering. I'm in favour, but 2 hrs feels like too short.
Myrtle should be time limited paid parking
This will encourage more people to park outside of core area creating major safety issues.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
Step in right direction - again, maybe not enough deterrence to keep the insane number of cars away.
Not a solution
Subpar solution
Why unrestricted in Myrtle Park lots? Then the lots fill up with Deep Cove visitors and there is no parking for families who are using Myrtle Park for organized sports and family activities. At the very least, parking should be time-limited - otherwise, hikers park there for the day and use up space that should be available for families.
Time limits need to be reasonable (at least 4 hours) to be able to hike or access watersports.
Makes sense. Should be the same for east Leigh, banbury, caledonia
<p>The plan pushes traffic out of Deep Cove into Residential Southwest, simply moving the issue from one area to another. At this point it also becomes a traffic management issue with cars and trucks circling around and around from the 2 Myrtle Park parking lots to the CoveCliff School parking lot .</p> <p>Recommended solutions: Shuttle bus to reduce traffic volumes. Speed bumps to reduce speeds of irritated drivers Traffic light at Cliffmont and Deep Cove Road</p>
This sounds good to me, but I don't live there so I'm uncomfortable saying I'm very satisfied. I would change the word "minimum" under 1 above to "optimal".
They need residence permit parking for residential visitors / these streets are laden with traffic and cars and yet others have orange horses saying local traffic only and this area has the most children and families walking around. Enforcement is needed
<p>I am dissatisfied because of the lack of initiative on other tools/options and believe it is a short-sighted plan that will waste resources. Like spending too much money on an unsustainable car, knowing you will need to buy a more sustainable car anyways. Projects like a shuttle bus or Skyride/gondola expansion should be prioritized. And yes, buses can tow trailers that can hold recreational equipment. Such projects in my mind should be prioritized as a PRIMARY option. Options such as better transit require INFRASTRUCTURE and other options such as 'parking management' should be viewed as a secondary option that ought to be built around transit, accommodating transit. Otherwise, you end up managing parking now and building transit in a way that accommodates parking (meaning transit will unfortunately remain an inconvenient option). Some foresight now could allow for options like transit that can tow recreational equipment for the public, creating a MORE CONVENIENT option. Convenience is the only way to actually encourage its' usage. Such foresight in my mind will offer sustainability to the region. In summary, the approach being taken is short-sighted, unsustainable, and less cost-effective! Parking ought to then be prioritized for those who cannot use transit options as conveniently, such as people with disabilities that struggle to use the bus or families with young children that need to bring lots of equipment like strollers. After transit is prioritized, leftover parking ought to be given the wheelchair/stroller signs.</p>

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)
Myrtle Park has frequent weekend soccer and baseball games attended by local and non-local families, who must compete for parking with visitors. Not sure how such families could be exempted.
Eliminate all on street storage of private vehicles regardless of duration.
I think resident exempt is one of the best options, and it might be the best option throughout the cove if it were enforced. Closing Myrtle Park at night might be a mistake, because if it were open, this would be the place to encourage people to park who are going kayaking up the arm. We would want to have that monitored so that we would not have people living there 24 seven. We need a better strategy for the under housed.
Parking time limits for Myrtle park during times when deep cove and other parking areas are usually full to encourage turn over Or oat options for long term parking - day trip people who spend all day at park or on water - to park here when they don't need regular access to car and keep more accessible parking spots closer to the cove for short term users
Paid parking or time limited parking in Myrtle Park without resident permit on weekends.
We need to extend the on line advance paid parking all over the area to prevent "parking Sprawl"
It can be a challenge finding a spot in the summer time, If I leave to shop somewhere and come back the parking spot will be occupied. Time limits may be too long. If it was seasonal and limited to certain hours of the day It would be better.
"...."?.....
Myrtle park and that area hood for overflow
no paid parking at myrtle park
More focus on residential parking and more time limits for non-residence
Paid parking but for sporting events it should be exempted
But we absolutely need enforcement for violators
Cliffmont Road has parking bays. Many of us have only one off street spot. We need time restricted parking in the parking bays especially when Sports events are happening in the park. If we go to the store or church there is often nowhere to park when we come home especially on weekends. Secondary suites and Air b&b also put pressure on our street.
We are on the border of this area. Again- we would like to see less congestion in our area.
too far
Myrtle Park parking should be for park users only. I cannot get my son to his baseball as tourists overwhelm the Myrtle Park parking lot.

Why (How satisfied are you with the recommendations proposed for the Residential Southwest zone?)

I've only parked in this zone a couple of times and it didn't seem like there was much capacity. Navigating in and out seemed tricky as well, if my memory is correct.

Not sure what you mean by time limited - We just need a resident exempt and hopefully we could get a visitor permit if relatives from Vancouver Island arrive.

This is for the residents of that area to decide.

You still have a lot of visitor traffic driving around in areas where there are school children being picked up and dropped off. It's dangerous for children walking and parents driving to pick up their children.

Unlimited parking at Myrtle Park is a challenge because of the park users who come for baseball. Mt Seymour Little League participants don't necessarily live in the Cove and need parking in this area as well.

2) No Problem

1) Where do people park? There is no room

I am concerned by how many permits each home is allowed to claim - there are people with recreational vehicles and hobby cars that fill their driveways and on street parking for more than 4 cars per house.

I frequent friends here and I sure where you would then park for a dinner, etc.

Appendix 14

Verbatim comments

Please note that personal information and inappropriate language has been redacted.

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
School lots should definitely be used in summer to provide additional parking during the busiest tourist times.
<p>As suspected. All this has done is push all the parking out into the area where I live. All the permit parking in the other zones pushes everyone here.</p> <p>We can't move around at all on some days. This makes it significantly worse.</p> <p>Please please DO NOT allow overnight parking in the school. We are already beginning to have problems with a few campers and boats in the summer with noise, garbage etc.</p> <p>Please. You can't do this to people in these streets. We deserve the same treatment as the other zones</p>
Allow some additional SUP/Kayak loading zones. Use school parking lots in summer for public / visitors.
no unrestricted in heavily residential area and most certainly not overnight
Overnight??
See previous
Wondering how many cars need overnight parking
You just pushing all the cars to park for longer distances over. Again should be resident parking
This seems like an appropriate use of streets in this zone.
We get too many vehicles parked for the entire weekend (boaters using Indian Arm) or the entire week (construction workers staying onsite up Indian Arm for the workweek).
Have doubts about offering unrestricted parking
Support pay parking everywhere but if the DNV continues to allow residents to privatize public space with resident parking, support this being free for visitors
Please see previous answer. As a resident [REDACTED] Myrtle Park that receives all the overflow visitors outside of our house, I believe there needs to be resident only parking in this area along Banbury and Cove Cliff Road. As mentioned throughout this survey, from May-September, we have an incredibly hard time finding parking outside of our house. Last summer we had multiple motor homes parked outside of our house on Banbury Road.
I will have to see how this plays out.

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)

again bad road design. The road system to get to this area was not made for this kind of traffic, it was made most walked to school, now even school day traffic jam this road system. For street parking, keep it the same, no limited or permit parking

I think the area east of Parks and Residential South should also be considered as a high parking area. There are days when Raeburn St. and Lockehaven Rd. have cars parked most of the way up to Eastridge with many more driving up and down searching for parking, turning around at the intersection of Raeburn and Lockehaven which is dangerous and makes it difficult for vehicles to pass one another and puts pedestrians at risk.

Don't ise

If the school parking lots and or fields can be utilized better on weekends and summer this would go a long way

There should be no overnight parking in these residential areas. It is not safe, and too busy for this community. Please

Seems logical.

Need resident parking permit as 85% of parking is being presently used. During the height of tourist season area has been used as overflow parking for deepcove and residents have to scramble for parking

Suggest this be pay-parking if it can be regulated by day of week and time of day. Pay on holidays, weekends and school summer vacation dates. Pay from 6am - 6 pm. Free outside of those hours.

Makes sense to use school area in summer for other users

Good to open Cove Cliff up although there aren't that many spaces at the school

Overnight parking will bring in folks who live in their vans and campers. NO

Outside area I am familiar with

Not a real plan

Using the school for parking is a good idea.

I live on [REDACTED] and I don't want people parking overnight near our house and Raeburn gets clogged with cars and pedestrians so that we can't get in and out of our area, it's the only road in and out.

Please keep paid parking out of Deep Cove

Note, school pick up and drop off can be at least 15-20 minutes. Please allow for that.

With the other restrictions in other areas being implemented, people are going to flow into this area making it a free parking zone free for all. Maybe time restriction free parking and resident permit

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)

I am satisfied with this so long as the gravel Feild behind Cove Cliff is NOT being considered for additional parking and the district ensures that garbage, broken glass, etc is routinely cleaned up and away from the school.

Include time limited and paid parking for consistency with other central residential areas

Need to create time bound pay parking for on street parking along raeburn. It's is frequently overflowing and without traffic calming measures and lots of pedestrians there are frequently close calls between pedestrians and cars. Visitors do not recognize the need to drive more slowly

No free parking

We definitely should not be encouraging overnight parking at our schools or parks

Finally an unpaid option!! This should be available for the other areas as well.

Summerside lane needs a local traffic only designation and/or signage. Parking in the lane is extremely limited and should be resident only. Visitors and delivery vehicles regulary go over the 20kph speed limit and increase the likelihood of an accident with the many children and local residents that use the lane.

Does this mean campers can park overnight as well?

Cove Cliff Rd is FULL up and down the whole way during spring-fall & at times, residents, including my household, cannot find a spot to park with in front of my house or even a few houses away ! So I would strongly suggest limited time parking & permit parking as you have proposed in the previous areas (north, & East & Southwest)

Good luck with that.

Free parking further away is great. With a shuttle option even better. How about superstore parking lot with shuttle. Etc.

Using school parking makes sense if people will use it. In my experience though most people want to park as close as they can to the quarry Rock trailhead. Even if it means that they will get a ticket in some cases.

Do the right thing for the community

It's absolutely disgraceful that this is the only area not being considered for Residents Only parking. I live in Banbury Rd [REDACTED] [REDACTED]. Similarly to a lot of houses on this section of Banbury Rd, I do not have a garage or private parking space. There's extremely limited parking on Banbury Rd as it its. If every area of Deep Cove is tightening its parking regulations what is going to happen with my block?! I anticipate everyone flocking here and exacerbate an already untenable situation. Cove Cliff Rd has more street parking than most of the other areas so I understand not using permits there, but to lump in tiny Banbury Rd with the macro regulations for the area is just plain wrong. This section of the road has less than 20 spots for residents and should be made for Residents Only. Visitors will have ample parking in the school lot, Myrtle Park and Cove Cliff Rd. PROTECT YOUR RESIDENTS!

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
If visitors to the north shore have a location where they can drop off passengers during the tourist season, and park remotely on the school lot that seems reasonable.
Not my neighborhood
Why can't school be used weekends and evenings in summer.
use cove cliff school for parking.... it makes total sense'
Without permits or paid parking, visitors are being pushed into this area.
Beside Cove Cliff Seycove must be included as an alternative parking area. There isn't any additional parking on Summerside as this really is only a lane.
This needs to be accomplished without directing traffic off deep cove road onto cliffmont to our neighborhood. The intersection of Banbury and Raeburn is overwhelmed by traffic
Overnight parking needs to be restricted or it becomes a primary use of these spaces which in turn makes them unavailable for early morning users.
This is a great place for tourists to park on the weekends. They just have to walk a bit farther
not enough
This neighborhood has very high overnight and daytime on street parking demand for residents. Most residents do not have off street parking and many that do like myself already find that summer tourist park blocking their driveway. Making the streets here free from restriction for visitors will only increase the problems we already have. I often need to call parking bylaws in the summer to ticket someone partially blocking my driveway and residents in the neighborhood cannot leave on a weekend to shop or for another purpose for fear that they will have no where to park unless they return after dark. PLEASE MAKE THIS ZONE RESIDENT ONLY PARKING ON RESIDENTIAL STREETS!
In the summer months, do not advertise this parking area to residents outside Deep Cove and Dollarton.
I like that there is no restrictions to parking here
There does not appear to be any change from current practice, so at least the situation is not being made worse like many of the other recommendations.
The fact that this is the only unrestricted area will completely blow up the parking challenge in this neighborhood. The closure and restriction of other areas of Deep Cove, while I understand them, will simply displace the parking problem elsewhere (to this Residential Southeast Zone). If other areas are restricted, then this zone should also have restrictions--I would suggest time limitation for non-residents.
Use the school parking lots on weekends and after school hours
Residents need free parking

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
Please consider how we can have car-share options in Deep Cove like expansion of the Evo home zone.
Summerside and Raeburn are quite narrow streets. Raeburn often has cars parked all the way up to Eastridge in summer
Not applicable to me
Good place for tourist parking
Another good idea. Refreshing to see something that fits Deep Cove character much better.
Its fine to open school parking lots when available but the parking lot at the back of Cove Cliff School is on Raeburn and as I have already said its a really busy area for traffic and I've witnessed many close calls along Raeburn.
Still to far away from the congested areas for residents to park
People camp in motor homes on Rockcliff Road
Cove cliff road gets busy with overflow visitors parking in the summer season. If visitors have to pay for parking, many more will park here to offset the cost, therefore limiting parking for residents, who won't be able to find parking in any restricted areas of deep cove due to living outside of the residential block. Would recommend seasonal time limited parking to ensure availability for residents.
The present arrangement seems to work well.
Allow residents from a wider area to park there.
I live on Raeburn street. There are no sidewalks and the street is not that wide. Weekends in front of my house are a complete gong show. My driveway is like a public road with the number of people turning into it. Sometimes it is at least partially blocked. Garbage gets thrown all over the road. There are hills on the street. Public safety is an issue as cars often drive fast looking for parking while people walk down the road. Sometimes on weekends it is hard to even get to my own home due to congestion. This will be worse if it does not have the same restrictions as other areas, It feels like this plan is pushing more traffic to this residential street.
We have high resident parking demand (too many vehicles per addressas well as summer demand. There is no room for visitors to our home in the summer.
I have no problem with unrestricted parking at schools and Myrtle park and over night parking in some areas would be ok . However daytime parking near the bottom of Cove Cliff absolutely needs time restrictions for non residents. I live at [REDACTED] We have visitors to Myrtle Park and the school as well as Deep Cove, Panorama, kayaks and hikers. If residents leave their parking spot for even a few minutes, there is no place for them to park on their return. There is a constant stream of traffic in multiple different directions, and many people biking , walking and skateboarding. It's an accident waiting to happen. If I walk out to my car in the morning, there is always at least 1 driver waiting to snap up my spot as soon as I drive away. The bottom (west end) of Cove Cliff is not the same as the rest of Cove Cliff. The traffic is more like what is experienced on

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
<p>Cliffmont. However on Cliffmont the residents have their personal pull off the road parking spots where they can easily discourage visitors parking by putting out orange cones. I can't protect my spot at all. Furthermore, if you put time restricted parking into the other areas you are talking about and do not do the same for the bottom of Cove Cliff (east end near Myrtle Park and Cove Cliff School), my problems are going to get 1000% worse!</p>
<p>See previous comment</p>
<p>Thanks for including overnight options</p>
<p>By creating parking restrictions in all of the areas adjacent to this area, and NONE for us, you will only push the parkers to our street and create more chaos for us. We need the same protections as you are contemplating for the adjacent areas. It is already impossible to park on the street in front of our own houses in the summer months. Most houses have only one parking spot on their lot and rely on street parking for at least one car (this is our situation). Some have no parking on their lot, such as a senior neighbour or ours. She will not be able to leave her house to get groceries on the weekends in the summer as she will have to park miles away from her house when she returns (she isn't physically capable of carrying her groceries that far). Any one visiting us on a summer weekend will not be able to park anywhere near our house. When baseball is in season at Myrtle Park, there is no hope in finding parking during the weekends. You should AT LEAST treat Residential SE like adjacent areas and protect us to some extent with time limited , resident exempt parking. This would mean cars would still park on our streets but at least they would be forced to leave after a set period (2 hours? 3 hours?) thus at least giving us or our visitors a chance at parking near our own homes.</p>
<p>Drop off and pick up is good when used correctly. Oftentimes, it is misused. Using the schools as parking in the summer is smart</p>
<p>Finally a solution that ADDS parking for visitors.</p>
<p>It makes sense. Demand is lower in this area. That said, there are some people who do not have parking access in the back lane. FYI - there are some trees on the western edge of Cove Cliff that drop branches which, at times, have resulted in extensive damage to vehicles. The sidewalk is also raised making it difficult to navigate for people with mobility issues or people who have picnic supplies, etc. to move.</p>
<p>See my comments from the last section as they pertain to Banbury and Raeburn.</p>
<p>Free access for all users.</p>
<p>longer parking stays are an option</p>
<p>Neutral</p>
<p>Overnight parking only on one side of the street if a sidewalk is in place especially near schools. Safety first .</p>
<p>I don't park in this area.</p>

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
I like the use of Cove Cliff school as overflow parking. That is already in places.
Please consider setting up a shuttle service in June, July and August.
Demand for on-street parking in this area has increased greatly over the last few years. During busy months, I sometimes can't park in front of my own house. Many homes also have multiple vehicles
unrestricted overnight unpaid will just be a magnet to be abused at very least make it paid !
Impossible for residents to park along Cove Cliff over weekends. Must have permit parking to accommodate residents
Utilising the school lots is the kind of ideas we need. More of this!?
Anyone parking overnight should have a permit.
No change from the current regulations
The garbage and animal waste present from people visiting and using the school parking lot should be considered. Even a nominal or reduced fee for parking would help monetize a solution.
Should be resident permit and include Strathcona
These residents and those who are just outside this area - particularly near Seycove and Strathcona Park are getting hit with the centralized restrictions.
It need to be permit only, otherwise cars will just park here instead.
The Cove Cliff School Raeburn parking lot is a great place to park. During May-August when there is high parking demand, this parking lot could be great for people coming to Deep Cove Kayak.
As before.
Clogging up the residential streets in this zone with circulating cars in peak seasons is a poor solution. Resident in this zone deserve to keep their neighborhood streets quiet and free of congestion and excessive vehicle traffic. Do NOT introduce unrestricted parking to these streets. Instead, mark a few sporadic 2-3 car length zones of time-restricted on-street parking; not the entire length of Cove Cliff road. And definitely not Summerside Lane. It's too narrow, and resident children play in that lane.
These seem to be logical solutions under the circumstances
Low residential demand areas must be utilized for parking.
You are putting time restrictions on literally every other area mentioned in this survey, but not this area?!? [REDACTED] When people see that they can park all day here, they will. And since they can't do it in ANY OTHER AREA, the parking problem will be worse here than it's ever been. There are residents here with no garage, no driveway no place to park their car except on the street. You're about to take away their parking on every sunny weekend of the year, while privileging every other resident of Deep Cove with resident-exempt time limits on parking (or RO parking in many cases). This is simply inequitable and unacceptable.

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
This provides the most options for all users in an area that is far less stressed than other areas.
See previous message about Myrtle Park events and parking enforcement.
I think parking at Cove Cliff Elementary is an excellent idea that has been used for several years now (there is also the gravel field behind Cove Cliff as another option for those really busy summer days) although that intersection can become very congested for both vehicles and pedestrians alike (not sure the solution). Also, many residents on the 1st two blocks of Cove Cliff Road rely on street parking only - so priority should be given to residents (parking permits?). Also issues with Summerside Lane is still valid as it is narrow, single lane with a speed limit of 20 km which is often overlooked by visitors and there is really no available parking (as mentioned earlier).
I am worried that unrestricted overnight parking could lead to an influx of visiting RVs parking for multiple days/weeks/months if word got out that it is unrestricted (an unpaid) overnight. There are have been some visiting RVs parking overnight on local streets over the years. So far, it hasn't been an issue as they don't cluster and have not caused any problems. But if word spreads that RVs can park unrestricted overnight in Deep Cove, you may be asking for a headache you won't want.
unrestricted overnight could lead to big vehicles like camper vans being left in these areas indefinitely
We don't feel that people will park this far away in order to access the Deep Cove area.
good to use the school lot when students are not in session
DNV should examine the potential of utilizing all-weather sports fields for summer peak period parking.
Sometimes I can find pkg but too far to carry items to the water
Something has to be done about bringing in kids from other jurisdictions. If 10 million kids are driven to school and picked up every day and say 15 million litres of gasoline or equivalent amount in dam-building devastation for e-vehicles is used up and this happens 250 days a year you get about 4 billion litres of gas/e-devastation from this process which though impossibly stupid has become normalized. In order to look at any situation one has to look at context and equity in terms of 'the playing field' we are all operating from. It is not even; it gives distinct advantages to particular groups historically. Why do we need a large separate school building for educating children. North Vancouver is now outlawing through bylaws forest schools. Yes lots of kids need places to run and use up their energy and lifeforce. But living by the same cliches as dozens of generations of European (Canada existing still in the aura of European empires) non-elite children to build a workforce to 'move the economic forward' is a blind-lead-blind goal. I would say move toward a Montessori (registered Montessori) education and have all education local.
Am concerned at the Unrestricted parking since this can become a dumping ground for RVs , trailers etc
PUDO - perhaps there could be set dates/times for this, with the spots available for parking outside of those dates/times? The ability for visitors to park overnight is important! My concern is that if

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
there aren't enough good options for day-users, then those needing to park overnight may find these spots full.
Over night parking in the school parking lot does not sound like at good idea to me. There are residential homes near the back parking lot which is very dark at night. Overnight stays there could lead to vandalism etc.. Just a concern for the neighbourhood.
Unrestricted area is a bonus but wondering if all the restricted parking areas will push more parking to this zone. Good use of parking lot with SD44
This area should include Seycove High School, which has a large parking lot suitable for running a shuttle service - either a regular service or a service set up for a specific event like a theatre performance. A shuttle service needs a terminal that can provide parking for its users
Enforcement is everything. Will you be hiring my Bylaw officers?
This seems to be a good use for longer parking
We really don't want/need unrestricted parking to invite rvs and campers parking for extended periods
One side of Raeburn down the hill has parking regularly in use which extends up to the top of the road and around both corners onto Lockhaven (I don't see that on the map provided). Even with these spots in place, it is hard to think that there would be 110-120 spots! Cove Cliff and Sommerside are not overly easy places to find parking for residents already. The school is great after hours and on weekends. Could this be paid and the revenue be used by the SD to supplement programs for kids?
I am not a resident, but I seem to recall we had a lot of sport functions there.
Lift all restrictions
it's not an area I frequent
Overnight should be limited so we don't end up with camper vans making this a semi-permanent home
I have gone to the school for parking in the past and that works, although not in June or September. This seems to be the only overnight option for non-residents, although I may be missing some street parking somewhere. If you go for an overnight paddle in the shoulder season, where are non-residents approved to park?
Better than nothing but it is a long walk to the school and back carrying kayaking gear. If this is to be the only option can it please be available on weekends as well as the summer. Weekdays before the school holidays presumably one will walk for ever trying to go kayaking. This all seems quite horrid. However better than nothing but I cannot embrace this.
See previous responses

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
I make use of the overflow parking areas in the summer particularly when going for longer kayak outings
Cove Cliff school parking should be available to the public after school hours and on weekends during the school year. Not just during the summer holidays.
Close Quarry Rock trail
the school needs to be more attractive for parking. People don't want to drive back there. maybe a food truck out there or something to attract.
I would say no parking in school parking lots, like it used to be. It was always chained off.
Use Capilano University parking for Park and Ride
This area also needs a resident-only designation, since street parking is in HIGH demand during spring/summer seasons, particularly on weekends, mainly from Myrtle Park usage (from sports, and overflow parking from visitors to the Cove itself). To the point where the ability of residents to find parking at such times can be almost impossible.
It appears that these tools may help the residents in this area
The residents of this area can best answer.
Families with address on these roads should get as many parking passes as they can provide proof of car insurance for.
Please make 4400 block Raeburn resident only parking.
Overnight parking at the school? On the street? People who leave their cars overnight on the street could impact the available spots the next day.
School parking is a good option
We front onto [REDACTED] between [REDACTED] and [REDACTED] and have neither a garage nor a driveway and are forced to park on the street, either on Banbury or around the corner on Cove Cliff Road. We need resident only parking given the overflow issues at Myrtle Park parking lot and people wanting to go to the Cove also overflowing onto our streets (we live on the corner). We are afraid to vacate our parking spot to go and do errands as we are not guaranteed a parking spot upon our return. Unrestricted and overnight parking makes it harder for us to park in front of our home, bringing groceries and supplies in, and loading up and unloading for trips. I don't understand how you can call our area low parking demand, although it may not be as high as closer to the Cove. In peak summer and weekend periods, the demand for parking on Banbury and Cove Cliff Road are just as great as closer to the Cove.
Why give free parking for overnight? People should pay for the privilege of using this space to store their private vehicle. With apps for parking payment they can extend if their boat trip lasts longer than expected.
Don't offer free parking to anyone. Now is a chance to introduce fees for the privilege of using that

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)

pavement & space. If you offer free parking, people will think much less about using other modes to come to deep cove - ie more frequent bus service with dedicated lanes, or safe bike lanes that you need to build ASAP.

This would be very satisfied except I do think DNV should be VERY tough on overnight campers, overnight parking is OK. If felt necessary I'd support roadwork to promote school dropoff but would make it a no parking (but stopping allowed) zone at the school. I do NOT support making it easy for parents to walk their kids to the school but do support dropoff. This would be strictly limited to the school frontage and immediately across the street

Not sure what DNV means by 'off street spaces' - if on school grounds that's the job of SD44, if on private property not DNV's business.

Cove Cliff Elementary should also be used for weekend parking all year around.

NO VISITOR PARKING CLOSE TO THE RIGHT HAND CORNER OF PANORAMA PARK . THIS CORNER IS USED BY PEOPLE UNABLE TO PARK. NOW DIFFICULT TO [REDACTED] [REDACTED] [REDACTED] DUE TO TRAFFIC IN BOTH DIRECTIONS.

You're going to allow overnight parking at Myrtle Park and that residential area?!? Do you want a tent city to pop up while you're at it? What a terrible idea for locals who use this park with kids and dogs, and I can't even imagine for residents.

I don't feel overnight parking should be permitted as it may attract an element we don't want. It's not a camp site.

Only permitted residents parking and short term pick-up and drop off zones for schools. Not any type of long term parking for visitors at any seasons.

No considerations for local residence no overnight on streets with out permits

This is NOT a low resident parking demand area.

Myrtle Park is high use for area residents who have kids who participate in Base Ball and other sports leagues. Any unrestricted parking in that area will significantly impact those who actually live in and around the area who need to access Myrtle Park for extended periods of time (long baseball games and tournaments) and who need to bring equipment and other large items to participate in those activities. Coaching, concession volunteers, summer camp leaders and attendees to name a few.

As long as there is enforcement to back up this plan. Currently spill over traffic from the cove and park users (baseball) park illegally during busy periods blocking driveways and laneways as well as fire hydrants and stop signs. It is frustrating and frequent park users like baseball parents know that there is not a high likelihood of being ticketed so will take risks with their parking.

Cove-cliff road should be resident/resident visitor only

There should be no discrimination between other residential zones and this area

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)

This region was overrun with visitors on Saturday, April 29th. Visitors were parking all the way up Cove Cliff Rd. past Roxbury on both sides making maneuvering through the community for residents hazardous. Perhaps limit parking for visitors to one side of the street.

We live on [REDACTED] and parking has been a nightmare for our neighbours without driveways/garages. Summerside Lane is in close proximity to Myrtle Park and should be marked as local traffic only/resident parking only it is narrow and unsafe with all the overflow parking and traffic from Myrtle. The 4400 and maybe 4500 block of Cove Cliff Road should be residential parking only. Our neighbours without driveways have been boxed in and forced to park many blocks from their homes due to Myrtle and Deep cove visitors! We still have many elderly residents and many of their homes are older, without onsite parking.

Park and ride

Nothing addresses individuals with equipment that can't drop and go to alternate parking

There should be no non resident unlimited parking

There are no limitations proposed for on street parking on Raeburn St adjacent to the school and park. It is difficult for pedestrians walking up the hill on Raeburn when there are vehicles going each direction and the street parking is full. Pedestrians have no place to go to get out of the way of vehicles because there is a steep embankment adjacent to the school. Generally I want to point out that Raeburn ST is a feeder street to Lockhaven, Parkside and Cliffmont and is a dead end street so during fine summer days vehicular traffic is constantly cruising for parking and when they find none they have to turn around and drive back conflicting with more incoming traffic. The street is too narrow for passing when cars are fully parked on the North side of the street. There are no sidewalks so pedestrians, cyclists etc. find it difficult to proceed. There are deep ditches so pedestrians have no escape. To further complicate the situation, we have some people who park and then proceed to inflate their paddle boards on the street or in front of peoples driveways. Because it is a dead end people are constantly turning around in residential driveways. From a traffic perspective I would also point out that there is a school zone in the 4500 block of Raeburn and it is constantly ignored. The street is a hill both ways and drivers seem to like to use it as a speedway. There is no enforcement.

Encourages people to park outside of core zones moving problem.

This may very well just shift the intensity of the current problem to a new location.

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
nope
During summer months there are often recreational vehicles parking over night at Cove Cliff Elementary, causing noise in a residential neighborhood and leaving behind garbage and human excrement on occasion. Also, you are essentially just pushing the problem a couple blocks south and so those living here are left holding the bag? Why not have some resident only permit zones in this area as well??????
As a resident, we are fighting for parking all summer with ball players at Myrtle Park, and people visiting Deep Cove. With restrictions everywhere else, everyone will be pushed into our neighborhood and it will be even worse.
Overnight parking cannot include campers or RVs.
This doesn't sound much different from what already exists
Allow 3 hours only at Myrtle park.
there needs to be overnight parking closer to the cove
The issue of overnight parking for visitors is again pushing the visitors to Indian Arm Camp sites and Kayaking into another neighborhood . Cates park has a boat launch and paid Parking lot to accommodate these activities. Why push it into a residential neighborhood??? Recommend: park and ride that includes transportation for kayaks from Cates park or designated parking area at a separate location
I am unsure of the needs of residents in this area, but you show residential as a category of user and you show usage as 85% of supply. As Deep Cove has become more popular, visitors have extended the places they look for parking. This is in easy walking distance to the Cove. I would support permit parking for residents. If it's not needed now, I expect it will be needed, but I don't live there.
There are residences living there who don't have residential visitor parking - why is there special privilege with orange horses on Panorama dr between Naughton and Raeburn when it is a though street and yet the streets around Cove cliff and Mrytle park with just as many likely more children playing --- those orange horses deter traffic and yet for some reason they are all privileged - why ??? everyone that lives here should have equal voices - can we all have orange horses that say local traffic only so people don't run over and hit things in our driveway on Banbury - not sure why you have certain streets privileged.????
Summerside Lane can't handle any parking, and April 29 showed that visitors are now willing to park at least up Cove Cliff Road to Roxbury Place--but much of Cove Cliff Road isn't even considered a problem area. I would like to see resident-only parking to Cove Cliff Road and Roxbury Road. Probably Cardinal Crescent as well, since visitors could park there and walk through Wickenden Park to the Cove.
Eliminate all storage of private vehicles on public property at any time for any duration.

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)
I think you must also add Resident exempt to this area.
Need to extend on line advance paid parking to entire area. Let the School district have the money for additional supplies.
Parking should be time limited with residents exempt with a permit. Banbury and Cove Cliff rd parking is always full. Why should the parking problem remain for the residences of this area.
This looks like it might be why no mention of weekends ? You want to park some of the overflow in the school field?
<p>overflow parking at schools should be part of the paid parking</p> <p>there should be resident permit parking with visiting time limit - there are still visitors parking in those areas taking residents spots</p>
Should still be some residential parking designated areas to ensure residences can park near their homes
As long as the unrestricted areas don't include the parking bays on Cliffmont. See previous page.
<p>We are on the [redacted] side of [redacted] at the corner of [redacted]. It is a little unclear if parking in the 4400 block of Raeburn would be allowed as it is on the border. We think this should also be resident only parking. We don't want unrestricted and overnight parking as that will impact our enjoyment of our residence, especially if parking is restricted elsewhere. Three hour parking would also mean a lot of congestion. We don't know why this would be allowed on our street if not in surrounding areas. If allowed on Raeburn it would seem like that becomes a bit of a dumping ground. Parking at Covecliff Elementary outside of school hours makes sense.</p>
Many residents need on street parking - seniors sometimes cannot find on street spaces near their homes, particularly on the south side and west end of Cove Cliff Road.
I don't use this area, or at least I haven't yet. It is good there will be some free and time unrestricted parking.
This is for the residents of that area to decide.
The increase traffic on our street is getting out of control. We should also have permit parking for residents
Parking at school is dangerous; not quick pick up/drop off as access is limited and eager parents are waiting in cars and blocking other users. Need to restrict pick up zones and make use of Myrtle Park for pick up/drop off.
this area is experiencing the motherlode of traffic congestion on weekends due to many adjacent streets blocked with orange barriers denoting 'resident only' streets. Visitors are funnelled to this area for parking options that don't really exist after 9am. For example, if there is an event on at yacht club, sports fields etc, these spots are filled for the day very early, and because there are no time restrictions in this zone, it is the parking area of choice for long term parking.

Why (How satisfied are you with recommendations proposed for the Parks and Residential Southeast zone?)

This doesn't stop visitors from trying to find parking on Eastly and causing excess traffic in that area. You need signage to stop traffic going to that very narrow and steep street. I think using Seycove school parking lots during summer break but using Cove Cliff school is setting up a president for visitors driving around in that area when school is in session.

If unrestricted, Raeburn east of Banbury Road will become the closest 'free/unrestricted' parking to the Cove - both for residents and for visitors. This section of Raeburn is perfect for overnight/multi-night use. If it can be made pay-parking, it would increase the likelihood of the spaces being used for overnight visitors (campers, boat-access-only resident visitors). Otherwise, it'll be full with other users.

I strongly recommend no parking on either side of Raeburn between Banbury and Rockcliff. The road is very, very narrow, it is adjacent to an elementary school and it has a vertical curve severely restricting sight distance. Parking compounds the safety concern.

Summerside Lane is very narrow with no on-street parking available. Might as well sign it RPO to prevent visitors cruising for parking.

Use of the school lots still needs more communication and focus in my opinion. myrtle park handles some of the overflow to little Strathcona Park (not in your survey area) but highly subscribed with the few spots on Strathcona Road. I live near the park and nice weekends and summer it is crazy. Able bodied users can access from Myrtle or Seycove but the signage alerting users is very LACKING!!!!

Do not want to encourage overnight parking for anyone who is not a resident of the neighbourhood.

I think we need to consider how people visit people in the neighborhood too... Not everyone going to deep cove goes to hike quarry Rock or get honeys donuts