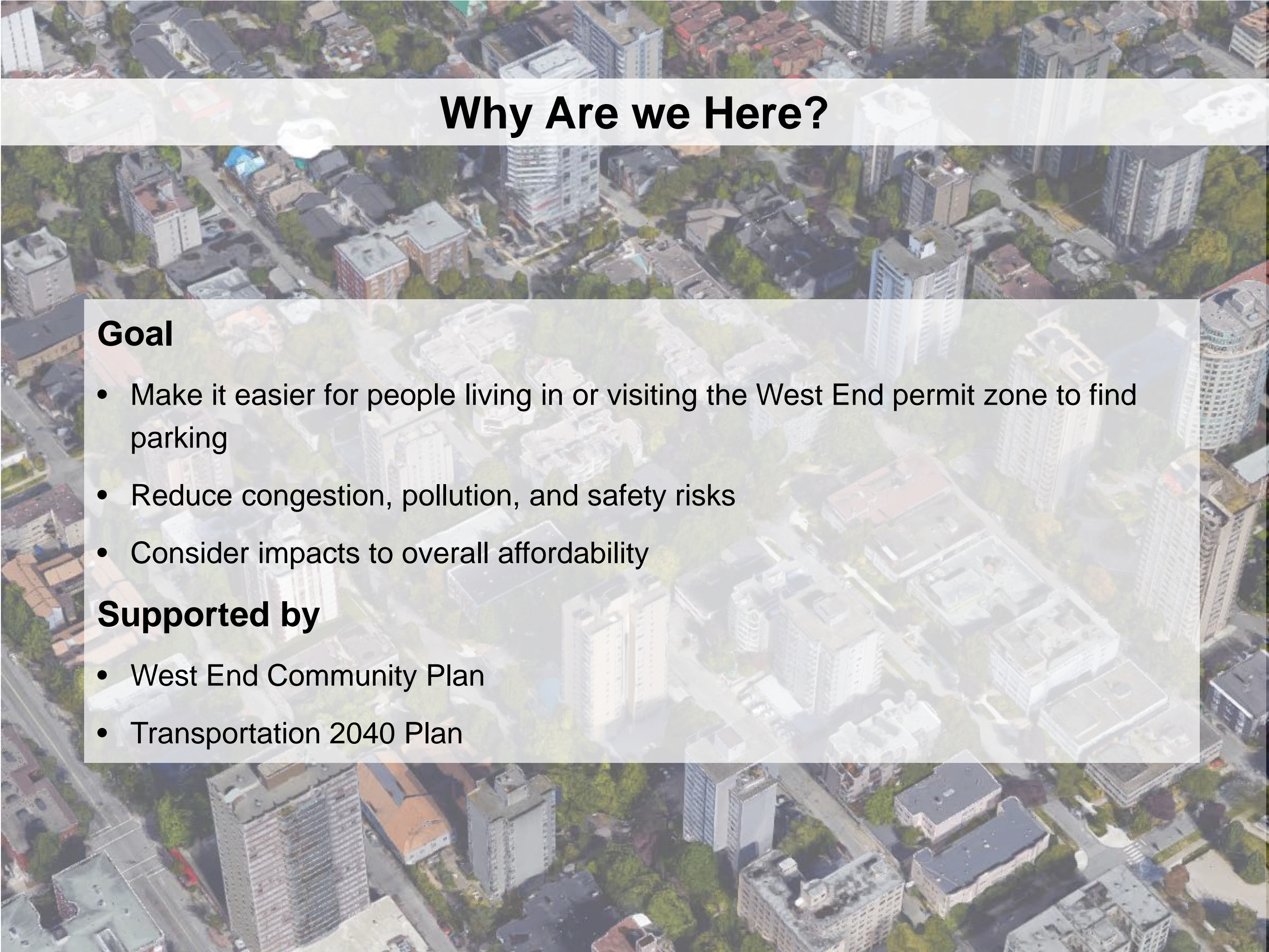


West End Residential Parking Strategy



Agenda

1. Background and Key Facts
2. Updated Recommendations



Why Are we Here?

Goal

- Make it easier for people living in or visiting the West End permit zone to find parking
- Reduce congestion, pollution, and safety risks
- Consider impacts to overall affordability

Supported by

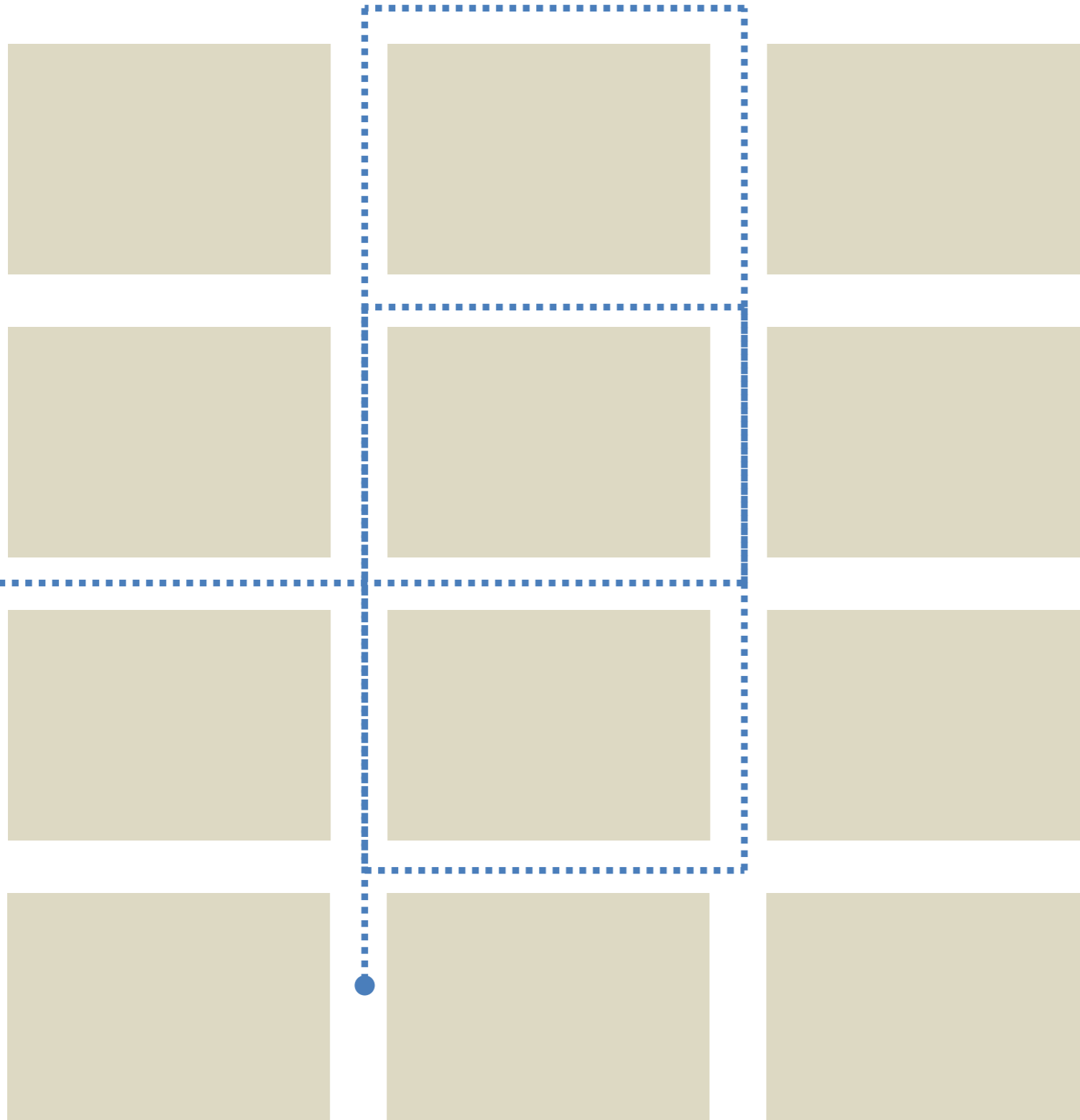
- West End Community Plan
- Transportation 2040 Plan



Key Facts



Parking can be difficult for residents.



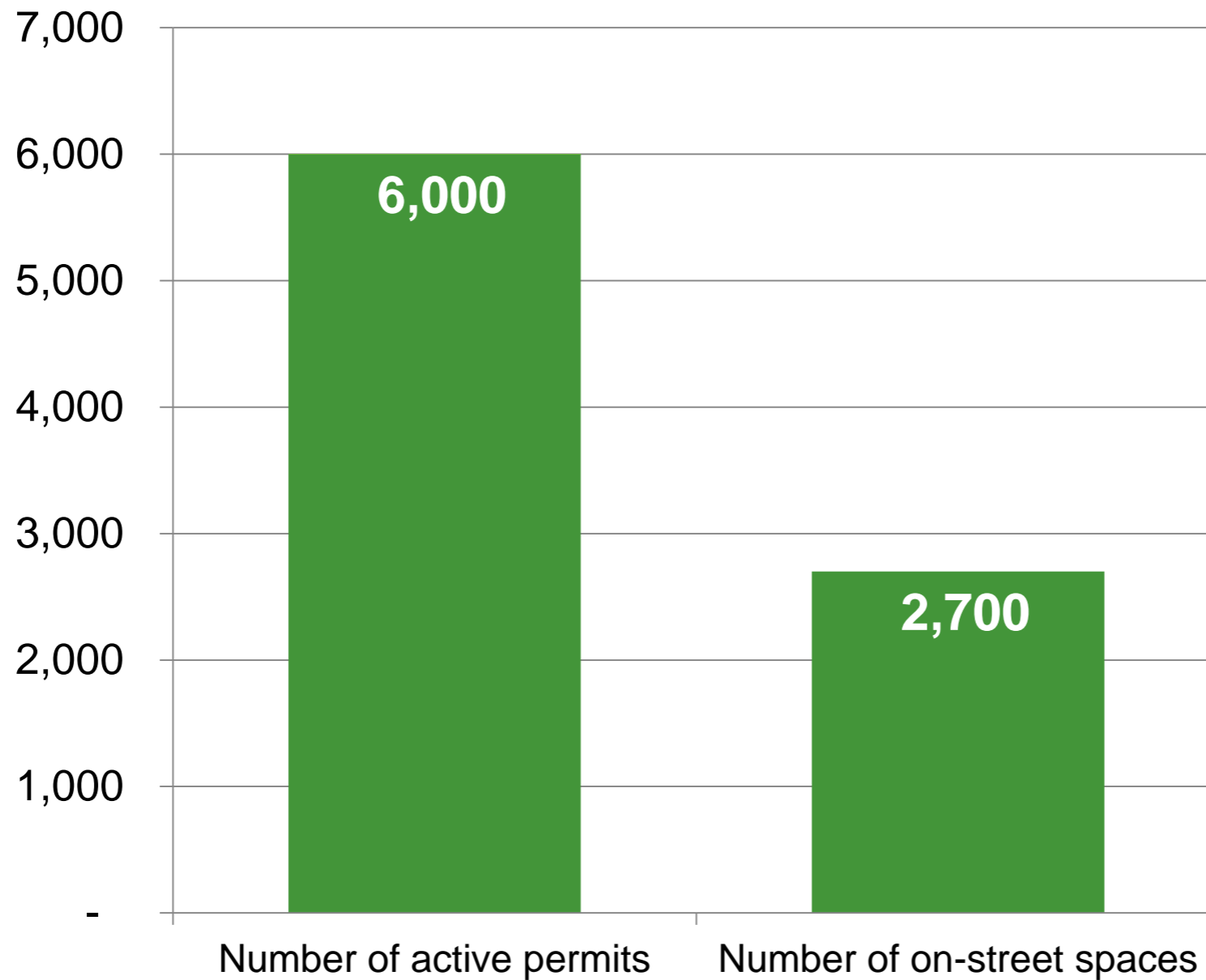
Residents:

- 5 minutes to find parking
- Over 1 km of extra driving

Average time taken and distance driven to find on-street parking during peak periods.

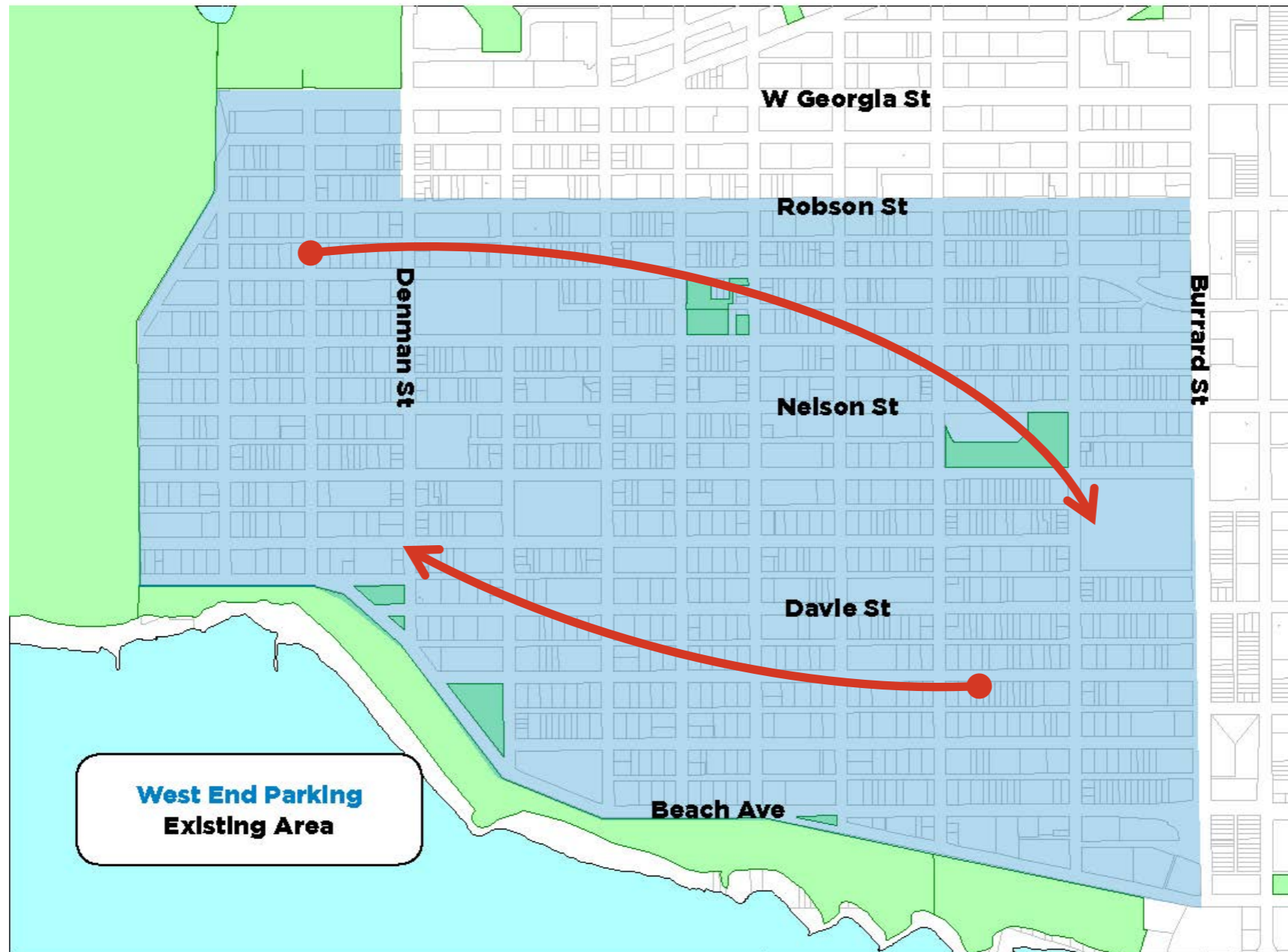
Source: Vancouver West End Cruising for Parking Study, Bunt & Associates, 2014

More permits are sold than there are spaces



Over 6,000 residential parking permits are active in the West End at any given time, but there are only about 2,700 on-street spaces.

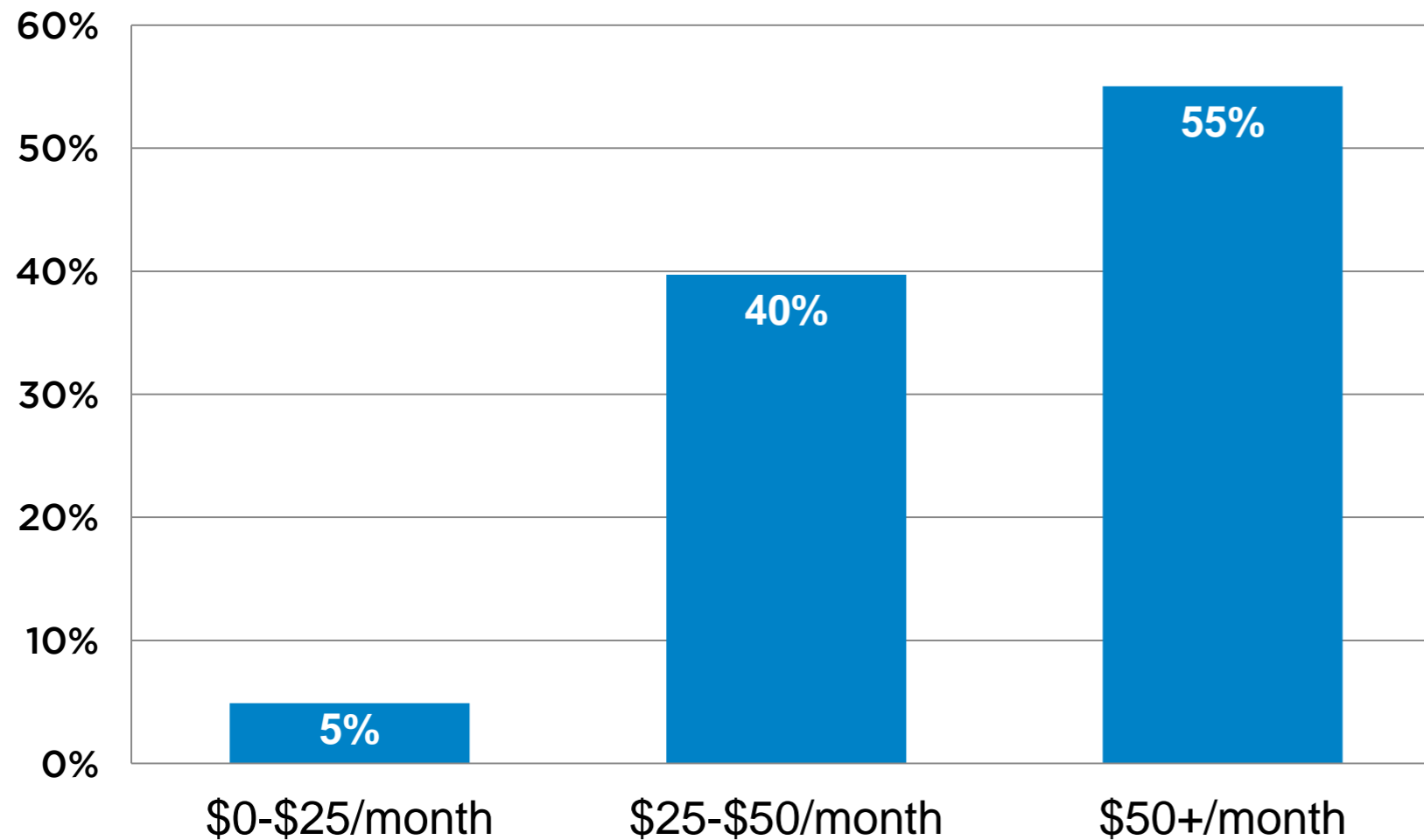
The West End permit zone is by far the largest in the city



Many people use their permit to park in areas far from home

On-street permits are currently much cheaper than off-street parking

Q. How much does off-street parking cost in your building?



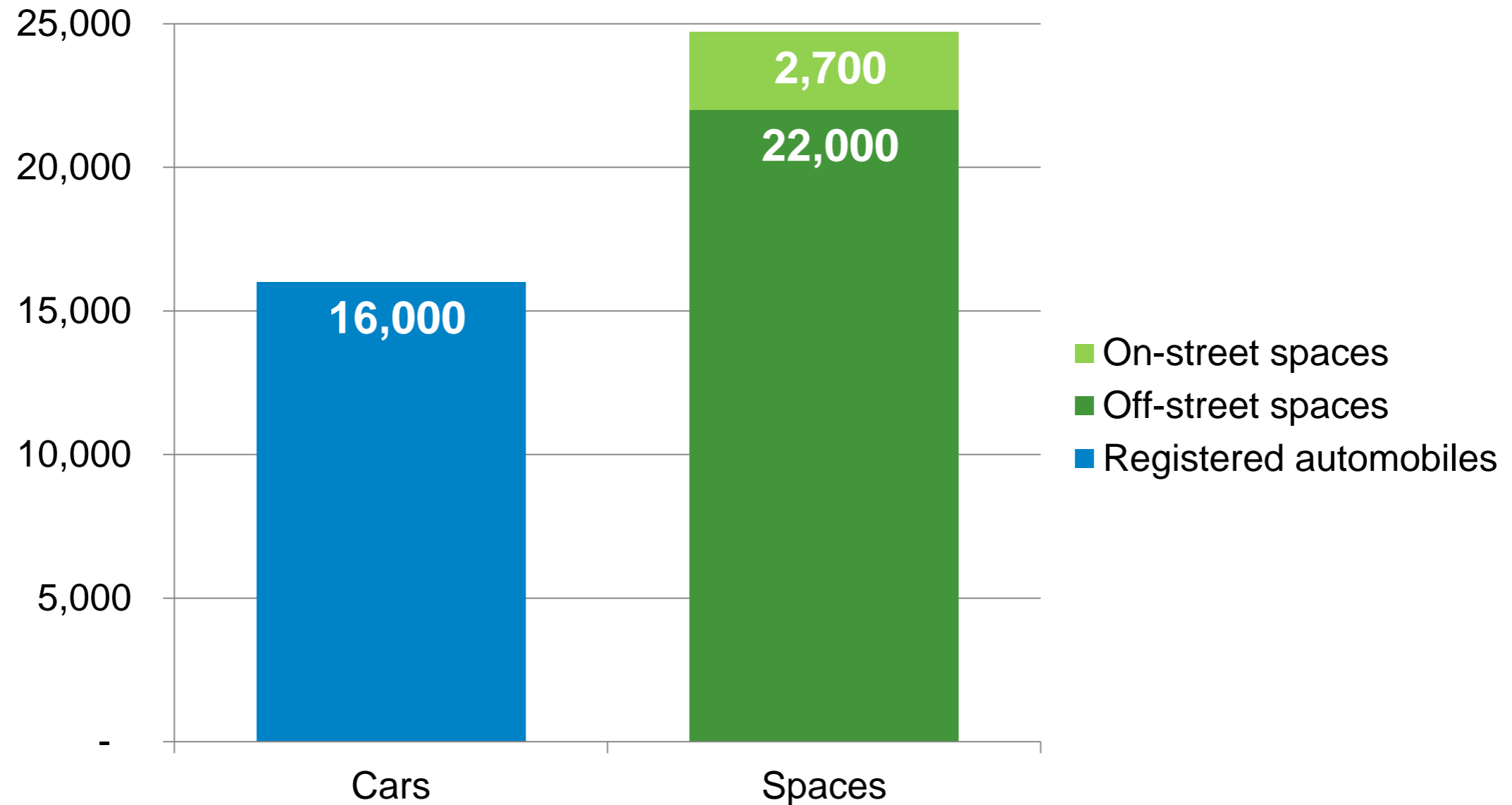
- On-street permits: **\$6/month**
- Off-street parking: typically over **\$50/month**

Permits cost about \$6 per month, whereas off-street parking ranges from \$25-100 or more per month.

Chart includes only the 58% of survey respondents who reported what they pay for monthly parking.

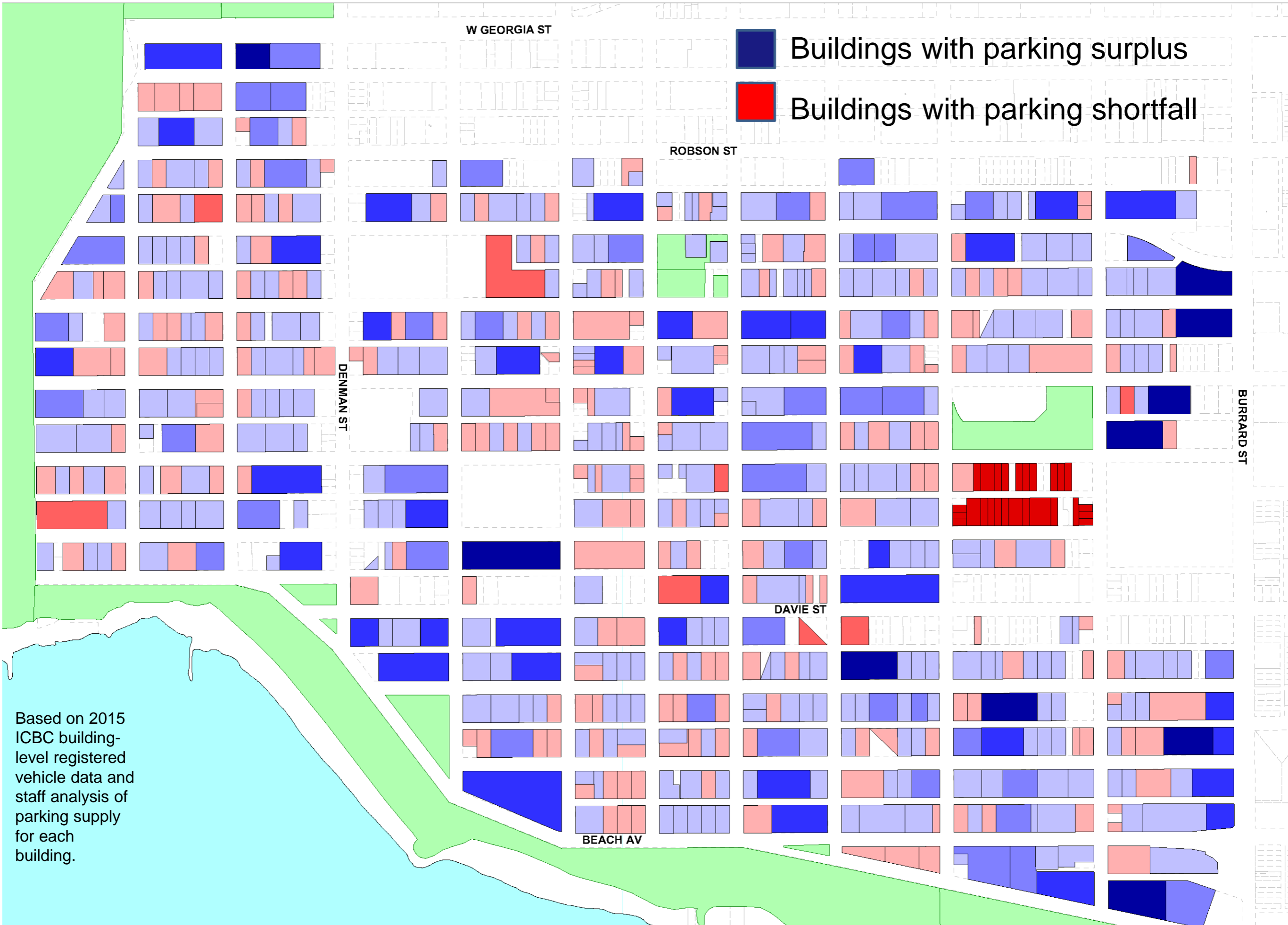
When all 2531 responses to this question are tallied, the results are: Included in rent 9%, \$0-\$25 3%, \$25-\$50 23%, \$50+ 32%, Own a parking stall 25%, Don't know/Not sure 8%

There are more than enough spaces for every car in the neighbourhood



There are about 1.5 residential parking spaces for every car registered in the West End permit area.

(16,000 cars, 22,000 off-street spaces, 2,700 on-street spaces)



W GEORGIA ST

- Buildings with parking surplus
- Buildings with parking shortfall

ROBSON ST

DENMAN ST

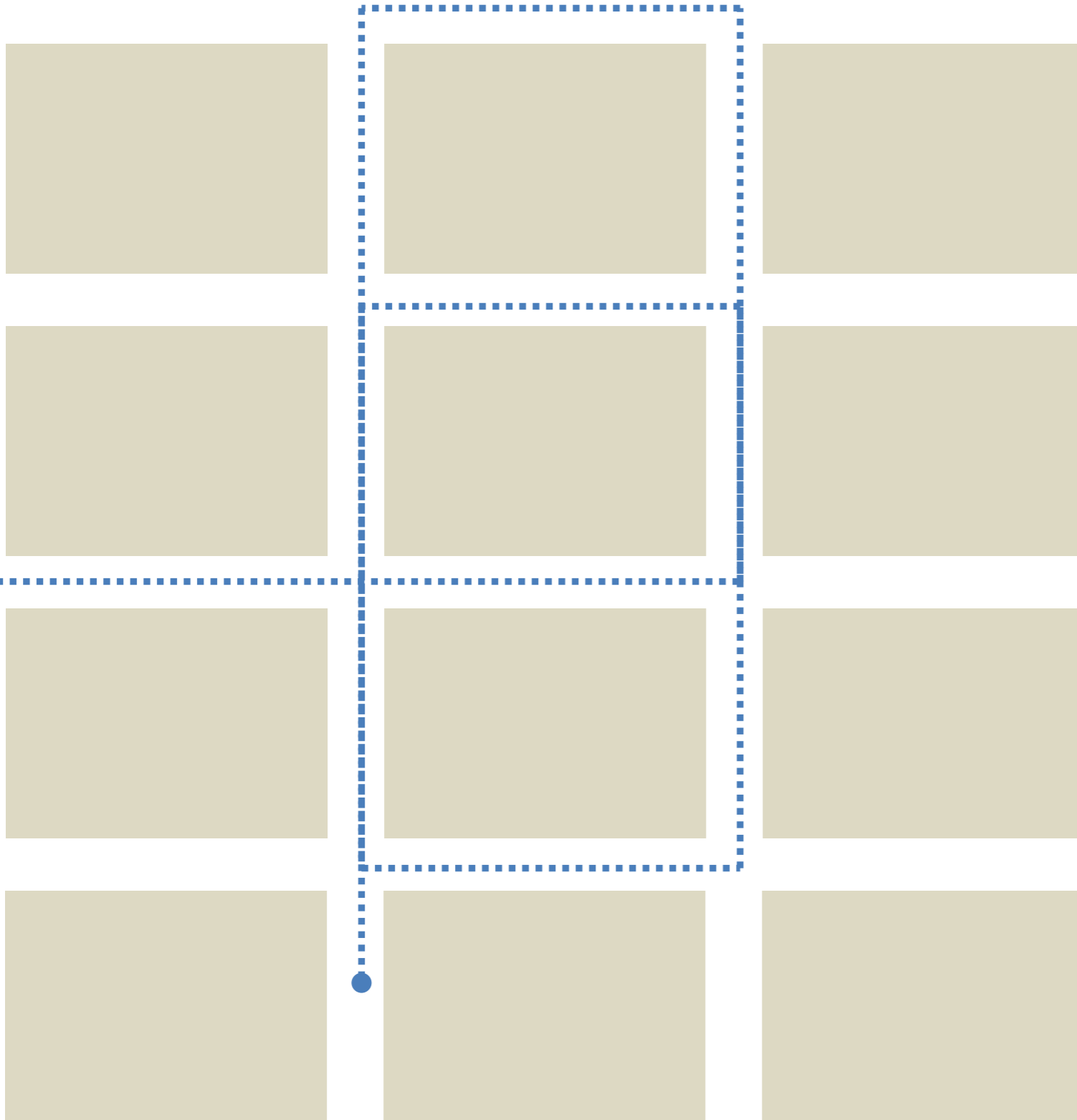
BURRARD ST

DAVIE ST

BEACH AV

Based on 2015 ICBC building-level registered vehicle data and staff analysis of parking supply for each building.

Parking is even more difficult for visitors



Visitors:

- 10 minutes to find parking
- Almost 3 km of extra driving

Average time taken and distance driven to find on-street parking during peak periods.

Source: Vancouver West End Cruising for Parking Study, Bunt & Associates, 2014

There is very little visitor parking



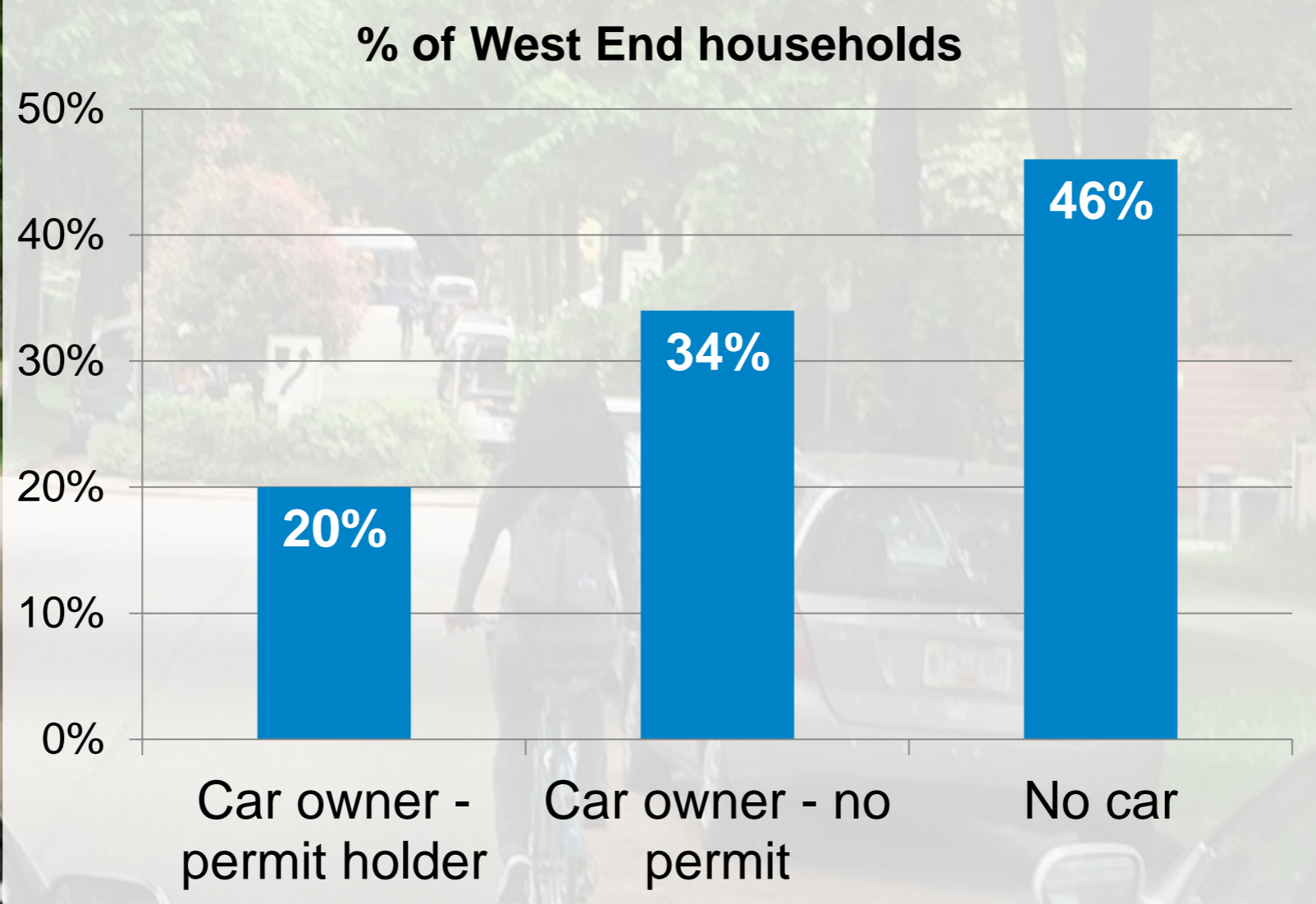
EXCEPT
WITH
PERMIT

There is very little visitor parking.

There are fewer than two on-street visitor parking spaces for every 100 households in the West End

CITY OF VANCOUVER 2010

Parking impacts everyone in the community, regardless of how they travel



Even households that don't drive have visitors and service providers who do
Searching for parking contributes to congestion, GHGs and creates safety risks

Recommendations

9 key actions:

- Updated to respond to feedback heard in both Phase 1 and Phase 2
- Includes community-generated ideas

Together the actions will:

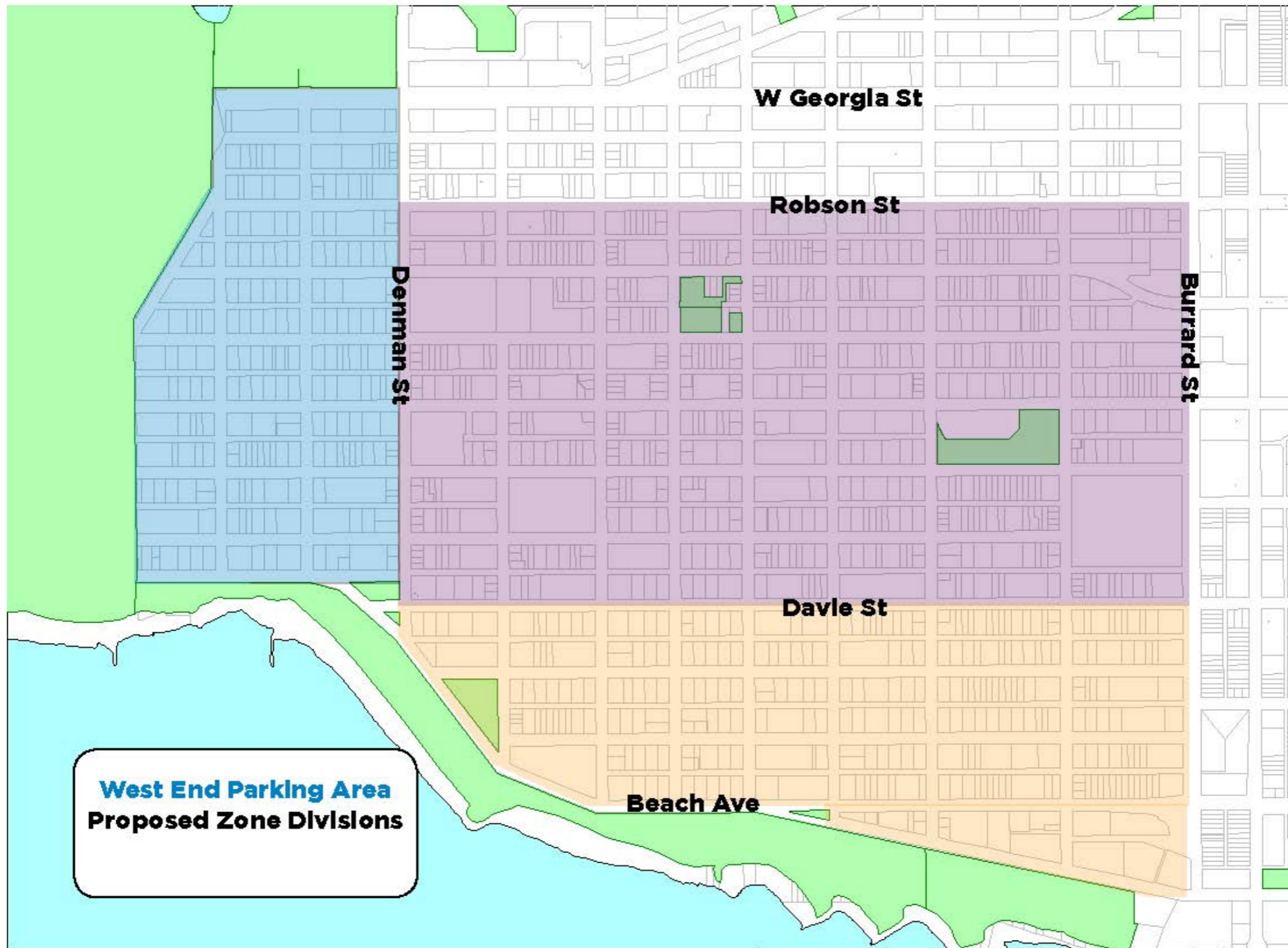
- Help residents find parking near home more easily
- Help residents' visitors find parking more easily
- Provide benefits to the broader West End community



The background of the slide features a stack of 2017 Vancouver West End parking permits. The permits are colorful, with a prominent red band across the top that reads "WEST END" in white capital letters. Below this, the text "CITY OF VANCOUVER" is visible. The permits are stacked, with the top one clearly showing the year "2017" and the word "ORIGINAL".

Recommendations 1-3: Managing demand with market-based permit prices

- 1. Charge a market-based rate of \$30 per month for new parking permits**
- 2. Exempt existing permit holders from rate increases; consider exemption for new households with low incomes**
- 3. Spend new permit revenue within the West End on community-identified needs through a participatory budgeting process**



Recommendation 4: Smaller permit zones

Divide the West End permit zone into 3 smaller zones; educate about the benefits of SPARC permits

Recommendation 5: Encourage parking in underused off-street spaces

Encourage buildings with excess parking to rent spaces to other West End residents if they choose by:

- **Update zoning and bylaws**
- Explore ways to help building managers **make sharing easier and address security**
- Ensure parking in **future development is designed to be shareable**





Recommendation 6: Use new technology to improve compliance with zones and regulations

Recommendations 7-9: Use a mixture of strategies to improve visitor parking in the West End residential zone

7. Let visitors park in residential spaces when it's less busy
8. Add parking meters to some visitor spaces to encourage greater availability
9. Convert some residential permit parking to visitor parking once permit zones are less congested



Recommendations Overview

1. **Charge a market-based rate** of \$30 per month for new parking permits
2. **Exempt existing permit holders** from rate increases and consider an exemption for new households with low-incomes
3. **Spend new permit revenue within the West End** on community-identified needs through a participatory budgeting process
4. **Divide the West End permit zone into 3 smaller zones**; educate about the benefits of SPARC permits
5. **Encouraging parking in underused off-street spaces**
6. **Use new technology** to improve compliance with zones and regulations
7. **Let visitors park in residential spaces when it's less busy**
8. **Add parking meters to some visitor spaces** to encourage greater availability
9. **Convert some residential permit parking** to visitor parking once permit zones are less congested