



POLICY REPORT  
URBAN STRUCTURE

Report Date: May 21, 2009  
Contact: Jerry Dobrovolny  
Contact No.: 604.873.7331  
RTS No.: 07674  
VanRIMS No.: 08-2000-20  
Meeting Date: June 2, 2009

TO: Standing Committee on Transportation and Traffic

FROM: General Manager of Engineering Services in Consultation with the Director of Planning

SUBJECT: Parking Policy and By-law Requirements

***RECOMMENDATION***

- A) THAT Council approve a reduction in both the minimum and maximum parking standards for non-residential uses Downtown as shown on Appendix A ("Downtown") and as detailed in Appendix B.
- B) THAT Council approve a common minimum and maximum parking standard for residential uses Downtown that results in a reduction of parking as explained in this report and as detailed in Appendix B.
- C) THAT Council approve an increase to the incentive for developments to include a car share space and vehicle as part of the building's parking requirements, as explained in this report and as detailed in Appendix B.
- D) THAT Council amend the disability parking requirements so that they may be set independently of the general purpose parking spaces as detailed in Appendix B, and subject to the conditions outlined in this report.
- E) THAT Council approve payment-in-lieu of providing parking spaces for residential use in buildings within HA-1 (Chinatown), HA-2 (Gastown), and HA-3 (Yaletown) zones, and within the Downtown Official Development Plan area sub-area C-2 (Victory Square) zone, specifically affecting buildings that Council has not designated as heritage by by-law or placed on the Heritage register, at \$20,200 per space; with the proceeds to be used for public realm improvements to support walking and cycling.

- F) THAT Council approve reduced parking requirements for the Central Broadway (C-3A) area and the Mount Pleasant Industrial (I-1) area, as shown on Appendix D, and as detailed in Appendix B.
- G) THAT the Director of Legal Services be instructed to prepare the necessary amendments to the Parking By-law, generally as set out in Appendix B, together with all the necessary consequential amendments to the Parking By-law and to the CD-1 By-laws listed in Appendix C to this report.

### ***COUNCIL POLICY***

The City's existing parking policies and Parking By-law cover the amount, location, design, funding and price of parking. The City also has Payment-in-lieu parking policies that allow commercial developments to pay the City to provide their required parking off-site (in City owned parkades), rather than build them on the development site. Changes to the Parking By-law, covering off-street parking, must be approved by Council.

The City has transportation policies that relate to parking supply. These policies are embedded in the City's Transportation Plan and the Downtown Transportation Plan. The City's 1997 Transportation Plan includes the following:

- No increase in road capacity;
- Cap on commuter parking Downtown of 34,000 spaces;
- Reduce residential parking standards as warranted; and
- Encourage car co-ops.

Further, the City's approved EcoDensity Charter includes the commitment to "densify and manage change in ways that constantly enhance and reinforce a city of walkable and complete neighbourhoods; improve biking and transit infrastructure and movement meaningfully and consistently over time; and reduce and de-emphasize automobile use and ownership." Ownership was specifically included in this section of the Charter with parking infrastructure in mind, for both sustainability and affordability reasons.

As part of the Metro Core Jobs and Economy Study, Council recently approved changes to the Downtown Official Development Plan (DODP) and changes to the HA-3 (Historic Yaletown) District Schedule. These amendments increased the permitted density for non-residential ("commercial") uses in the downtown to meet future job space demand, and restricted residential uses in the CBD (as approved by Council initially in 2004 through the Interim Policies). They also set out minimum non-residential requirements for new development in selected areas abutting the CBD (the "CBD Shoulder") and in historic Yaletown. Concurrently, Council also adopted *CBD and CBD Shoulder Rezoning Policy* to guide rezoning for additional job space beyond the aforementioned zoning amendments, and the *DODP and HA Districts Office Conversion Policy* to monitor the residential conversion of large, existing office buildings in the mixed-use areas of the downtown.

### ***SUMMARY***

The City has been successful in its parking, transportation, and land use policies resulting in reduced reliance on automobiles and increased use of transit, walking, and bicycling. This review looks at the role of parking and provides recommendations to support continued sustainable and affordable growth Downtown. New policies in the City, such as the Metro Core Jobs and Economy study, will accommodate future job growth and economic activity

Downtown. The goals of the Greenest City Action Team and the EcoDensity Charter include the promotion of sustainable forms of transportation. If commercial growth continues under the current parking by-law requirements, we will see an increase in overall parking supply, counter to our transportation and sustainability goals.

In order to meet Council's policy objectives with continued growth of Downtown commercial development, staff recommend changes to the City's Parking By-law in the Downtown Peninsula, as follows:

- Reduced non-residential parking requirements;
- Elimination of multiple standards in the downtown that were previously set according to the geographical location of the development; and
- Revision of the disability standards to ensure an adequate provision of disability parking spaces.

In addition to the changes to the Parking By-law for non-residential uses, staff are also proposing changes to the By-law for residential uses Downtown. These changes reflect Council policy of reviewing residential parking standards on an on-going basis to ensure they encourage lower levels of car use and ownership with the objective of promoting walking, cycling and transit, ahead of cars. The new standard lowers the Downtown standard by up to 65% and the Downtown South standard by more than 50%. The changes proposed are summarized as follows:

- Reduced and simplified residential parking requirements including a maximum for all Downtown peninsula residential uses;
- Increased incentive to provide car share vehicles and spaces for new residential developments;
- Provision to allow payment-in-lieu for residential in the heritage areas; and
- Provision to allow pay-in-lieu funds to be directed to a fund to support walking and cycling downtown.

Staff are also proposing a reduced non-residential standard in the Central Broadway C-3A and Mount Pleasant industrial I-1 areas in order to reflect increasing transit service.

### ***PURPOSE***

This report reviews the City's parking policies and by-laws for Downtown, the Central Broadway C-3A area and the Mount Pleasant I-1 area and examines the future needs of parking in conjunction with projections from the City's Metro Core study. It proposes significant reductions in parking requirements along with increased incentives for car-sharing, an updated disability standard, and a new option for payment-in-lieu. All of these changes will support a continued reduction in automobile use and ownership with a continued increased use of sustainable transportation modes, all consistent with the directions identified by the Greenest City Action Team and the EcoDensity Charter.

### ***BACKGROUND***

The City controls the provision of off-street parking through regulations in the Parking By-law. The By-law sets out the number, location, access and design of off-street parking stalls. The City periodically reviews and adjusts parking regulations throughout the City with the most recent update in 2007 that applies to areas outside of the Metro Core.

This report proposes changes to the number of parking spaces that are required in new developments of non-residential and residential buildings Downtown. The factors and considerations that go into calculating a parking standard are very different for non-residential and residential buildings. Non-residential parking for uses such as office, retail or service uses can be used to control the number of trips made by private automobile. The amount of employee parking, in particular, has a significant impact on the number of vehicle trips made into downtown. In comparison to this, the number of parking spaces provided for residential buildings does not have as significant an impact on vehicle trips. However, vehicle ownership rates are declining in Vancouver and a reduction in the parking standard would help promote sustainable modes of transportation as an alternative to cars. Further, reductions in parking spaces can have affordability and sustainability benefits over and above direct car-use, including benefits from construction cost savings, and reduced materials and carbon-production stemming from parking space construction.

The Parking By-law contains many different parking standards that vary by building use and by geographic location. Historically, Downtown has been divided up into several different zones with different parking standards. While this was done to reflect the differences in transit accessibility, those differences are no longer significant due to increased transit service Downtown combined with increased mixed-use developments that locate commercial uses closer to residential uses. This report proposes to combine all of the different zones Downtown into one zone as well as change the standard for Central Broadway and the Mt. Pleasant Industrial Area.

## *DISCUSSION*

### **Downtown Commercial Uses (except for Hotel and Water-Based uses)**

The City has strong parking and transportation policies which recognize the importance of the control of non-residential parking supply in creating a liveable, sustainable, and economically viable Downtown. The cap on commuter parking spaces Downtown has been one of the contributing factors to reduced vehicle trips and increased use of transit, walking, and bicycling. While overall trips have increased by 23% over the past 10 years, vehicle trips to Downtown have decreased by 7%. New policies in the City, such as the Metro Core Jobs and Economy results for the Downtown recently approved by Council, will accommodate future growth of commercial development. If this continues under the current Parking By-law, we will see an increase in overall parking supply, counter to our transportation and sustainability goals.

Currently the City has three main parking standard zones Downtown, plus a number of smaller areas with different standards as shown in Table 1. The standards for each zone were historically based on the relative level of transit accessibility of the particular area. This report proposes that the different non-residential parking standards be reduced and replaced with one maximum and one minimum standard.

Calculation of the new standard is driven by the increases in commercial floor area projected through the Metro Core study. Between 2006 and 2031, the study projected an increase of 400,000 m<sup>2</sup> to 930,000 m<sup>2</sup> of gross floor area. In combination with this, it is projected that up to 5770 commuter parking spaces will be deleted from the inventory Downtown as old surface parking lots or parkades are displaced by new commercial spaces. In order to replace the parking and ensure that no additional parking is constructed, the maximum parking that can

be allowed is 1 space for every 115 m<sup>2</sup> of new commercial floor area (see Table 1). This number is a direct calculation of the projected average floor area increase divided by the lost parking spaces. Not only will this ensure that there remains a cap on parking, it will also provide an incremental decrease in parking for the different areas of Downtown. As stated above, the other goal of the new standard is to amalgamate all of the existing standards downtown into one standard for all areas.

Table 1 - Comparison of Current and Proposed Commercial Parking Standard for Downtown

Area	Current Standard	Proposed Reduced Standard
Downtown Area 1	Minimum 1 space per 115m <sup>2</sup> of floor area Maximum 1 space per 100m <sup>2</sup> of floor area	<p style="text-align: center;"><b>All Areas</b></p> <p style="text-align: center;"><b>Minimum 1 space per 145 m<sup>2</sup> of floor area</b></p> <p style="text-align: center;"><b>Maximum 1 space per 115 m<sup>2</sup> of floor area</b></p>
Downtown Area 2	Minimum 1 space per 100m <sup>2</sup> of floor area Maximum 1 space per 93 m <sup>2</sup> of floor area	
Downtown Area 3	Minimum 1 space per 93 m <sup>2</sup> of floor area Maximum 1 space per 80 m <sup>2</sup> of floor area	
West End	Minimum 1 space per 100m <sup>2</sup> of floor area up to 300 m <sup>2</sup> and 1 space per 50 m <sup>2</sup> for additional area	
Other Areas Downtown	Varies - mostly CD-1 zones with Minimum 1 space per 70 m <sup>2</sup> of floor are	

While the maximum standard is calculated to ensure that there remains a cap on commuter parking, the minimum standard is set based on a goal of further reducing employee vehicle trips Downtown. Using estimates of floor space per worker (number of employees per square meter according to the Metro Core study), the maximum parking standard will provide one parking space for every 3.5 to 4 employees whereas minimum standard proposed will provide one parking space for every 4.5 to 5 employees. In comparison, the current standards provide a range of one space for every 2.5 to 3.5 employees. The minimum commercial standard proposed will facilitate sustainable leadership in commercial developments while still providing for minimal employee needs.

Although the report proposes changes to the parking standard (number of spaces built per building area) it does not propose a change in the approach that all non-residential uses (other than hotel and water-based uses) be subject to the same standard. This simplifies the by-law and allows change of use without concern about differing parking requirements. However, some concern has been expressed that Downtown may not have adequate parking to serve all the different needs. In particular, concern has been raised about the adequacy of transient (short stay) parking for retail and entertainment uses. In response to these concerns, staff have reviewed both retail and entertainment uses, as well as institutional uses.

Retail, entertainment and institutional uses generally rely on transient parking, made up of the spaces provided Downtown that are surplus to the employees' needs or are available once

the employees no longer need them (after hours). The peak time for employee parking is at mid-day while the peak time for the transient uses is at 4 pm. It has also been observed that the large demand on parking spaces during entertainment event times is accommodated by the empty parking spaces left behind at the end of the traditional week day or on weekends. The sharing of parking spaces at different times of the day is further helped by an increase in mixed use buildings, allowing parking to be shared within individual buildings as well as the downtown as a whole. Considering all these factors, a separate parking standard for different uses is not needed at this time.

The non-residential parking standards proposed in this report are set at levels that are designed to ensure that there remains zero growth in employee (commuter) parking spaces. The reduced standards will meet Council's transportation and sustainability policy objectives and the challenges of the future, while supporting continued growth of commercial development.

#### **Downtown Residential Uses (Including Incentive for Car-Share)**

In addition to the reduced Parking By-law requirement for non-residential uses, staff are also proposing reductions to the Parking By-law standards for residential uses Downtown. There has not been a major update to the residential parking standards downtown in over 20 years despite the significant population increase and land use changes that have happened during that time. Recent rezonings or Director of Planning building approvals, both area wide and site specific, have instead relied upon customized standards, negotiated with staff having regard to Council's sustainability objectives, that generally result in a reduction in the parking standard on a case-by-case basis. This approach is both time-consuming and inefficient. The standard should instead be updated to better reflect the reduced reliance on automobiles downtown.

Past and current analysis suggests that residential parking supply is not as directly linked to vehicle trip generation as non-residential supply, although this may change over time. Implementing strong controls on residential parking supply may not necessarily have a significant impact on reducing vehicle trip generation, as the number of vehicle trips from a residence is more directly determined or influenced by land use, density, the quality of other modes and the quality of urban design. To illustrate this, there has been a large increase in Downtown residents, with most having access to at least one parking space, and yet the vehicle mode share for trips within Downtown has decreased. Nevertheless, residential parking supply may have an impact on affordability of residential units and reduced residential standards can lead to reductions in the cost to own or rent housing. In particular, the cost of building parking in rental units can have a greater impact on housing affordability. Parking in rental buildings will be examined further as part of the Short Term Incentive for Rental (STIR) program being reported to Council in a separate report. Further, the reduction of parking spaces constructed would have significant environmental benefits relating to reduced energy and GHG emissions from materials and construction. It is also possible that as factors continue to change, a more direct connection between parking spaces provided and car ownership may be seen.

The City has a policy of periodically reviewing residential parking standards to ensure they are encouraging lower levels of car ownership with the objective of promoting walking, cycling and transit ahead of cars. Although the intent is to reduce not only car use, but ownership over time, it is recognized that currently many Downtown residents still own cars, even when their use is infrequent. This may change over time, facilitated through various City

initiatives such as “unbundling” parking space ownership from housing unit ownership. In the meantime, however, parking for residents to store their vehicle when it is not in use can have a neighbourhood impact if sufficient parking is not provided for on-site and if other methods of discouraging street parking are not in place.

**Table 2 - Results of Downtown Car Ownership Survey**

Unit Size	# of vehicles per unit
Less than 57 m <sup>2</sup> (615 ft <sup>2</sup> )	1.0
57 m <sup>2</sup> to 70 m <sup>2</sup>	1.1
Greater than 70 m <sup>2</sup> (750 ft <sup>2</sup> )	1.2
Overall	1.1

When setting the maximum parking standard for the proposed amended By-law, staff balanced the current needs of the residents with sustainability goals of the present and future. The City has a residential parking program specifically in place to manage the difficulties caused when residents look to the street to store their vehicle. The results of a study of car ownership Downtown is presented in Table 2. Any change in the parking standard must balance current parking needs with the goals of the future so that the residents' expectations as well as the ongoing costs to the City of managing on-street parking can be managed effectively.

**Table 3 - Comparison of Current and Proposed Residential Parking Standards for Sample Building**

Area	Minimum Standard	Maximum standard	Minimum Spaces Required per unit	Maximum Spaces Allowed per unit
<b>Current Downtown</b> (except DD South , HA and CWD) Requirements	1 space for units less than 100 m <sup>2</sup> , 2 spaces for units greater than 100 m <sup>2</sup>	No Maximum	1	
<b>Current Downtown South</b> Requirements	½ a space for units less than or equal to 65 m <sup>2</sup> , one spaces for units larger than 65 m <sup>2</sup>	0.6 space per unit plus 1 space per 100 m <sup>2</sup> of floor area	0.70	1.58
<b>Proposed Standards</b> (All Downtown)	The lesser of 1 parking space per 140 m <sup>2</sup> gross floor area, or 1 parking space per unit	0.6 spaces per unit in addition to the minimum standard	0.42	1.0
<b>Proposed Standards with Car Sharing</b> incentive	Parking stall credit of 5 spaces for each vehicle provided	Maximum of 2 vehicles per 100 units	0.34	1.0

Sample building: 100 unit multiple dwelling comprised of 60 one bedroom units of 46 m<sup>2</sup> (500ft<sup>2</sup>) each 30 two bedroom units of 70 m<sup>2</sup> (750 ft<sup>2</sup>) each and 10 three bedroom units of 98 m<sup>2</sup> (1050 ft<sup>2</sup>)each

One recently made change to the By-law allows developments that provide a car-share space and an accompanying vehicle are given a credit of 3 spaces towards building the required number of parking spaces. Supporting shared vehicles is a City policy and is a complement to other sustainable modes of transportation. Shared vehicle companies provide a membership program intended to offer an alternative to car ownership under which persons or entities that become members are permitted to use vehicles from a fleet on an hourly basis. In order to further encourage this practice, staff are recommending that the credit be increased from 3 to 5 spaces. The parking space and shared vehicle must be managed by a shared vehicle organization and the parking space would be assigned by the strata on a monthly contract basis.

The standard proposed in this report balances all of the factors described above. The proposed new residential standard lowers the general Downtown standard by more than 65% and the Downtown South standard by more than 50%. The new standard also proposes a maximum to the number of parking spaces that can be built and combines all of Downtown into one area similar to the non-residential standard. As illustrated in Table 3, the new standard sets a parking space maximum that is just slightly below average car ownership rates in order to balance the needs of residents with the City policy of lowering parking standards.

### **Disability Parking**

The Parking By-law currently requires disability parking spaces as a ratio of the total number of parking spaces required in various categories of use. This report proposes reductions in overall parking requirements. This would lead to similar reductions in the number of disability spaces unless the system is changed to set the number of disability spaces independently. As the number of disabled drivers has increased 20% since 2001, it would not be prudent to decrease the number of disability spaces. This report proposes changes to ensure that the disability standard can be set independently from the general purpose spaces and that the numbers of categories of different uses are decreased so that the standard is easier to apply when a building changes uses. The new standard is proposed as follows:

- Residential (multiple dwelling and live-work)
  - 1 parking space at 7 residential dwelling units + 0.034 spaces for each additional dwelling unit
- Non-Residential uses (including retail, office, hospitals, hotel, cultural and recreational etc.)
  - 1 parking space at 500 m<sup>2</sup> plus 0.4 spaces for each 1000 m<sup>2</sup> of floor space.

This will generally result in the same or greater requirement for disability parking spaces as provided for in our current by-law, which would otherwise be reduced by the new parking standards proposed in this report. These parking spaces would continue to be part of the required parking for a building. In addition, staff will continue to monitor and adjust the requirements for disability spaces as needed in the future.

### **Payment-in-lieu**

The Provincial Government has recently amended the Vancouver Charter to allow Vancouver to accept payment-in-lieu for residential parking and to allow the use of funds for sustainable transportation. The City's current policies generally restrict payment-in-lieu to heritage commercial redevelopments where parking, albeit reduced, is required and cannot be



provided on-site. The cost is established as the net cost to the City of providing a parking space on a City owned site, after operating revenues are considered.

For residential use, the utility of an off-site space is much lower than for commercial uses, as convenience and security are large factors. For this reason, the City has never supported extending payment-in-lieu to residential developments as the funds would normally be applied to parking on another site. However, with the new ability to use funds for sustainable transportation, staff support the extension of payment-in-lieu to residential in the heritage areas: HA-1 (Chinatown), HA-2 (Gastown), HA-3 (Yaletown), and the Downtown Official Development Plan area sub-area C-2 (Victory Square). This would only apply to residential use in non-designated heritage buildings, given that designated heritage buildings do not have a parking requirement.

Further, it is recommended that any funds received from residential use be used for sustainable transportation improvements and that the City not give any specific access rights to off-site parking in City parkades as it does for commercial payment-in-lieu. To enable this, it is recommended that the City create a separate payment-in-lieu reserve fund for the provision of public realm improvements that support walking and cycling. It is also recommended that the fee for residential payment-in-lieu be the same as set for non-residential.

#### **Central Broadway Commercial area (C-3A) and Mt. Pleasant Industrial area (I-1)**

Parking requirements for areas outside of the Downtown peninsula, including the Central Broadway corridor, are significantly higher than the Downtown. This recognizes the reduced access to transit and the lower supporting residential densities currently nearby. In the Central Broadway area, there is a lower proportion of office and higher proportion of retail and service commercial, including restaurants, with less ability for overlap with shared parking use. Nevertheless, with the coming of the Canada Line, and funding now in place to study the UBC Line through the Broadway corridor, it is recommended that the commercial parking requirements of the Broadway core C-3A area be changed.

In addition to changes to the parking standard for Central Broadway, this report also recommends that the parking standards be amended for Mt. Pleasant. The current parking requirement for Mt. Pleasant was identified by the Metro Core study as a barrier preventing small industrial spaces from redeveloping within existing buildings. Lowering the parking standard for this area will enable change-of-use applications to proceed without having to demolish existing buildings.

As the Mt. Pleasant Industrial area borders the Central Broadway area and is served by the same transit service, it is appropriate to combine these two areas with one common non-residential parking standard. It is recommended that the minimum parking requirement for non-residential uses (other than hotel) in the C-3A and I-1 areas be reduced to 1 space for each 145 m<sup>2</sup> for first 300 m<sup>2</sup> plus 1 space for each 70 m<sup>2</sup> of gross floor area thereafter. In addition, it is proposed that a maximum standard be introduced of 1 space for each 40 m<sup>2</sup> overall.

#### ***PUBLIC CONSULTATION***

Staff have consulted with a number of stakeholders on these proposals. These include the Downtown peninsula BIA's, EasyPark, UDI, the West End residents Association (WERA), Heritage groups, and the Social Planning and Research Council of BC (SPARC).

In reviewing draft proposals, the UDI indicated that they would like flexibility to allow more parking for higher end office buildings, less prescriptive residential parking requirements, lower standards for rental buildings, and more flexibility to allow smaller parking spaces (i.e. for Smart Cars) or tandem parking spaces. Staff responded to the issues as follows:

- In response to the concern about increased flexibility for office development, staff increased the recommended maximum parking allowance in new commercial development by 5%. Further increases to parking could lead to an over-supply of commuter parking and are not recommended.
- It is not recommended that any further increase or decrease in the parking requirement be made for residential parking. Staff feel that the standard proposed is consistent with the Council policy of lowering parking standards in order to encourage sustainable modes of transportation while not significantly impacting neighbourhoods.
- The issue of parking in rental projects is one that will be addressed in a future report on proposed short-term incentives for rental housing (STIR).
- In order to address the concern about flexibility for smaller or tandem spaces, staff looked at the municipalities that currently allow this and feel that it is not applicable in Vancouver. The other municipalities have parking standards that are much higher than Vancouver where the average space per unit is proposed to be no higher than 1.6 spaces per unit. A tandem parking arrangement is only possible when there are 2 parking spots for a single dwelling unit, since residents can arrange to move cars as needed. Allowing developments to install smaller or tandem spaces would remove flexibility of use from the building occupants who often then look to the City to resolve their concerns by requesting parking on the street rather than the spaces built for them in the building.

EasyPark stated that there is a need to ensure adequate transient parking supply to support businesses Downtown. They are concerned that the new standards will lead to a shortfall of transient parking. A summary of a report commissioned by EasyPark to look at transient parking is included in Appendix E. Although the report recommends that additional transient spaces may be needed in the long term (2031), staff believe reductions in automobile use into Downtown will continue leading to an even lower need for parking by 2031. In the meantime, staff will continue the past practice of reporting to Council on a periodic basis with updates to the parking standard to meet current Council policy and growth projections.

SPARC supports the change in calculating disability spaces to ensure no reduction in disability parking provisions, noting that there is continued growth in the number of disability placard holders.

WERA is generally very supportive of reduced parking standards in the downtown. In addition to general reductions, WERA would like to see the City use parking pricing as a disincentive to driving and would also like to see the City use the cost savings gained from building fewer parking stalls as a way to create more affordable housing. While the City sets pricing for on-street parking at market rates, we do not control the pricing of off-street parking. Instead, the City controls the supply of off-street parking and makes changes to the By-law as

proposed in this report in order to meet transportation goals. In addressing the issue of parking and affordability, WERA's comments are particularly timely given the up-coming report to Council on the proposed STIR program which will address their issues in the context of parking incentives for rental housing.

### *FINANCIAL IMPLICATIONS*

There may be increased revenues from the proposed extension of payment-in-lieu to residential uses in the heritage areas. As allowed under new Charter changes, it is recommended that these funds be allocated to public realm improvements that support walking and bicycling. There are no operating budget implications.

### *ENVIRONMENTAL IMPLICATIONS*

Reduced parking requirements and increased use of sustainable transportation options for Downtown, Central Broadway and Mount Pleasant as proposed in this report will significantly contribute to overall Green House Gas reductions and reduced vehicle use and ownership.

### *IMPLEMENTATION PLAN*

Staff acknowledge the inherent difficulties in trying to incorporate these proposed revisions for building designs that are nearing completion. Therefore, in order to avoid new requirements for existing building designs late in the design process, staff recommend that, should Council approve these amendments, the amendments related to **maximum** parking standards become requirements one year after the time of by-law enactment. This should allow sufficient time for staff to inform industry of the proposed amendments, as well as time for building owners and/or designers to incorporate these new requirements into their building designs. The other recommended changes should be implemented immediately as they will not have an impact or would be beneficial to a new development.

### *CONCLUSION*

In order to meet Council's policy objectives, and considering the growth of commercial and residential development in Downtown, Central Broadway and the Mt. Pleasant Industrial area, staff recommend a number of changes to the City's parking policies and the Parking By-law as detailed in this report. These changes will ensure that the City is able to accommodate future growth with a continued reduction in the reliance on personal vehicle use.

\* \* \* \* \*

Downtown Area Map 4.3.1



## Proposed Parking By-law changes

### 1) Downtown (as shown in Appendix A)

#### A) All uses other than residential, hotels and water-based uses:

- a minimum of one parking space for each 145 m<sup>2</sup> of gross floor area;
- a maximum of one parking space for each 115 m<sup>2</sup> of gross floor area.

#### B) Residential uses including live-work:

- a minimum of one parking space for each 140 m<sup>2</sup> of gross floor area, with no more than 1 space per dwelling unit required;
- a maximum of 0.6 spaces per dwelling unit in addition to the minimum requirement as calculated above.

#### C) Water-based use (such as Marinas and Float Planes) or Hotel uses:

- No change.

### 2) Residential shared vehicle standards

- Increase the parking space credit to 5 spaces for each care share vehicle provided with a parking space, up to a maximum of 0.02 shared vehicles per unit.

### 3) Disability parking requirements as follows, and subject to the conditions outlined in this report.

- Residential (multiple dwelling and live-work)
  - 1 parking space at 7 residential dwelling units + 0.034 spaces for each additional dwelling unit
- Non-Residential uses (including retail, office, hospitals, hotel, cultural and recreational etc.)
  - 1 parking space at 500 m<sup>2</sup> plus 0.4 spaces for each 1000 m<sup>2</sup> of floor space.

### 4) Central Broadway C-3A and the Mount Pleasant Industrial area (I-1) (as shown in Appendix D) as follows:

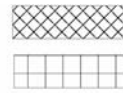
- Non-Residential (except hotel):
  - a minimum of one space for each 145 m<sup>2</sup> of gross floor area for the first 290 m<sup>2</sup> plus one space for each additional 70 m<sup>2</sup> of gross floor area with a maximum of one space for each 40 m<sup>2</sup>.

5) In all cases, the maximum standards should be implemented one year following enactment of the minimum standards proposed above.

List of CD-1's to be amended in order to be consistent with new Parking By-law standards.

Address	CD-1 NO.	BY-LAW NO. (DATE)
1300-1336 Granville Street	<a href="#">( By-Law to be enacted)</a>	<a href="#">( By-Law to be enacted)</a>
1304 Howe Street	<a href="#">( By-Law to be enacted)</a>	<a href="#">( By-Law to be enacted)</a>

Central Broadway C-3A  
Mount Pleasant Industrial I-1



## EasyPark's Transient Parking Study

Concurrent with the City's review of parking, EasyPark commissioned a study of transient parking needs Downtown ("Downtown Vancouver Transient Parking Study" provided by Bunt and Associates Engineering Ltd. with the Mustel Group Market Research). The EasyPark study complements the City work, and provides important information about the public's and business's perceptions about Downtown parking and its availability. A copy of this report is available through EasyPark.

EasyPark's study on transient parking has a number of important observations and conclusions based on a count of parking supply and observed occupancy Downtown:

- There are approximately 27,500 off-street commercial public transient parking spaces and 6,500, mostly metered, street parking spaces Downtown, with 67% of the transient parking spaces occupied during the peak daytime period. This leaves potentially over 11,000 available parking spaces at the observed daytime peak periods.
- During weekends and evenings there is a greater availability of parking, even though there are fewer parkades open to the public.

Despite the data summarized above, the report also included a public opinion survey that summarized public and business perceptions that, "Both the public and Downtown businesses feel that the supply of short-term parking is insufficient for their needs and is a deterrent to traveling Downtown ...". The survey also observed that:

- The majority (65%) of Metro Vancouver adults travel Downtown at least once a month with 4 out of 5 of these trips not work related;
- The perception of parking availability is important in vehicle trip determination;
- 43% indicate they travel Downtown less often than 5 years ago with 10% of these due to insufficient parking, and 21% due to traffic concerns;
- Street parking is highly used and is generally the first choice of most transient parkers; and
- 9% to 29% of vehicle drivers would definitely or probably change from driving with most, 91% choosing transit as an alternative.

Based on the data collected through the parking count, as well as from the public opinion survey, the report recommends that:

- Although there are some localized areas where the parking supply is stressed, there is no current need for additional transient parking Downtown;
- Downtown will continue to have enough transient parking up to the point when approximately 6.2 million square ft. of new development is added to the Downtown commercial office space supply. This is in approximately 20 years based on the Metro Core study average projections;
- In the longer term, based on the upper end projected increase of 10 million square ft. of Downtown commercial development, up to 1385 new public transient parking spaces should be constructed to ensure adequate parking for this potential future need;



- On-street: extend the hours for metered parking to deter evening resident parking, and continue to use market pricing to ensure street parking availability;
- Off-street: EasyPark could reduce the allocation of monthly parking, and adjust day parking rates to reduce all day employee parking in parking stressed areas; and
- The areas particularly noted for increased transient supply are the Downtown core and Gastown.

Although the report recommends that additional transient spaces may be needed in the longer term (2031), staff believe reductions in automobile use into Downtown will continue leading to an even lower need for parking. The study notes that up to 29% of those surveyed were likely to shift from private vehicle use even though the proposed future parking need was based on a conservative 10% shift. A large expansion of transit through Canada Line, new SkyTrain cars, and an added SeaBus will support this shift from private vehicle use. Added transient parking Downtown, at this time, would detract from the City's zero road capacity growth and emphasis on walking, cycling and transit. However, City staff will continue to monitor and periodically report to Council with updated parking standards should any future need for additional parking arise as contemplated in the conclusions in the EasyPark report.