

MOTION

4. Open Option Parking Policy - Removing On-Site Parking Minimum Requirements

At the Council meeting on September 15, 2020, Council referred the following motion to the Standing Committee on City Finance and Services meeting on September 16, 2020, in order to hear from speakers.

Submitted by: Councillor Kirby-Yung

WHEREAS

1. The City of Vancouver regulates off-street parking to balance the needs of residents, commuters, and visitors. Parking By-law No. 6059 stipulates required parking minimums that apply to vehicle parking spaces, loading spaces, bicycle spaces, and passenger spaces;
2. On July 25, 2018, amendments to the Parking By-law were approved by Council and came into effect January 1, 2019. These amendments included up to 30 percent parking reductions available to developers with submission of a satisfactory Transportation Demand Management (TDM) plan in accordance with the City's TDM Administrative Bulletin, (comprising of up to 10 percent reduction for proximity to transit, and up to 20 percent reduction for TDM measures). Additional reductions were also enabled for rental residential developments of up to 60 percent;
3. Vancouver's Transportation Demand Management (TDM) Policy provides measures to prioritize more sustainable travel as part of rezoning and/or development permit applications;
4. The City's Climate Emergency Response aims to have two thirds of trips in Vancouver made by active transportation and transit by 2030 – an update from the City's previous Transportation 2040 goal of achieving this by 2040;
5. The City's Climate Emergency Response six big moves aim to reduce embodied emissions from new buildings and construction projects by 40% by 2030 (compared to a 2018 baseline);
6. Construction of underground parking is a significant source of embodied carbon emissions. Further, the costs of excavation and concrete construction ultimately add to the cost of housing;
7. Recently, many North American cities that have experienced growth have started to reassess their transportation, housing, and environmental priorities. Seattle is one such city, where changes to parking minimums were made in 2012 and again in 2018. On-site parking minimums are now seen as a barrier to achieving the walkable, compact, urban environments many cities aspire toward in the 21st Century and beyond;

8. Most recently the City of Edmonton – where on-site parking minimum policies have led to a 50 percent oversupply of on-site parking – opted to completely eliminate parking minimums under an Open Option Parking approach, whereby the amount of on-site parking to be supplied for new developments will be determined by the property owner or business based on their needs and requirements;
9. Open Option Parking does not mean that zero or no on-site parking will be built as part of any given development (although it is possible in some cases with the exception of requirements for accessible parking and loading). An Open Option Parking policy merely allows greater choice and flexibility for property owners, developers and businesses to respond to market demand and to better accommodate market changes while retaining adequate space for loading and deliveries, visitors, service providers, and accessible parking needs;ⁱ
10. Adoption of an Open Option Parking policy in the City of Vancouver would require that a number of related issues be addressed in a coordinated manner in order to mitigate potential adverse impacts. For example, implementing measures to better regulate curbside parking spaces and laneways in areas with open option requirements to prevent parking spillover (i.e. to keep future residents from simply parking on the street), while also strengthening Transportation Demand Management requirements to reduce demand for private motor vehicle parking and encourage sustainable transportation choices;
11. Ideally, an Open Option Parking Policy should include measures to monitor how community needs shift and change over time to ensure that there are no barriers to access for residents or patrons, as well as consider implementing maximum parking allowances to align with the City's Climate Emergency goals and ensure that developers don't create an oversupply of parking; and
12. If successfully adopted and implemented in the City of Vancouver, with flexibility to meet the changing needs of residents and patrons over the long-term (e.g. mobility vehicles, etc.), an Open Option Parking policy could lead to improved development processes by ensuring parking supply and demand are aligned. An Open Option Parking policy would also increase the efficiency with which rezoning applications and development permit applications can be reviewed and approved.

THEREFORE BE IT RESOLVED

- A. THAT Council direct staff to explore the elimination of On-Site Parking Minimums in the City and the adoption of an Open Option Parking approach/policy to allow greater choice and flexibility for property owners, businesses and developers to better accommodate market changes, ensure parking supply and demand are aligned, meet loading and accessibility requirements, and increase the efficiency with which rezoning applications and development permit applications can be reviewed and approved by the City.
- B. THAT Council direct staff to report back by the end of Q4 with recommendations for consideration toward the implementation of an Open Option Parking Policy, including identifying all requisite by-law amendments that would need to be

enacted, with the report to include specific information as to how an Open Option Parking Policy (including consideration of parking maximums) might support greater housing affordability and the City's Climate Emergency bold moves.

- C. THAT staff be directed to consult with relevant stakeholders in the development of an Open Option Parking Policy, including consultation with (but not limited to) the City's Accessibility Task Force, Persons with Disabilities Advisory Committee and Seniors Advisory Committee, including investigating questions such as monitoring how community needs shift and change over time – to ensure that there are no barriers to access for residents or business patrons that might arise – and measures to manage curbside parking in order to control potential parking overflow on to city streets.

ⁱ Ensuring access for people with accessibility needs, loading and deliveries, service providers, and visitors, is a vitally important consideration for an Open Option Parking policy. Visitor and service provider parking has frequently been raised as a significant issue for persons with disabilities during prior consultations.