



Climate Emergency Parking Program

Council Presentation | October 5, 2021

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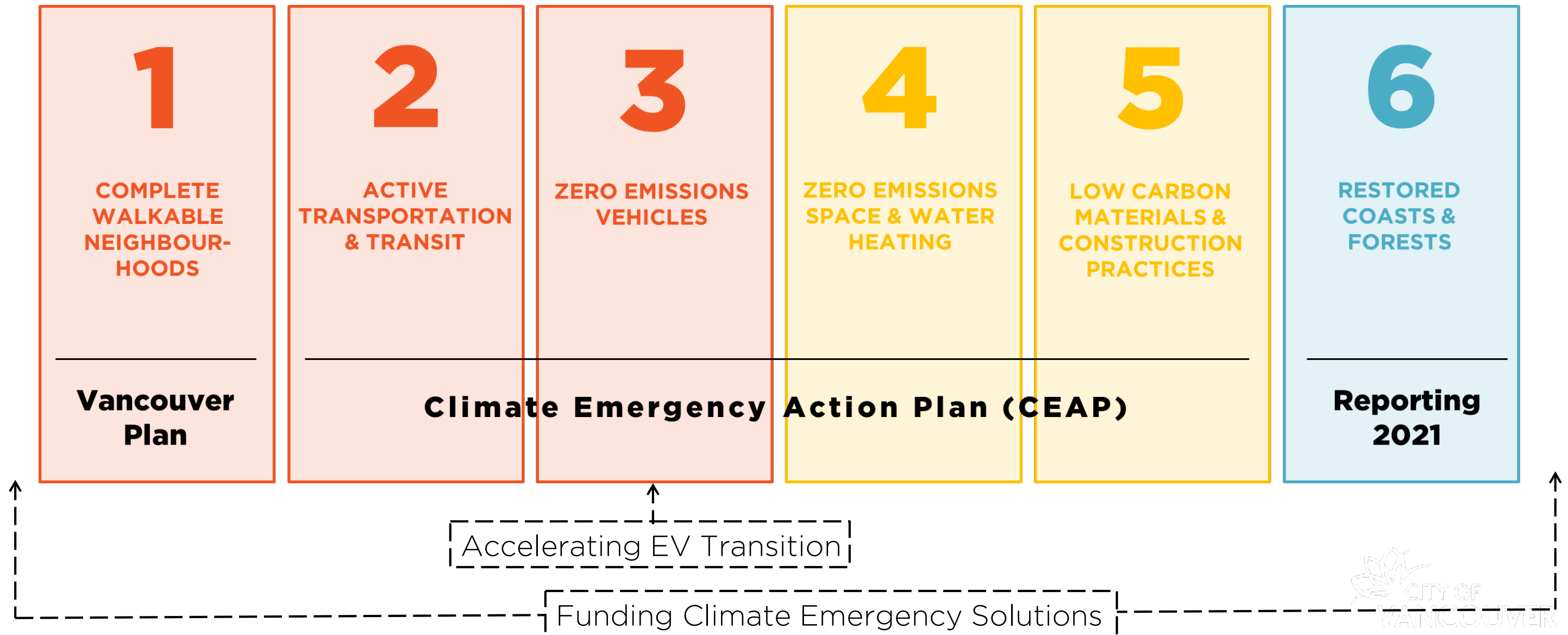
Our Climate Emergency Journey



 **Council touchpoints:**
A dozen Council reports
+ 3 Council briefings over
next year



6 Big Moves + Climate Emergency Parking Program



Climate Emergency Action Plan Funding

\$230M

**additional funding
required**
to fully fund
Climate Emergency
Action Plan

\$270M

baseline spend
assuming
existing funding levels

Significant new revenue
is required to deliver the
Climate Emergency Action Plan

The Climate Emergency Parking Program
could cover about a quarter
addressing this gap



The Climate Emergency Action Plan

includes directions to explore **parking initiatives** including:

- **Pollution surcharge on parking permits**
- **Citywide parking permits**

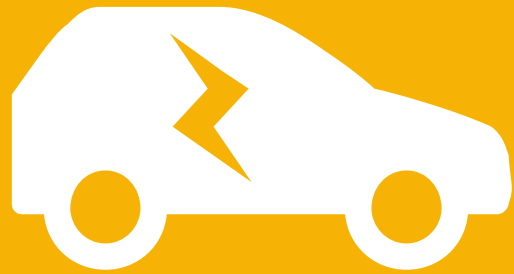
By 2030:

- **Reduce carbon emissions 50%**
- **Two-thirds of all trips on foot, bike & transit**
- **50% of distance driven by electric vehicles**

Timeline



Goals



**Encourage
lower polluting
vehicles**

for people buying
new ones



**Reduce
air and carbon
pollution**



**Fund climate
emergency
actions**

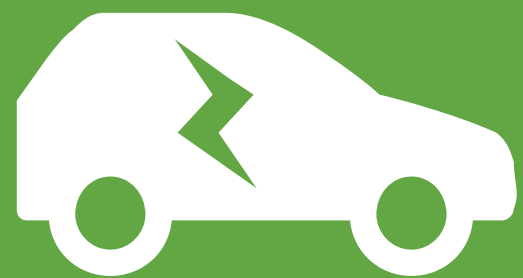
... while enabling us to better manage local parking issues
as the city grows

Reduce Air & Carbon Pollution



Motor vehicles account for
40%
of carbon emissions in Vancouver

The program would achieve about
7-14% of the reductions
we are targeting from the switch to
clean vehicles.



That's equivalent to about:

3x the reductions from
**Vancouver's requirements
for new zero emissions homes**

2x the reductions from the
**Vancouver Landfill
renewable gas project**

4.5x the reductions from
**transitioning Vancouver's film sector
from diesel generators**

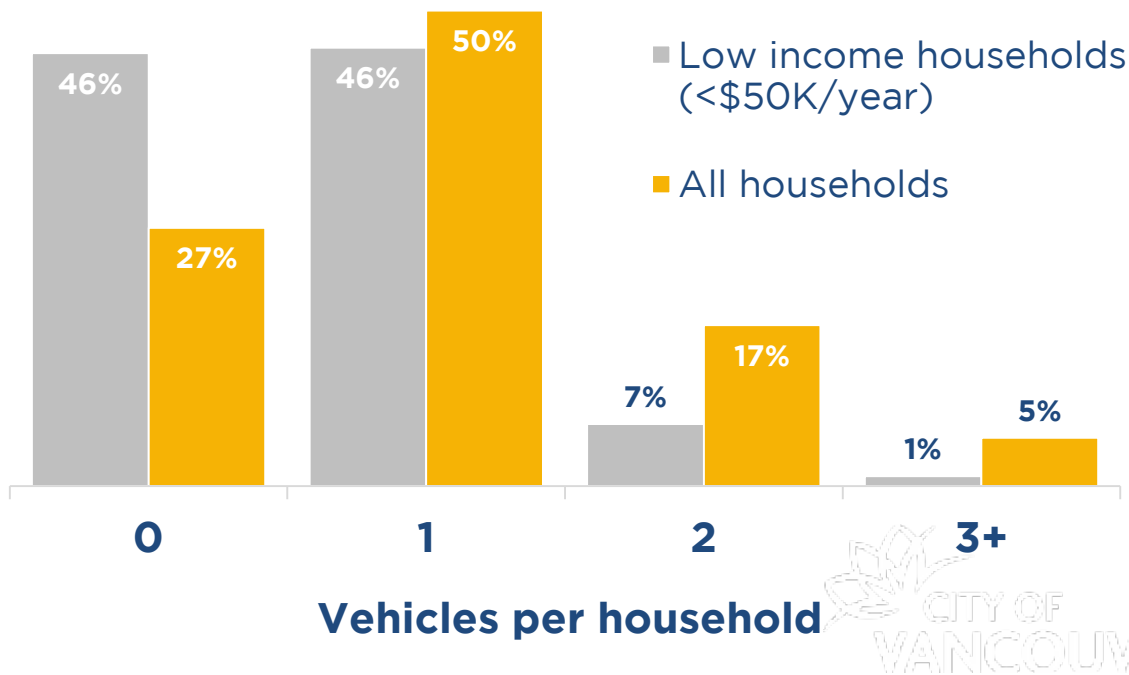
Reduce Air & Carbon Pollution



If funding is allocated to
CEAP transportation priorities, it would also
**improve low-cost,
sustainable transportation**
like walking, cycling, and transit

Many people in Vancouver **do not own a car:**

- Almost **50%** of **low income households**
- Over **25%** of households **citywide**



Source: 2017 TransLink Trip Diary

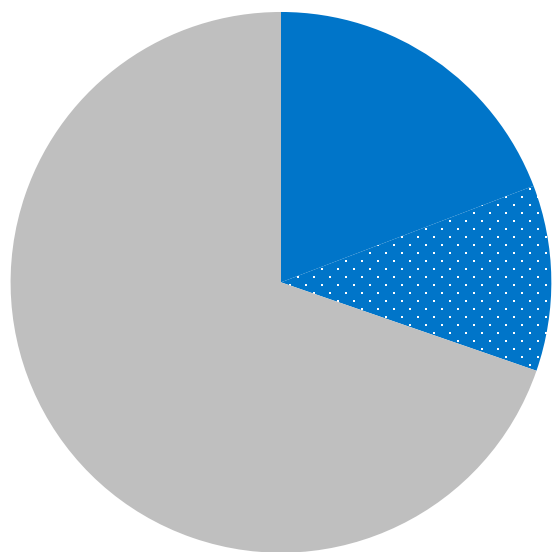
Fund Climate Emergency Actions



Rates being considered would fund

19-31%

of climate emergency action plan needs



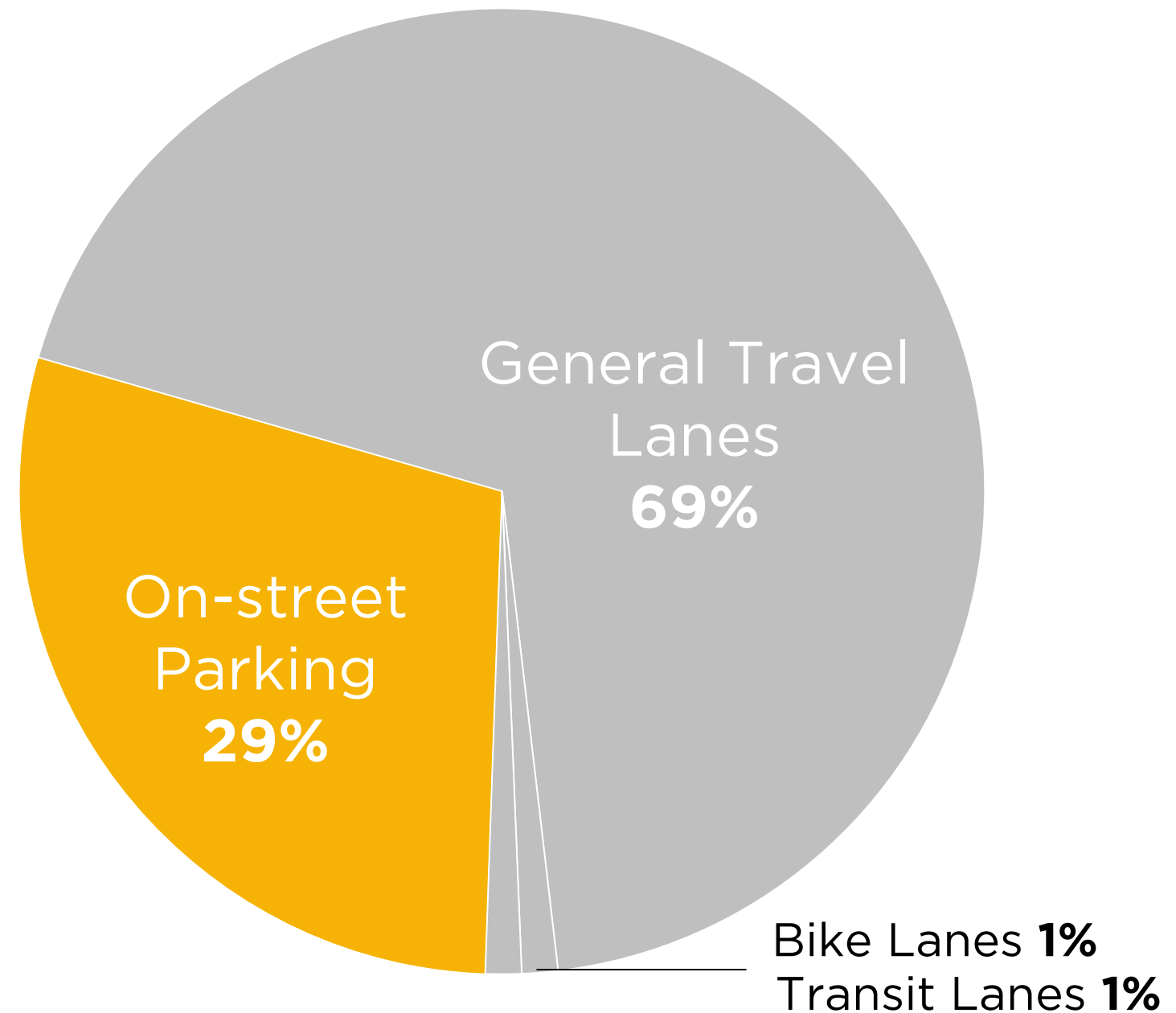
Rates being considered would generate

\$44M-72M

between 2022 & 2025 for climate action

- Enabling more active transportation & transit
- Expanding the electric vehicle charging network
- Switching buildings to renewable energy

Parking spaces
take up about
30%
of our streets...



* Including streets and laneways. Non-traversable right-of-way (such as medians) is not included.

Parking spaces
take up about
30%
of our streets...

...some space could
be converted to:

- Shared mobility
- Improved safety
- Priority parking
- Wider sidewalks
- Public spaces
- Green infrastructure
- Other community benefits



Two initiatives work together

1. Annual Pollution Charge

added to permits on new polluting vehicles (model year 2023+)

2. Overnight Residential Parking Permit

for areas that are currently unregulated

1

**Annual
Pollution Charge**

An annual fee on higher polluting vehicles
(starting with model year 2023)
added to the cost of a parking permit

It would not apply to:


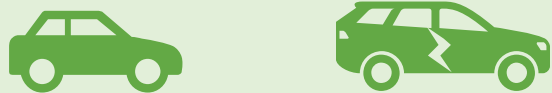


- Existing vehicles
(model year 2022 or older)
- Vehicles specialized for people with disabilities



* Existing base fees for permits range between about \$45 and \$400 per year depending on location

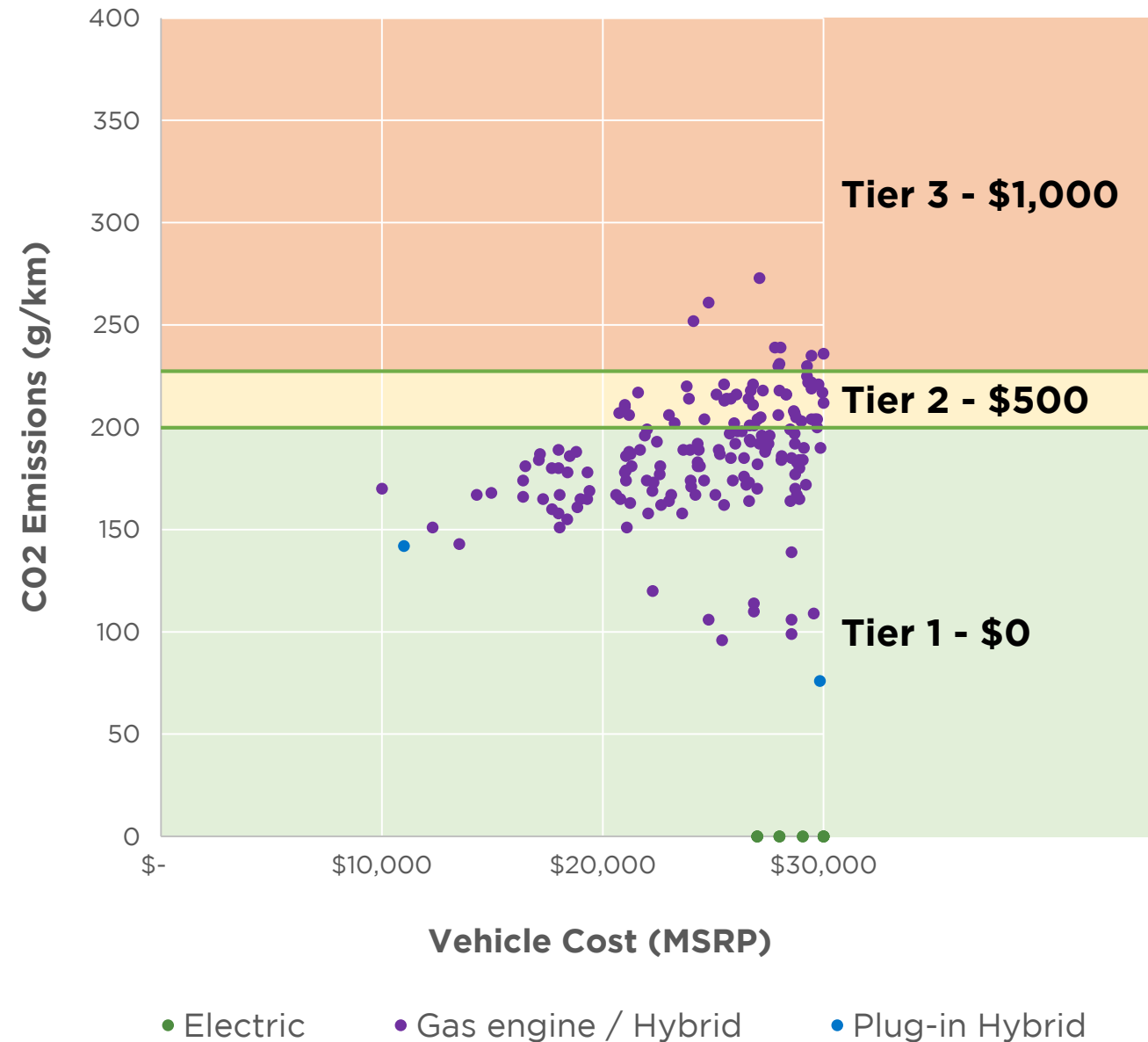
1 Annual Pollution Charge

Recommended rates

Category	Annual Pollution Charge	Vehicle Types	Examples	
Exempt	\$0	All 2022 and older vehicles	<ul style="list-style-type: none">All vehicles that people already own today	
		Specialized vehicles for wheelchairs		
Tier 1 (<200 g CO2/km)	\$0	Electric & low-polluting new vehicles	<ul style="list-style-type: none">Electric vehicles, hybrids, most economy vehicles (model year 2023 or newer)	
Tier 2 (200 – 225 g CO2/km)	\$500	Moderately-polluting new vehicles	<ul style="list-style-type: none">Most gas-powered sporty sedans, more efficient small SUVs (model year 2023 or newer)	
Tier 3 (>225 g CO2/km)	\$1,000	Highly-polluting new vehicles	<ul style="list-style-type: none">Most gas-powered luxury sports cars, large SUVs, full-size pickup trucks (model year 2023 or newer)	

* Existing permit base fees range between about \$45 and \$400 per year depending on location

Most economy vehicles would fall under Tier 1 (\$0)



Based on emissions for 2021 models. Pollution charge would only apply to future vehicles starting with model year 2023. Rates for all models available online: <https://fcr-ccc.nrcan-rncan.gc.ca/en>

Many vehicles suitable for families would fall under Tier 1 (\$0)

Some examples:



Ford Escape



Kia Forte



Nissan Rogue



Toyota RAV4



Mazda CX-30



Hyundai Kona



Volkswagen Golf



Chevrolet Malibu



Toyota Sienna Hybrid

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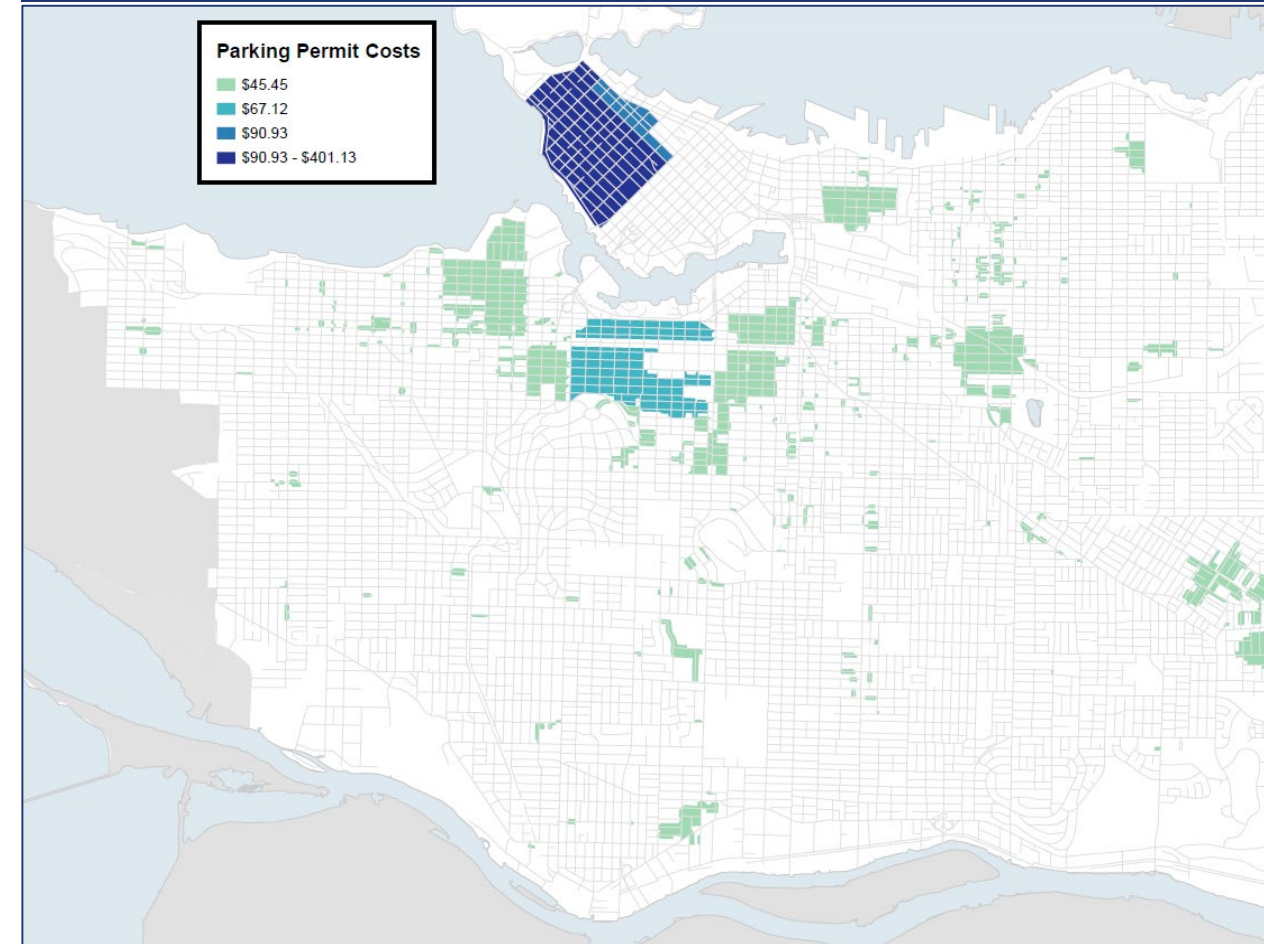
**Overnight
Residential Parking Permit**

Currently, about 10% of the city's residential streets require parking permits.

A new 'overnight only' zone to cover remaining residential streets:

- Enables the pollution charge to be fairly applied across the entire city
- Provides a reliable source of funding for climate emergency initiatives

The new permit would only be required on residential streets that do not already require permits (white area on map)



Existing paid permit zone areas

RESIDENTS

- **Annual permits only required for residents who park on the street overnight** (midnight-7am)
- **Base fee: \$45 per year***
- **Discounted rate for low income households: \$5 per year***



* Plus pollution charge, if applicable. \$45 per year (equal to \$3.75 per month) is the same as the lowest existing permit zone fees in the city.

DAYTIME VISITORS

(7am-midnight)



- **Park anywhere**
- **No fee**
- **Same as today**

OVERNIGHT VISITORS

(midnight-7am)



- **Park anywhere**
- **\$3 per night**
- **Pay using phone app or at neighbourhood pay station**

What we heard...

... and how it led to recommendations

Engagement Approach

Complex project required multifaceted engagement strategy

<div>Talk Vancouver survey</div> <div>~19,000 responses</div>	<ul style="list-style-type: none">▪ Provide public opportunity to share perspectives, ideas, concerns▪ Use comments to inform potential program modifications
<div>Market research surveys</div> <div>~500 responses</div>	<ul style="list-style-type: none">▪ Understand issues/support from demographically-representative sample of Vancouverites with surveys delivered by Sentis (market research firm)▪ Two rounds:<ul style="list-style-type: none">▪ Initial survey: identical questions and information as online survey (500+ responses)▪ Follow-up survey: clarify program details, test potential program modifications (~400 responses)
<div>Stakeholder engagement included...</div>	<ul style="list-style-type: none">▪ Deep discussions with various stakeholders to understand issues and explore ideas▪ Including workshops and meetings with<ul style="list-style-type: none">▪ Advisory Committees (Seniors, Persons with Disabilities, Transportation, Renters)▪ Climate and Equity Working Group▪ New Car Dealers Association and other vehicle industry groups▪ BC Housing▪ ... and others



High Level Results: Initial Surveys

Lower support in Talk Vancouver survey

- High response rate
- Not reflective of citywide demographics
- Self-selecting

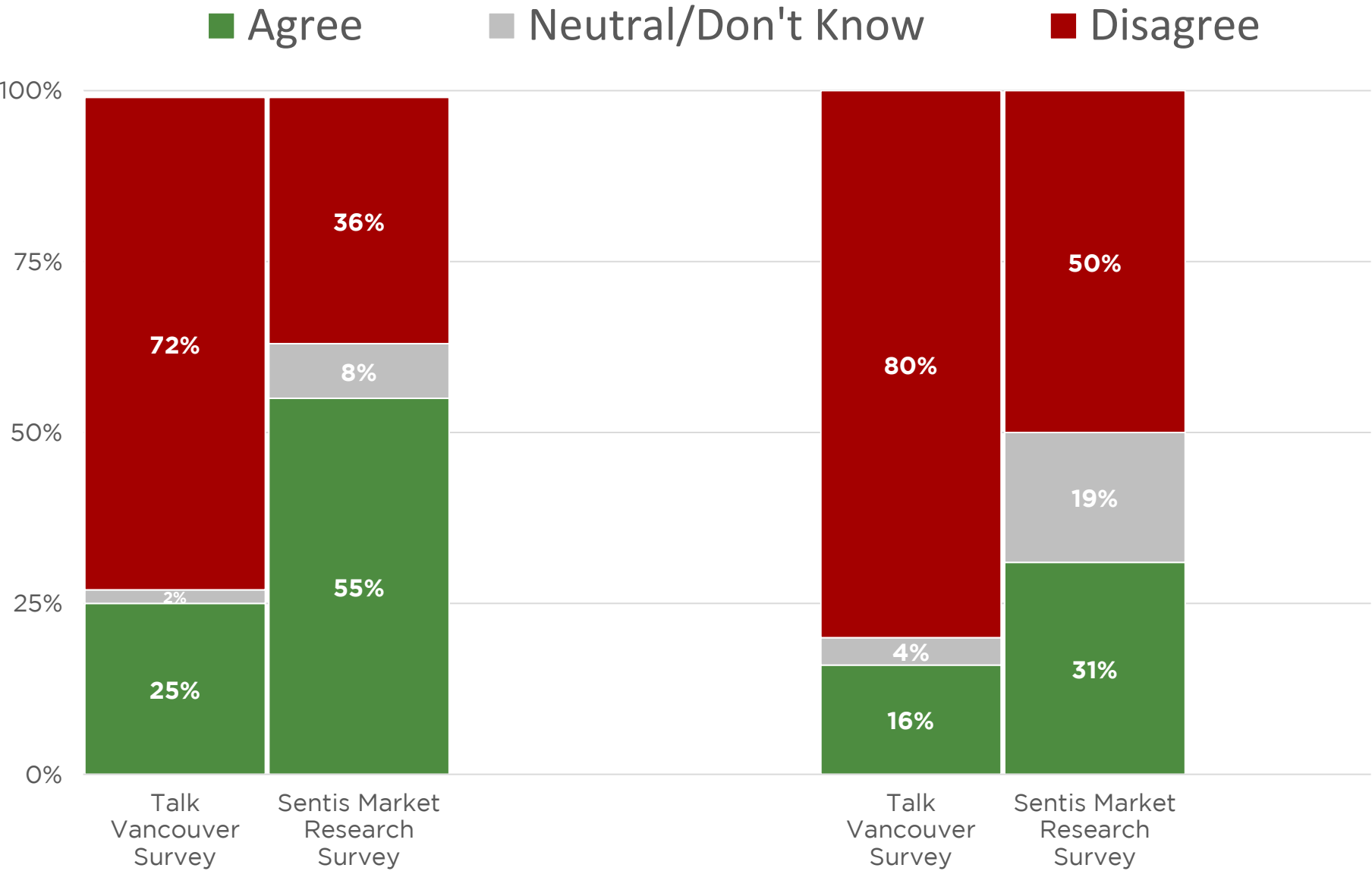
	Talk Vancouver Survey	Actual Portion of City Households
Single family	61%	15%
Ground-oriented	73%	39%
Owner-occupied	67%	49%
Car-free household	5%	27%
Motor vehicles as primary mode	70%	46%

Support increased in demographically-representative market research survey

Higher support from car-free households, renters and higher-density households

Common reasons for disagreeing:

- Affordability
- Overall fee burden
- Fairness to low income households, renters, contractors



Do you agree or disagree with the idea of a **pollution charge?**

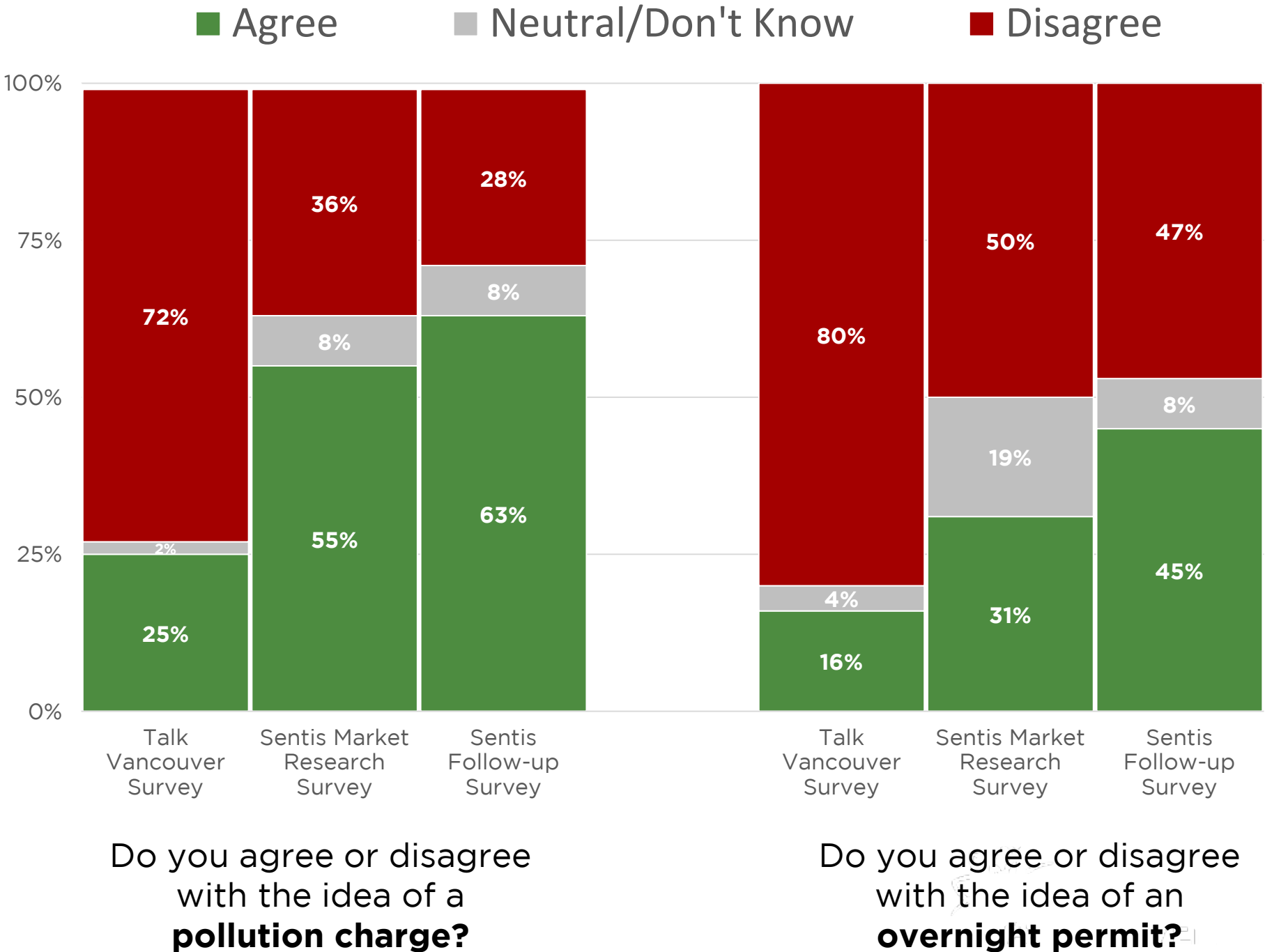
Do you agree or disagree with the idea of an **overnight permit?**

Public survey results based on 18,923 responses. Market research results based on 521 demographically-representative responses (administered by Sentis on behalf of the City).

High Level Results: Follow-up Survey

Support increased in follow-up survey

1. Addressed common misperceptions
 - Clarified existing vehicles would be exempt
 - Clarified most economy vehicles and many family vehicles would fall under \$0 tier
2. Asked about potential modifications
 - ✓ Reducing base permit fees for low income households
 - ✓ Reducing time the new overnight zone would be in effect
 - ✗ Reducing overnight fees for visitors



Public survey results based on 18,923 responses. Market research results based on 521 demographically-representative responses (administered by Sentis on behalf of the City). Follow-up survey was sent to respondents from initial Sentis survey (390 responses).

Responding to Concerns: Affordability

Concern: Annual pollution charge (up to \$1,000) and new permit base fee (\$45 per year) are not affordable

Pollution charge

- **Pollution charge would not apply to vehicles people already own** or vehicles specialized for people with disabilities
- **Most economy vehicles would fall under Tier 1 (\$0)**
 - 100% of new vehicles under \$20K
 - 60% of vehicles between \$20K and \$30K
- **Many Tier 1 (\$0) options suitable for families with children**

Overnight permit










- **Base fee for overnight permit: \$45 per year** (equivalent to \$3.75 per month)
- **Discounted rate for low income households: \$5 per year**

Revenue would be used to improve low cost transportation options

- **Over 25% of households citywide do not own a car**
 - Almost 50% of low income households

Many vehicles suitable for families
would fall under
Tier 1 (\$0)

Some examples:

 Ford Escape	 Kia Forte	 Nissan Rogue
 Toyota RAV4	 Mazda CX-30	 Hyundai Kona
 Volkswagen Golf	 Chevrolet Malibu	 Toyota Sienna Hybrid

* Purple text = modification from Phase 2 proposal based on feedback this summer

Responding to Concerns: Fairness to Renters

Concern: Program unfairly targets renters (who are less likely to have access to an off-street garage)

More support from renters overall

- **63% support program overall***
(28% opposed)

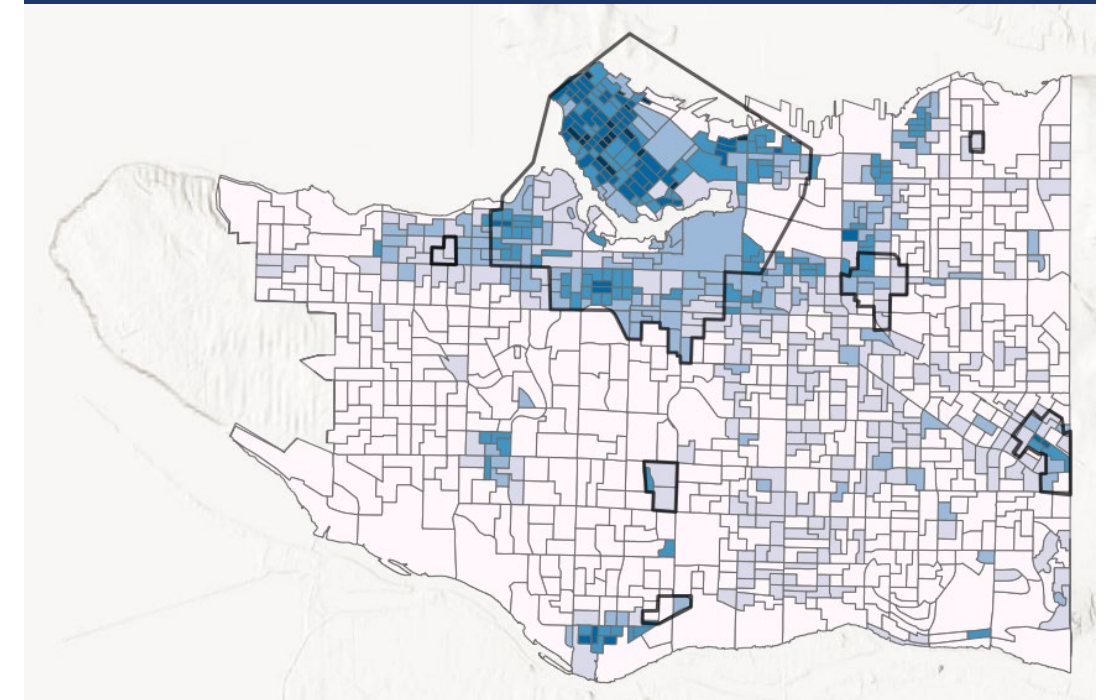
Most renters already live in permit zones

- **Most renters already pay for permits if they park on the street**
- **\$45 annual base rate is inexpensive compared to off-street parking**
(off-street parking often costs \$300-\$1,200 annually)

Not recommending specific provision for renters

- **Not all renters are low income**
- **Low income renters addressed through affordability provisions:**
 - Discounted base permit rate for low income households
 - Existing vehicles wouldn't pay pollution charge
 - Most economy vehicles would fall under \$0 tier
 - Revenue would help improve low cost transportation options

Most renters already live in areas requiring permits



Renter Population Density (per hectare)



Responding to Concerns: Contractors

Concern: Program could be unfair to contractors and others requiring larger vehicles for work

Pollution charge

- **Existing trucks and vans would be exempt**
as with all vehicles people already own
- **Many Tier 1 (\$0) options will be available in 2023+**
e.g. Ford F-150 Lightning, Chevrolet Silverado,
Tesla Cybertruck, Ford E-Transit Van

Overnight permit

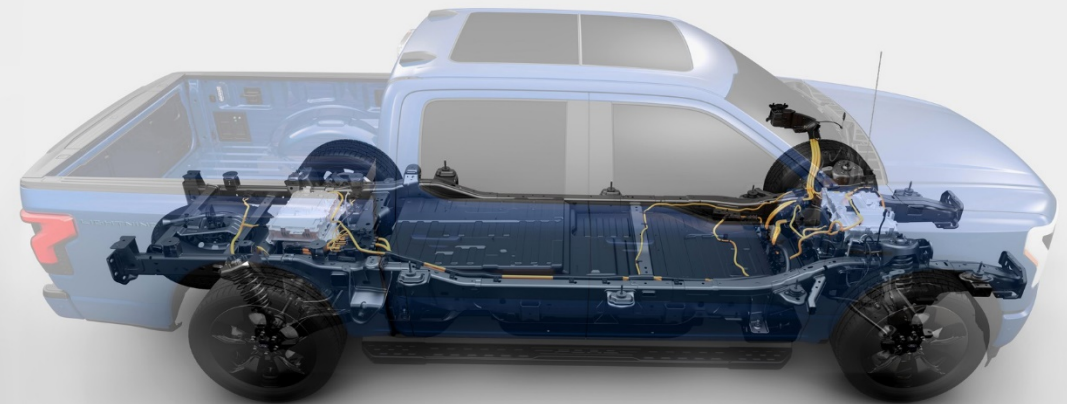
- **Daily visitor fees only in effect at night (midnight to 7am)**
→ wouldn't apply to most service calls

Exemptions not recommended

- Exempting large work vehicles with no alternative low-emissions option was considered, but challenging administratively and almost all have electric options

Ford F-150 Lightning

one of many new vehicles coming to market



Responding to Concerns: Care Workers

Concern: Program could burden low income care workers who provide overnight services across the city

Issue discussed with PDAC, Developmental Disabilities Association, BC Housing:

- Many 24-hour care service locations are in residential areas
- Overnight care work is often lower-paying
- Nightly visitor fees could add up for workers

Recommended approach

- **Allow workers that work in neighbourhoods overnight to purchase annual permits (same cost as residents)**

Care workers may need to frequently visit residential areas at night



Responding to Concerns: Revenue spending

Concern: How will revenue be used? How will this program support climate action?

Strong support for climate action

- **Almost 90% of respondents concerned about climate change**
- **Majority like that program revenue would support climate action**
59% like vs 26% dislike in follow up survey

Program is key part of Climate Emergency Action Plan

- **Reduce emissions from vehicles**
- **Fund critically-important climate actions**
19-31% of Climate Emergency Action Plan needs | **\$44M-72M by 2025**
- **Improve low-cost, green transportation options**

Public consultation would inform use of revenue

- Engagement recommended through capital planning and annual budget engagement processes

Potential bundle of projects
that could be funded with **\$60M** in revenue as per
Climate Emergency Action Plan

- **Develop 20 km of bus priority lanes**
to improve bus speed and reliability, which will make transit faster and more frequent
- **Construct street improvements next to two major rapid transit stations**
to encourage more transit use
- **Install 25 new pedestrian signals**
to enable safer walking
- **Construct 100 curb ramps**
to improve accessibility and walking experience for all
- **Plant over 1,000 trees**
in underserved neighbourhoods to provide tree canopy for improved air quality and temperature regulation
- **Construct 4 km of green infrastructure**
on local streets to capture and clean rainwater
- **Install 15 fast charging stations**
for easier charging of hybrid and electric vehicles
- **Install 500 Level 2 charging stations**
with emphasis on rental buildings

Public survey results based on 18,923 responses. Market research results based on 521 demographically-representative responses (administered by Sentis on behalf of the City). Follow-up survey was sent to respondents from initial Sentis survey, with a total of 390 responses.

Program Summary | Recommendations

A. THAT Council direct staff to implement the Climate Emergency Parking Program (CEPP),

comprised of a new overnight residential parking permit with reductions for households with low incomes, and a pollution charge added to parking permits for more polluting vehicles 2023 and newer with exemptions for specialized vehicles for wheelchairs, generally as outlined in this report;

FURTHER THAT Council direct the Director of Legal Services to prepare and bring forward for enactment amendments to the Street and Traffic By-law and Bylaw Notice Enforcement By-law, generally as set out in Appendix H

B. THAT Council direct staff to undertake public consultation

as part of the City's existing annual budget, long term capital planning, and 2023-2026 Capital Plan engagement processes **to help inform how revenues from the CEPP should be invested within the context of the Climate Emergency Action Plan** (CEAP) approved by Council (RTS 13199)



Program Summary | Recommendations

- C. THAT Council direct staff to report back to Council in 2022 on opportunities for improving parking management for local streets,**
including full-time Residential Permit Parking areas
- D. THAT Council direct staff to report back on initial outcomes of the CEPP**
in fall 2023 and any recommended program adjustments
- E. THAT Council approve, in principle, the funding strategy for the CEPP**
as follows:
 - **One-time implementation cost estimated at \$1.7 million** to be funded from \$0.6 million approved by Council in the 2019-2022 Capital Plan Recalibration (RTS 13895) for the CEAP and \$1.1 million from CEPP revenues
 - **Ongoing annual program administration cost estimated at \$1 million** to be funded from CEPP revenues

FURTHER THAT the above be incorporated in the 2022 budget for Council consideration in December 2021

