



Elimination of Minimum Parking Requirements Phase 2

Standing Committee on City Finances & Services
November 15, 2023

Outline

Recommendations

Background & Policy Context

Benefits

Expected Outcomes

Recommendations

Outline

Recommendations

Background & Policy Context

Benefits

Expected Outcomes

Recommendations

Recommendations

- Eliminate minimum parking requirements in the **West End** and **Broadway Plan Area**
- Direct staff to report back in 2024 with a **phasing plan and the next phase** of eliminating minimum parking requirements across the city, along with a framework to improve regulation of **on-street parking**

Other parking updates:

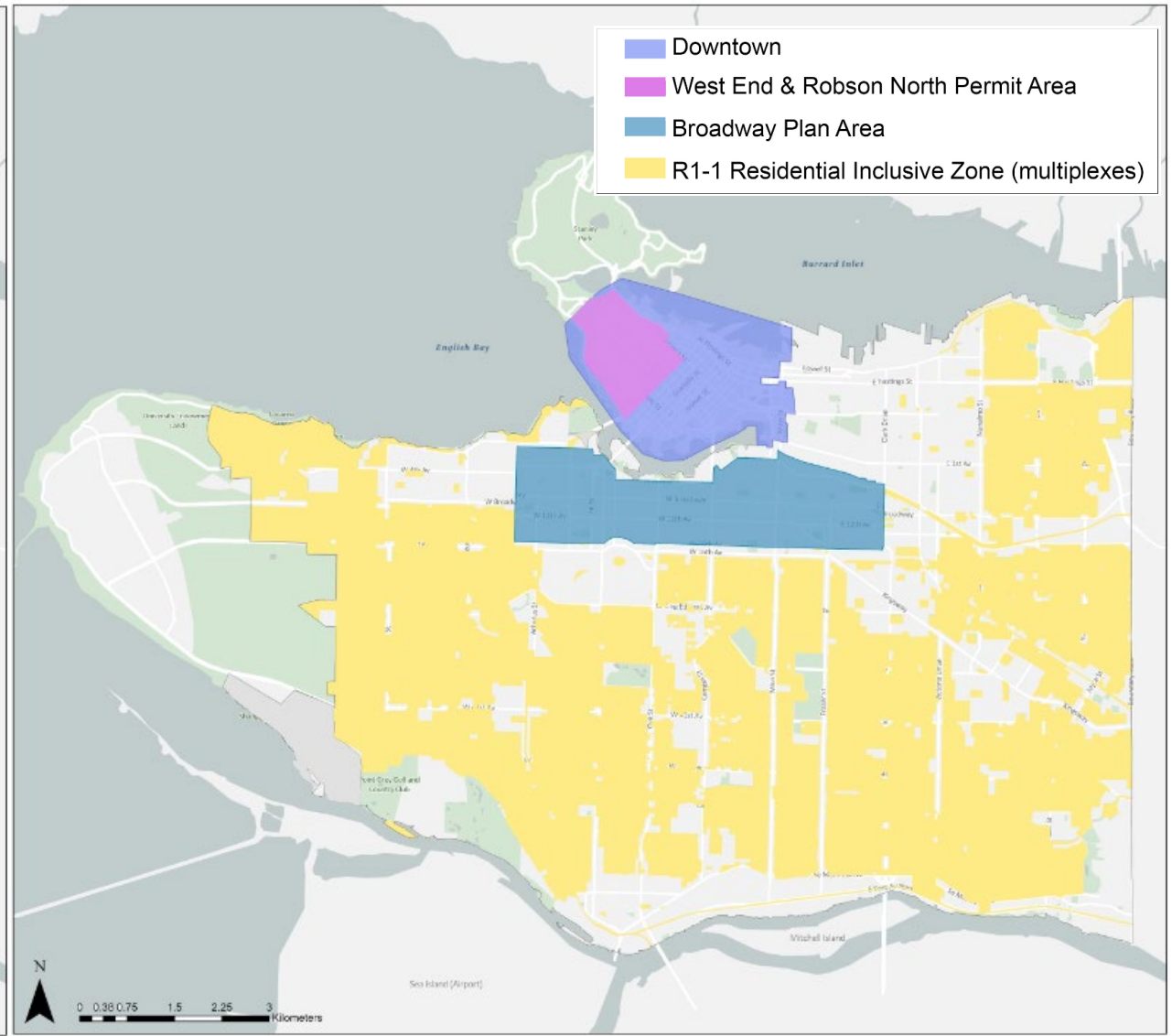
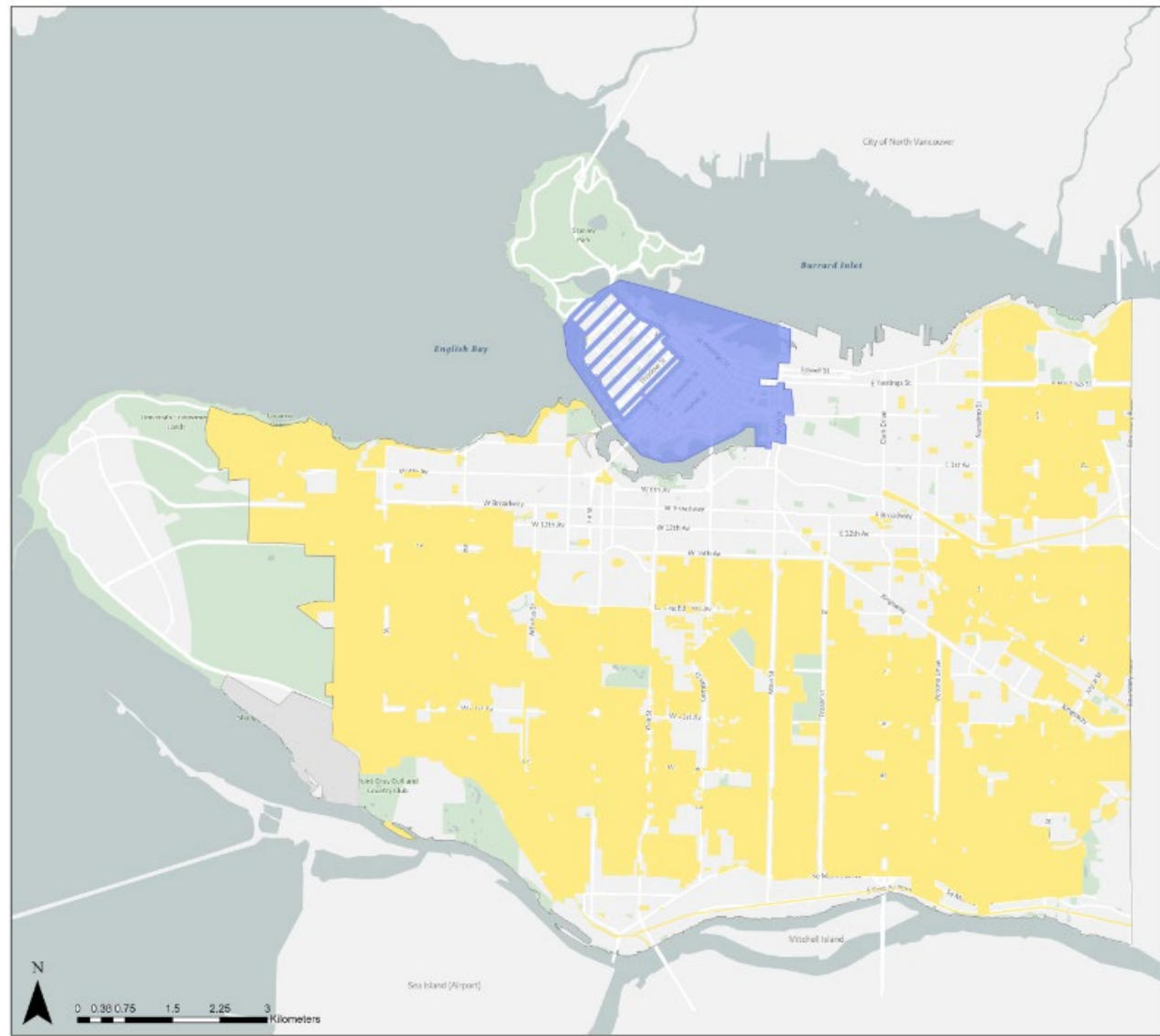
- Minor updates to loading rates and design standards
- Adding bike maintenance facilities into the bylaw
- Simplifying the Transportation Demand Management program

Recommended areas for no minimum parking requirements



Current

Recommended



Outline

Recommendations

Background & Policy Context

Benefits

Expected Outcomes

Recommendations

Why eliminate parking minimums?

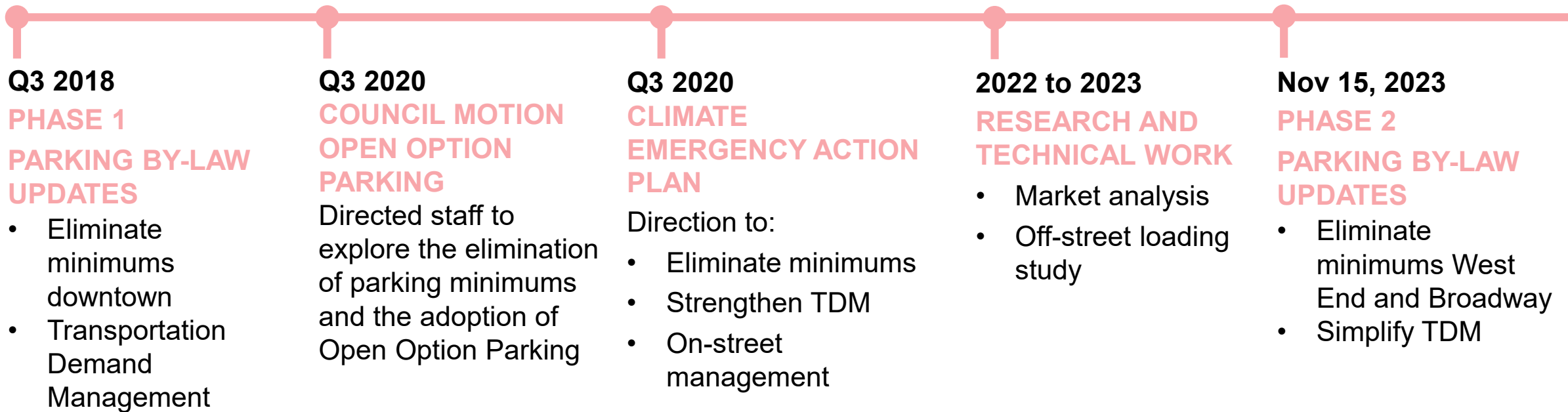
Benefits

- Increases the number of projects that are financially attractive
- Supports increased housing supply across all tenures
- Simplifies and de-regulates the development application process
- De-prioritizes investment in motor vehicle infrastructure
- Enables reduction in embodied carbon

Considerations

- Potential for parking demand to spillover onto the street if there is an inadequate supply of off-street parking

Timeline Of Recent Parking Direction



Downtown observations since 2019

Tenure	# of Projects	Units	Approximate previous minimum requirement	Parking Spaces Provided	Spaces provided per unit
Strata	4	594	594	685	1.15
Market Rental	3	83	83	0	0
Non-Market Rental	6	624	106 - 312	34	0.09

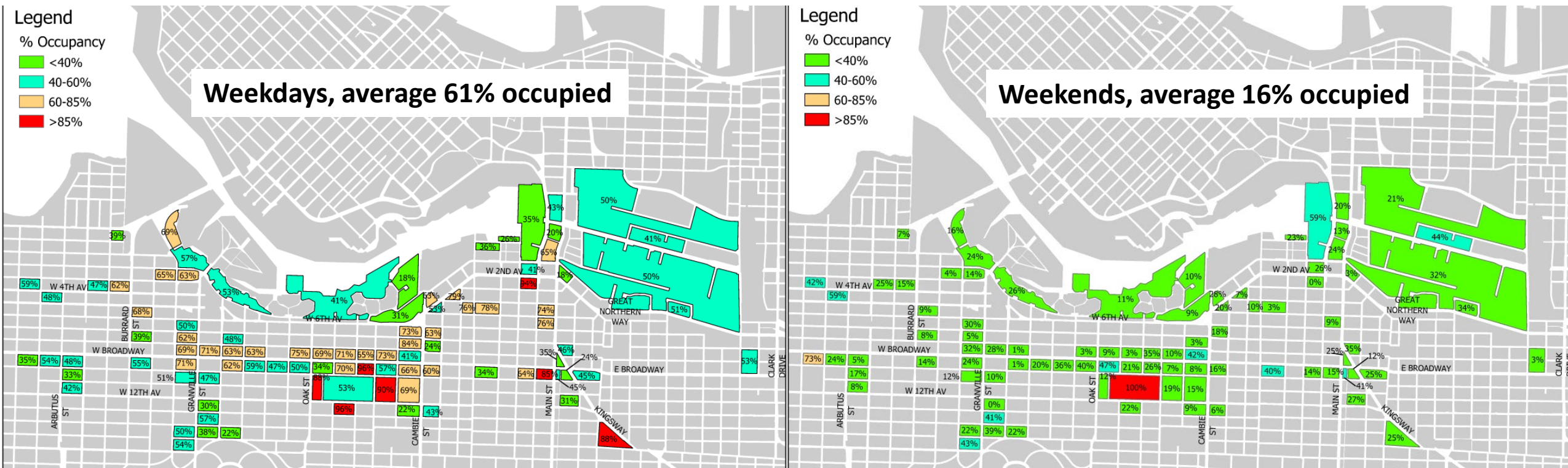
10 residential development permits issued since bylaw changes took effect

- Strata parking no change, which is still above pre-2019 minimums
- Rental parking decreased substantially
- Consistent with GIS analysis suggesting rental projects are significantly more sensitive to location/transit/amenity characteristics than strata projects

Low-risk Conditions

- Dense, walkable communities - supports high sustainable mode share
- On-street parking is well-regulated
- Existing ample supply of off-street parking

Off-Street Parking in Broadway Underutilized

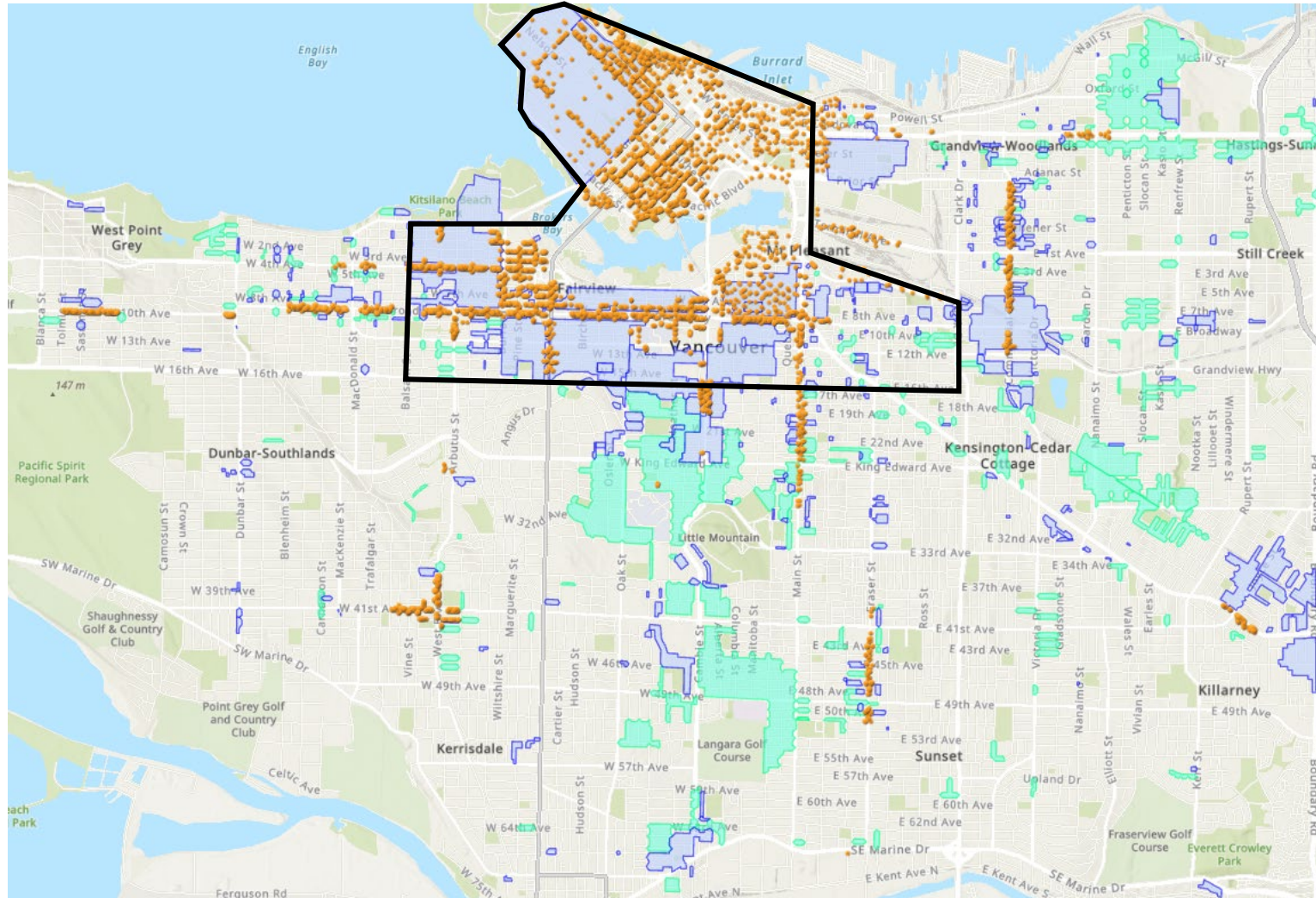






*data collected 2019/2020 (pre-COVID), 10am-4pm, publicly-accessible lots, total supply ~15,500 spaces

For comparison, Downtown from 2008 to 2018:

- Parking supply decreased 6% (from 35,100 to 33,000 spaces)
- Occupancy decreased 6% (from 67% to 61%)

On-Street Regulations



-  Resident Permit Parking
-  Resident Parking Only
-  Pay Parking
-  Downtown & Broadway Plan Area (approx.)

Other Cities

Canada

- Edmonton
- Toronto
- Calgary (non-residential)

USA

- San Francisco
- Portland
- Austin
- Minneapolis
- Buffalo
- Seattle (transit)
- Houston (downtown)
- Boston (affordable housing)
- Nashville (urban areas)
- New York City (Manhattan)

State-level changes

- California state prohibits minimum parking requirements within a half mile of transit
- Oregon state prohibits minimum parking requirements near transit and at small or affordable homes within Oregon's 8 largest metro areas

Benefits noted in other cities

- **San Diego, CA** - 1 year after parking reform, a fivefold increase in number of homes permitted under City's density bonus program
- **Minneapolis, MN** - New studio apartments were offered at \$200/month less in buildings where minimums were waived
- **Breckenridge, CO** – Worker housing development was able to provide 60% more units by providing half the minimum parking
- **Edmonton, AB** – no dramatic change in parking supply, but some non-market housing projects advanced with lower parking

Outline

Recommendations

Background & Policy Context

Benefits

Expected Outcomes

Recommendations

Improves Project Viability

- Site size and shape
 - Small sites or unusual geometry
 - Inefficient layouts
 - Slope
- Ground conditions
 - E.g. weak soils, bedrock, groundwater

Example: 55 West Hastings St

- 10 storeys
- 32 secured market rental
- 30' frontage
- 0 parking stalls



Artistic rendering of 55 West Hastings Street, Vancouver. (Gair Williamson Architects)

Potential to Right-Size Construction

12-20%

of the embodied carbon in a new building is attributed to underground parking

If new buildings provide 20% less parking than current practice, by 2050 a cumulative

225 kt CO₂e

could be avoided in parking infrastructure, roughly equivalent to

1 billion kilometres

driven by an average gasoline vehicle

Potential to Reduce Construction Impacts

- At current parking minimums:
 - Excluding any space not directly used for vehicles (e.g. mechanical rooms, pedestrian circulation), \$60,000 to \$80,000 per stall
 - On small site or with challenging soils, costs can exceed \$120,000
 - Underground parking (including service areas) can exceed 20% of total construction costs
- Impacts to traffic and congestion are greater during below-grade construction phases: Curb lanes, sidewalks, and traffic lanes may need to be closed to allow for equipment access and staging

Outline

Recommendations

Background & Policy Context

Benefits

Expected Outcomes

Recommendations

Project Viability and Housing Supply

- More projects will become financially attractive
 - Overall volume of projects
 - Increase in rental components
- More impactful at sites where the cost to construct parking is the highest
 - Small sites, poor ground conditions
- Less review may accelerate review process
- Potentially reduced construction costs

Impact to Housing Prices

Market

- Determined by supply & demand
- In the long term, reduced construction costs could lead to increased supply

Non-Market

- Impacted by construction costs
- Reduced construction costs could enable reduced rents or increased affordability

Potential Impacts to Parking Supply

	Expected Change in Parking Supply	Rationale
Strata	-	Currently build 22% more than the minimum
Market Rental	↓	Greater reductions expected in amenity-rich areas
Non-Market Rental	↓	Greater reductions expected in amenity-rich areas Minimize as much as possible to reduce construction costs and therefore rents, so supply may not meet demand (as is the case today)

Transportation Demand Management

What is TDM?

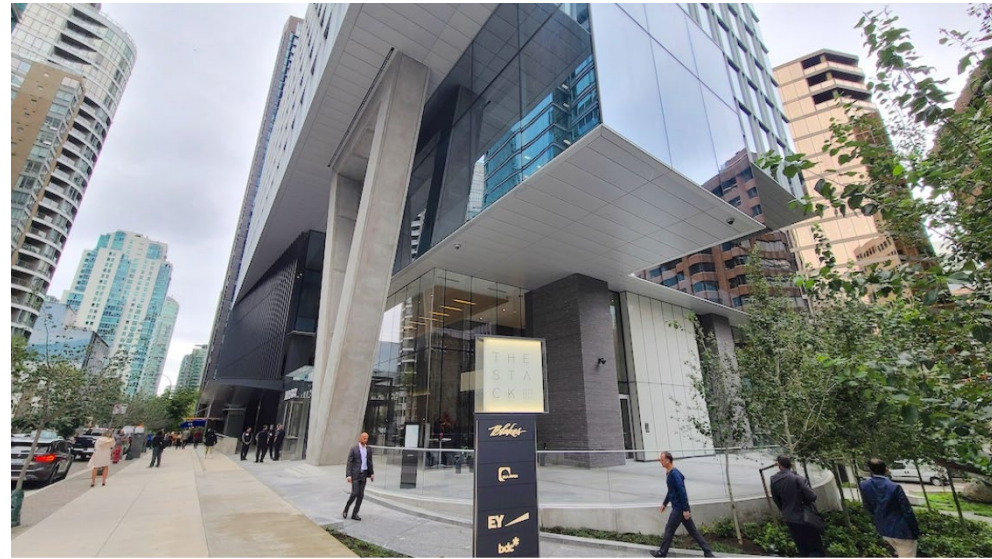
- Strategies to encourage trips by walk, bike, transit, car share
- Linked to de-prioritization of parking
- E.g. Instead of building parking, developers could provide subsidized transit passes

Goals of the new TDM

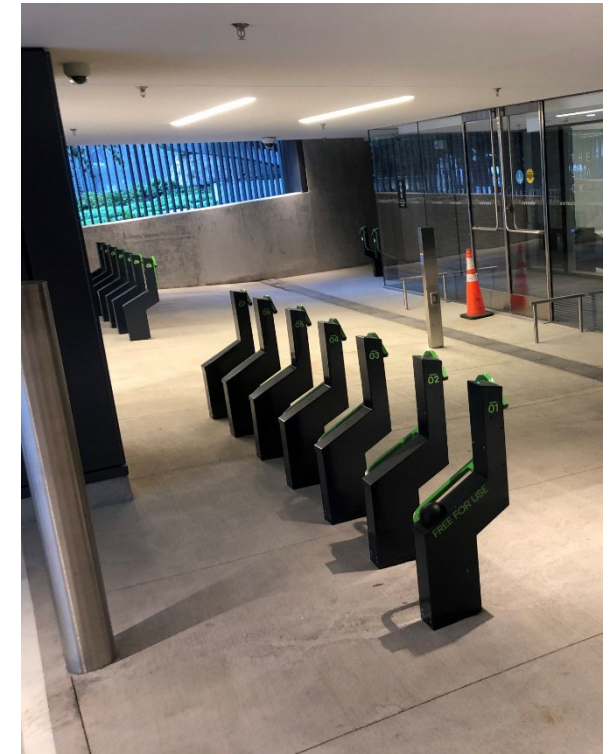
- Simplify, user-friendly
- Improve certainty, static targets
- Accelerate staff review time
- Adjusting expectations to suit a wider range of participation

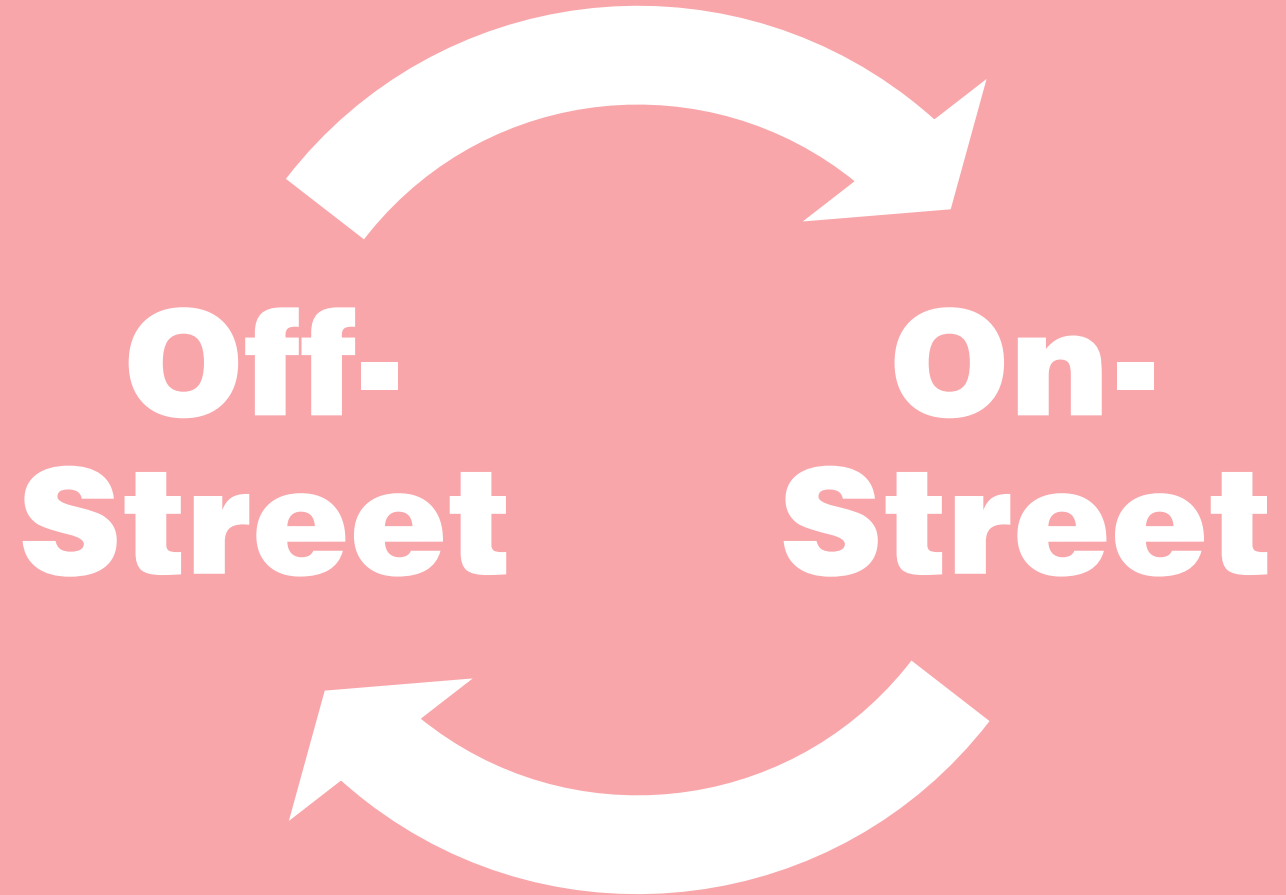
TDM example: 1133 Melville St

- 37-storey office building
- 161 parking spaces
 - Less than half the pre-2019 bylaw
- Enhanced visitor bike parking
- Multimodal wayfinding
- 8 EV-ready car share vehicles & spaces
- Bike maintenance

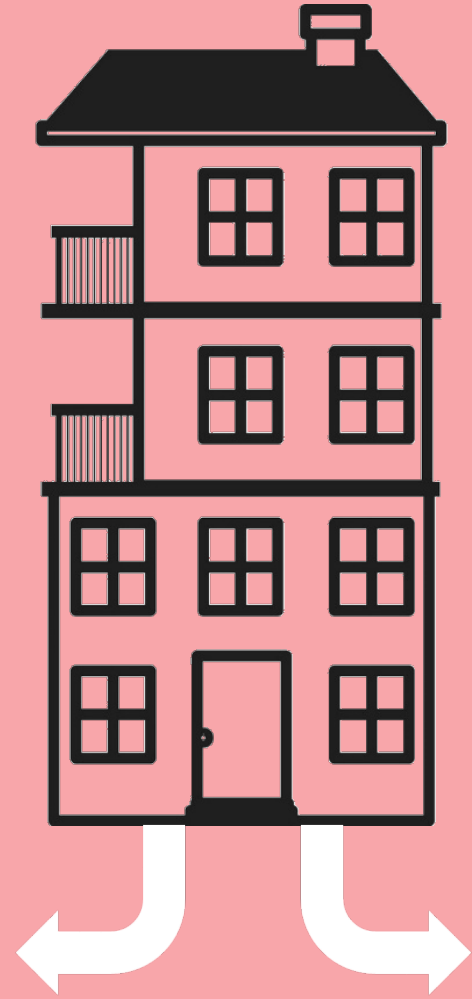


Exterior of The Stack office tower. (Kenneth Chan/Daily Hive)





RISK: PARKING SPILLOVER



On-Street Parking Management

- Advance the elimination of off-street parking minimums in **parallel** with the improvement of on-street parking management
- As street parking becomes more full, introduce permit parking to better manage demand
 - Municipalities have a variety of tools to manage permit demand
 - Permit limits
 - Permit restrictions by housing type/parking availability
 - Pricing

Outline

Recommendations

Background & Policy Context

Benefits

Expected Outcomes

Recommendations

Recommendations

- Eliminate minimum parking requirements in the **West End** and **Broadway Plan Area**
- Direct staff to report back in 2024 with a **phasing plan and the next phase** of eliminating minimum parking requirements across the city, along with a framework to improve regulation of **on-street parking**

Other parking updates:

- Minor updates to loading rates and design standards
- Adding bike maintenance facilities into the bylaw
- Simplifying the Transportation Demand Management program

Thank you